

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Wednesday, March 4, 2026  
5:00 PM

JoAnn Busenbark Boardroom

### Community Advisory Committee (CAC)

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

Napa Valley Transportation Authority (NVTA) Community Advisory Committee (CAC) meeting will be held both in person and remotely via Zoom. The Zoom option will be available for members of the public to participate, however all committee members are expected to be in person and following the traditional Brown Act rules.

#### 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 94573100120
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 945 7310 0120 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](mailto: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](mailto: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 via 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>

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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 CAC 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](mailto: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 Laura Sanderlin, NVTA Board Secretary, at (707) 259-8633 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 Titulo VI: La NVTA puede proveer asistencia/facilitar la comunicaci3n a las personas discapacitadas y los individuos con conocimiento limitado del ingl3s quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al n3mero (707) 259-8633. Requerimos que solicite asistencia con tres d3as h3biles de anticipaci3n 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 CAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang iny

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

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.

## **6. PRESENTATIONS**

### **6.1 NVTA Project Update (Grant Bailey)**

**Estimated Time:** 5:20 p.m.

### **6.2 Vine Trail St. Helena to Yountville (Graham Wadsworth)**

**Estimated Time:** 5:35 p.m.

## **7. CONSENT AGENDA**

### **7.1 Meeting Minutes of January 7, 2026 (Arcie Alvarado) (Pages 7-9)**

**Recommendation:** CAC action will approve the meeting minutes of January 7, 2026

**Estimated Time:** 5:55 p.m.

**Attachments:** [7.1 Draft Minutes 01 07 26.pdf](#)

**7.2 Vine Transit Update (Libby Payan) (Pages 10-20)**

**Recommendation:** That the Community Advisory Committee (CAC) receives the second quarter of Fiscal Year 2025-2026 Vine Transit Update.

**Estimated Time:** 5:55 p.m.

**Attachments:** [7.2 Staff Report](#)

**8. REGULAR AGENDA ITEMS**

**8.1 Executive Director Report (Danielle Schmitz) (Pages 21-23)**

**Recommendation:** That the Napa Valley Transportation Authority (NVTA) Community Advisory Committee receive the Executive Director Report.

**Estimated Time:** 6:00 p.m.

**Attachments:** [8.1 Staff Report](#)

**8.2 Napa Countywide Active Transportation Plan Review (Diana Meehan) (Pages 24-27)**

**Recommendation:** That the Napa Valley Transportation Authority (NVTA) Community Advisory Committee review the Draft Napa Countywide Active Transportation Plan.

**Estimated Time:** 6:15 p.m.

**Attachments:** [8.2 Staff Report](#)

**9. FUTURE AGENDA ITEMS**

**10. ADJOURNMENT**

**10.1 The next Regular Meeting is May 6, 2026.**

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 February 25, 2026.

Arcie Alvarado, Administrative Assistant

## FREQUENTLY USED ACRONYMS

<b>ABAG</b>	Association of Bay Area Governments	<b>PSE</b>	Plans, Specifications and Estimates
<b>ADA</b>	American with Disabilities Act	<b>RFI</b>	Request for Information
<b>ATAC</b>	Active Transportation Advisory Committee	<b>RFP</b>	Request for Proposal
<b>ATP</b>	Active Transportation Program	<b>RFQ</b>	Request for Qualifications
<b>BAAD</b>	Bay Area Air District	<b>RHNA</b>	Regional Housing Needs Allocation
<b>CAC</b>	Community Advisory Committee	<b>RM2</b>	Regional Measure 2 (Bridge Toll)
<b>CBTP</b>	Community Based Transportation Plan	<b>RM3</b>	Regional Measure 3
<b>CEQA</b>	California Environmental Quality Act	<b>ROW</b>	Right of Way
<b>CMA</b>	Congestion Management Agency	<b>RTP</b>	Regional Transportation Plan
<b>CTA</b>	California Transit Association	<b>SB 1</b>	The Road Repair and Accountability Act of 2017
<b>CTC</b>	California Transportation Commission	<b>SHOPP</b>	State Highway Operation and Protection Program
<b>CY</b>	Calendar Year	<b>STIP</b>	State Transportation Improvement Program
<b>DBE</b>	Disadvantage Business Enterprise	<b>STP/CMAQ</b>	State Transportation Program/Congestion Mitigation Air Quality funds
<b>DOT</b>	Department of Transportation	<b>TAC</b>	Technical Advisory Committee
<b>EIR</b>	Environmental Impact Report	<b>TDA</b>	Transportation Development Act
<b>FHWA</b>	Federal Highway Administration	<b>TFCA</b>	Transportation Fund for Clean Air
<b>FTA</b>	Federal Transit Administration	<b>TOC</b>	Transit Oriented Communities
<b>FY</b>	Fiscal Year	<b>TOD</b>	Transit-Oriented Development
<b>GHG</b>	Greenhouse Gas	<b>VMT</b>	Vehicle Miles Traveled
<b>HOT</b>	High Occupancy Toll		
<b>HOV</b>	High Occupancy Vehicle		
<b>HTF</b>	Highway Trust Fund		
<b>IFB</b>	Invitation for Bid		
<b>IIJA</b>	Infrastructure Investment and Jobs Act		
<b>ITOC</b>	Independent Taxpayer Oversight Committee		
<b>IS/MND</b>	Initial Study/Mitigated Negative Declaration		
<b>JPA</b>	Joint Powers Agreement		
<b>MPO</b>	Metropolitan Planning Organization		
<b>MTC</b>	Metropolitan Transportation Commission		
<b>NEPA</b>	National Environmental Policy Act		
<b>NVTA</b>	Napa Valley Transportation Authority		
<b>NVTA-TA</b>	Napa Valley Transportation Authority-Tax Agency		
<b>OBAG</b>	One Bay Area Grant		
<b>PCC</b>	Paratransit Coordination Council		
<b>PCI</b>	Pavement Condition Index		
<b>PCA</b>	Priority Conservation Area		
<b>PDA</b>	Priority Development Area		

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

## Meeting Minutes Community Advisory Committee (CAC)

Wednesday, January 7, 2026

5:00 PM

JoAnn Busenbark Boardroom

### 1. Call To Order

Chair Baldini called the meeting to order at 5:06pm.

### 2. Roll Call

**Present:** 10 - Ron Richardson  
Larry Kromann  
Michael Baldini  
Jean Vincent Deale  
Vincent Courtney  
Ashley Tenscher  
Tom Kambe  
Vice Chair Hans Korve  
Alex Crown  
Gary Woodruff

**Absent:** 1 - Patricia Lynch

### 3. Public Comment

None

### 4. Committee Member Comments

Member Richardson provided a comment on the Lincoln Avenue road reconfiguration, from four lanes to three lanes and suggested more flashing pedestrian crossing signals to be installed.

### 5. Staff Comments

Rebecca Schenck reported the new Vine schedule changes effective January 11, 2026.

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.

### 6. PRESENTATIONS

#### 6.1 Measure T Accomplishments (Addrell Coleman)

Information Only/No action taken

Member Richardson raised a question on the Measure T funding and its allocations, and

clarification on how the lane miles are measured.

Member Kromann inquired about seeing replacements and not upgrades toward future bike lanes.

Chair Baldini asked about the 5-year plan from Measure T and if inflation was considered when describing expenditure on projects. Executive Director Schmitz and Director of Finance, Tony Onorato responded by providing information on the impact of sales tax revenue on these projects.

Member Korve asked about the decision-making process for the Measure T projects. Executive Director Schmitz confirmed they are made by each jurisdiction.

## **7. CONSENT AGENDA**

### **7.1 Meeting Minutes of November 5, 2025 (Laura Sanderlin) (Pages 9-11)**

**Motion MOVED by KORVE, SECONDED by RICHARDSON, to APPROVE Item 7 Consent Agenda. Motion passes.**

**Aye:** 10 - Member Richardson, Member Kromann, Chairperson Baldini, Deale, Courtney, Tenscher, Kambe, Vice Chair Korve, Member Crown and Member Woodruff

**Absent:** 1 - Member Lynch

## **8. REGULAR AGENDA ITEMS**

### **8.1 Executive Director Report (Danielle Schmitz) (Pages 12-18)**

Member Kromann suggested a partnership similar to Napa Housing Coalition and Gen Housing for NVTAs housing research.

### **8.2 Countywide Transportation Plan (CTP) Update (Diana Meehan) (Pages 19-24)**

Member Kromann raised a question on the continuation of research regarding the usage of the Vine Trail. Staff confirmed there will be continued research.

### **8.3 Community Based Transportation Plan & CARE Program (Libby Payan) (Pages 25-28)**

**Information Only/No Action Taken**

### **8.4 Accessible Transportation Needs Assessment (ATNA) Implementation Progress Update-Mobility Manager Status Update (Diana Meehan) (Pages 29-31)**

Member Tenscher asked for clarification on Connections. Staff noted that the Aging & Disability Resource Connection is a local county initiative that received start up funding, but has not yet identified an ongoing funding source.

## **9. FUTURE AGENDA ITEMS**

Chair Baldini requested a project update on the Carneros Interchange and an update of the Napa Solano Rail Study.

Member Korve requested information regarding pavement rehabilitation on Silverado Trail.

Executive Director Schmitz reported five vacancies on the Community Advisory Committee.

## **10. ADJOURNMENT**

Chair Baldini adjourned the meeting at 6:18 p.m.

**10.1 The next Regular Meeting is Wednesday March 4, 2026.**

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Arcie Alvarado, Administrative Assistant



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## NAPA VALLEY TRANSPORTATION AUTHORITY

### Community Advisory Committee (CAC) Agenda Memo

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**TO:** Community Advisory Committee  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Libby Payan, Senior Program Planner/Administrator  
(707) 259-8782 / Email: [lpayan@nvta.ca.gov](mailto:lpayan@nvta.ca.gov)  
**SUBJECT:** Vine Transit Update

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#### **RECOMMENDATION**

That the Community Advisory Committee (CAC) receives the second quarter of Fiscal Year 2025-2026 Vine Transit update.

#### **EXECUTIVE SUMMARY**

This report summarizes the Vine’s operational performance during the second quarter of the current Federal Fiscal Year (FY) 2025-26, covering the period October 1 to December 30, 2025. This report compares the second quarter of FY 2025-26 to the same period of FY 2024-25 to provide context on year-over-year ridership levels and compares missed trips over the same time periods. It also includes a discussion of recent schedule changes, marketing efforts, trip completeness and an update on the CAD/AVL system.

#### **BACKGROUND**

##### **Recent Schedule Changes**

The most recent schedule change occurred January 11, 2026. Changes include:

- Route 11 operates every 55 minutes instead of every 60 minutes
- A new Southbound Route 10 Bus Stop located at approximately 1615 Lincoln Ave. was added in Calistoga
- Two new stops on Route E in the westbound and eastbound direction by McPherson Elementary school
- Timetable adjustments on Route 11X and Route 21

The next schedule change will occur on Sunday June 14th to align with other Bay Area transit operators and the end of the 2025-2026 school year. Additionally, there will also be some minor schedule changes during BottleRock weekend to accommodate festival attendees such as rerouting Route 29 to serve the transit center and adding extra trips since many festival attendees travel to Bottlerock from the Bay Area via the BART system.

### Ridership

Table 2 on the next page compares the annual difference between second quarter of FY 2024-2025 (October, November & December) to second quarter of FY 2025-2026 to show the year-over-year ridership in the City of Napa which experienced a 3% increase. Route A experienced the most significant growth year-over-year. Route A switched from a limited on-demand service to a fixed route as part of the January 12, 2025 schedule change. Ridership data indicates significant increases in usage as riders have shown a preference for the bus to operate on a schedule. The increase in Route A ridership is also partially responsible for a decrease in Route B ridership as the two routes overlap on Browns Valley Rd. from Laurel St. to Freeway Drive and riders now have the option of taking the Route A to get to the Soscol Gateway Transit Center instead of the Route B. Route D also experienced a notable ridership increase of approximately 25%. The specific Route D trips that had the highest increases were at the start of school and end of school, demonstrating that more Camille Creek Community School students or faculty rode the bus.

*Table 2: City of Napa Ridership - Comparing Q2 of FY25 & Q2 of FY26*

<b>Service/Route</b>	<b>Q2 FY25</b>	<b>Q2 FY26</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Napa Local On-Demand*/Route A</b>	1,140	2,373	108.16%	1,233
<b>Route B</b>	5,742	5,177	-9.84%	-565
<b>Route C</b>	14,580	14,286	-2.02%	-294
<b>Route D</b>	2,114	2,652	25.45%	538
<b>Route E</b>	3,213	2,765	-13.94%	-448
<b>Route F</b>	3,330	3,768	13.15%	438
<b>Route G</b>	3,056	3,146	2.95%	90
<b>Total</b>	<b>33,175</b>	<b>34,167</b>	<b>2.99%</b>	<b>992</b>

*\*In Q2 of FY25, Route A operated as an on-demand service. In Q2 of FY26, Route A operated as a fixed route service*

While ridership is an important key performance indicator (KPI), it is also important to track other KPIs. Passengers per revenue hour is a measure of the number of people on the bus for every hour that the bus is in service. It does not include the deadhead, which is the time leading to and from the maintenance yard. In Chart 1, data shows passengers per revenue hour on weekdays (the grey bars) on local City of Napa routes remained

relatively stagnant with a slight increase when compared to the previous quarter of the current federal fiscal year and when compared to the same time one year ago.

*Chart 1: Passengers per Revenue Hour on City of Napa Routes (Weekdays)*

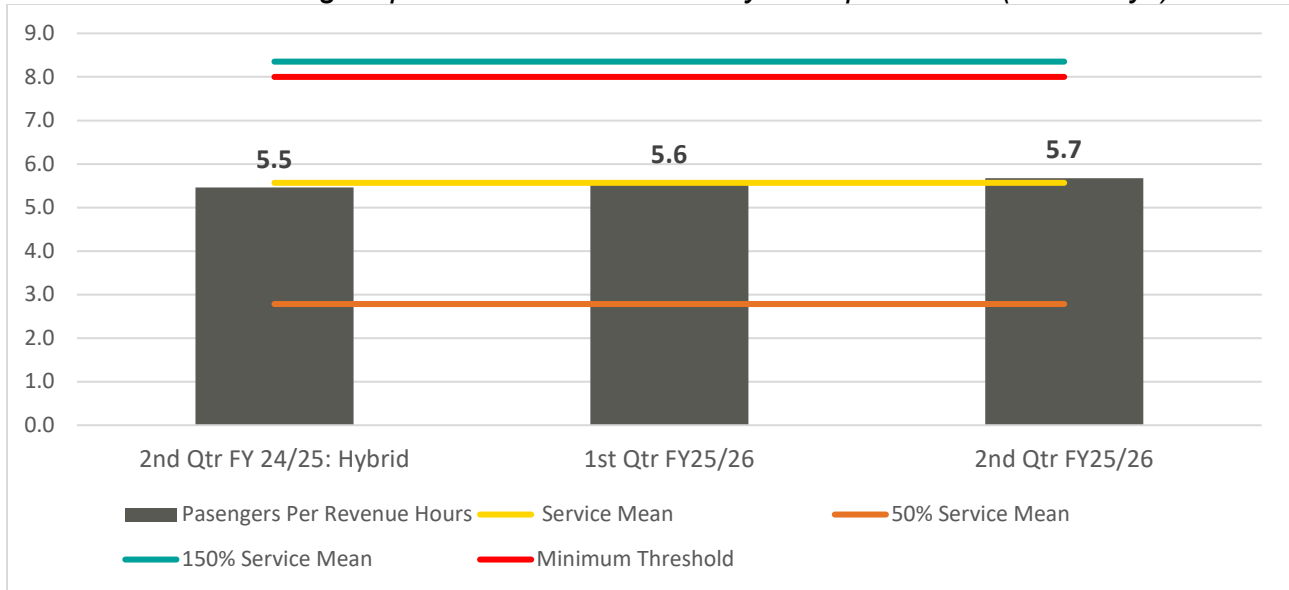


Chart 2 on the next page shows that the passengers per revenue hour varies by each individual local route. The Route C passengers per revenue hour continues to operate above the pre-COVID 8.0 minimum threshold measuring at 10.2. All other fixed routes were in the 3.2 to 6.7 range. Route D experienced the second highest total due to additional Camille Creek riders.

*Chart 2: Local Service Passengers per Revenue Hour (Weekdays)*

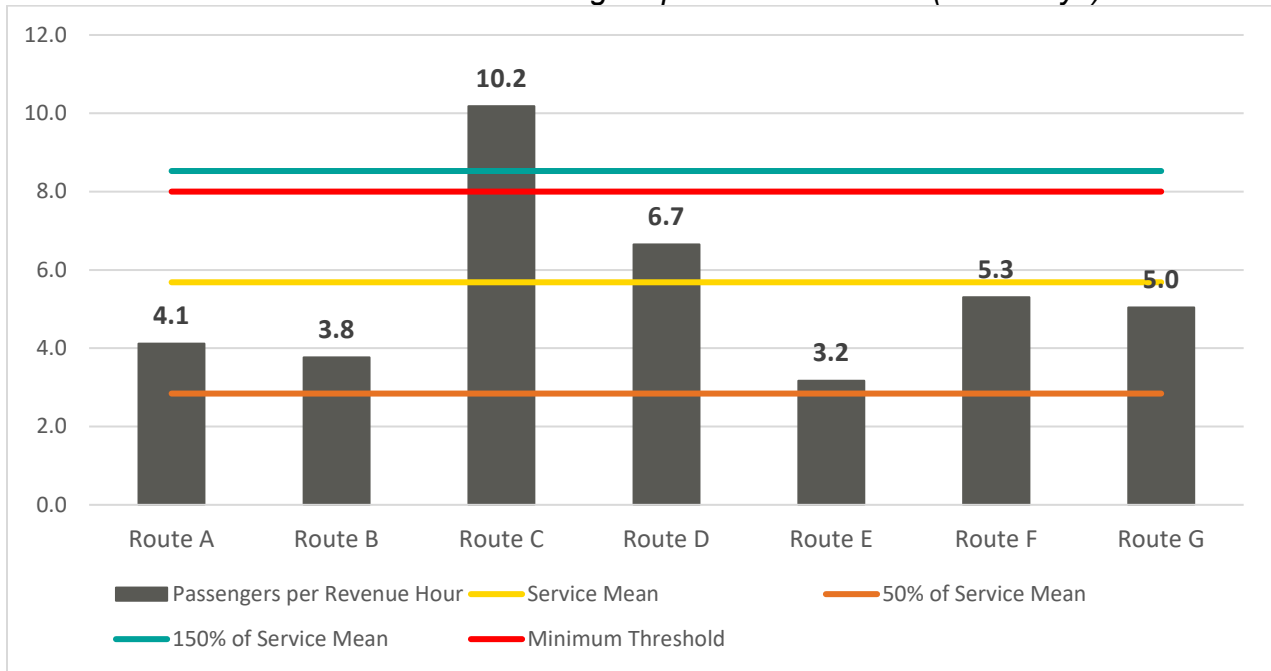


Table 3 on the next page shows an overall ridership decrease of 4% for the quarter on regional routes. Route 11X experienced a notable increase of approximately 40%. Route 11X was revamped starting on August 11, 2025. Previously, the Route operated as an expedited way to travel from the Redwood Park & Ride to the Vallejo Ferry terminal. Ridership on that route was consistently low. The route was changed to function as a quicker version of Route 11 that serves the route’s most popular stops. Early results seem to indicate that riders that previously rode Route 11 shifted to Route 11X as shown by the nearly 8% decrease in Route 11 ridership. Route 29 began operating on Saturdays as of August 16, which is reflected in the ridership figure below. Staff will continue to closely monitor ridership levels on Saturdays on Route 29 and the reimaged 11X to evaluate its effectiveness and popularity. In January, two trips a day were added to Route 11X to give riders another option to connect with the Ferry and the route was shortened to end at the Soscol Gateway Transit Center instead of the Redwood Park and Ride.

*Table 3: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q2 of FY25 & Q2 of FY26*

Route	Q2 FY25	Q2 FY26	% Difference	Numerical Difference
<b>Route 10</b>	35,537	34,641	<b>-2.52%</b>	-896
<b>Route 11</b>	30,994	28,538	<b>-7.92%</b>	-2,456
<b>Route 11X</b>	1,035	1,460	<b>41.06%</b>	425
<b>Route 21</b>	2,558	2,572	<b>0.55%</b>	14
<b>Route 29*</b>	8,887	8,867	<b>-0.23%</b>	-20
<b>Total</b>	<b>79,011</b>	<b>76,078</b>	<b>-3.71%</b>	<b>-2,933</b>

\*Route 29 began operating Saturday service as of August 10, 2025, which is reflected in the Q2 FY26 ridership figure

Passenger per hour per revenue hour data on regional service continues to fall below the pre-COVID 12.0 minimum threshold as shown on Chart 3 below. Routes 10 and 11 continue to be the most efficient regional routes at 8.0 and 7.8. Route 21 shows the lowest figure at 2.2. Route 21 service was diverted away from I-80 as part of a previous schedule change, however, that caused a longer trip time. As of January 12, 2026, Route 21 operates on I-80 to help speed up the time of the trip to and from Suisun City.

*Chart 3: Regional Service Passengers per Revenue Hour*

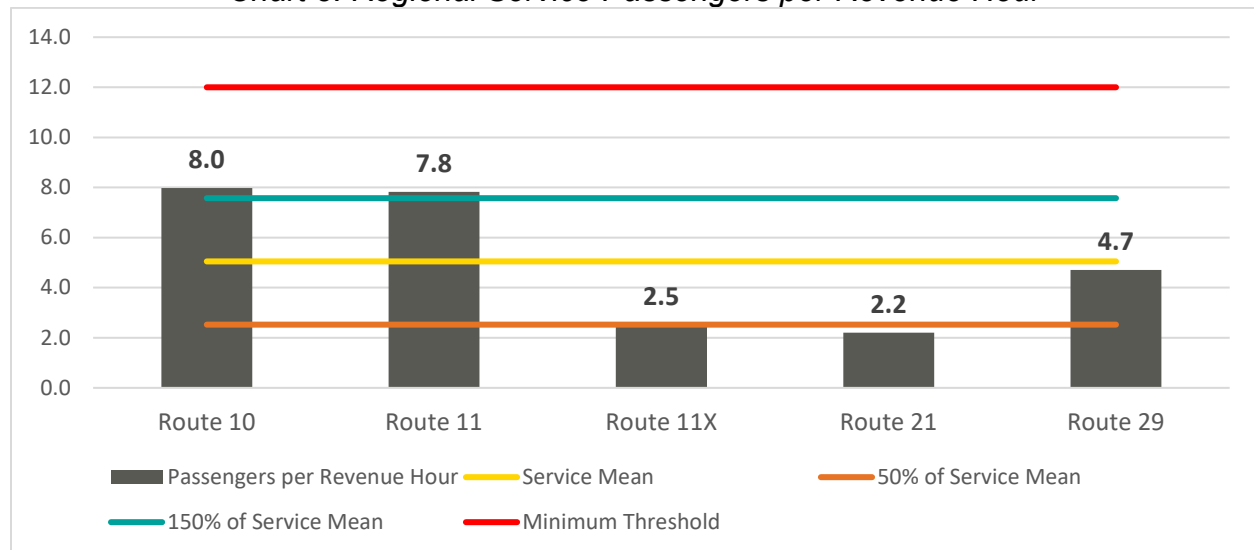


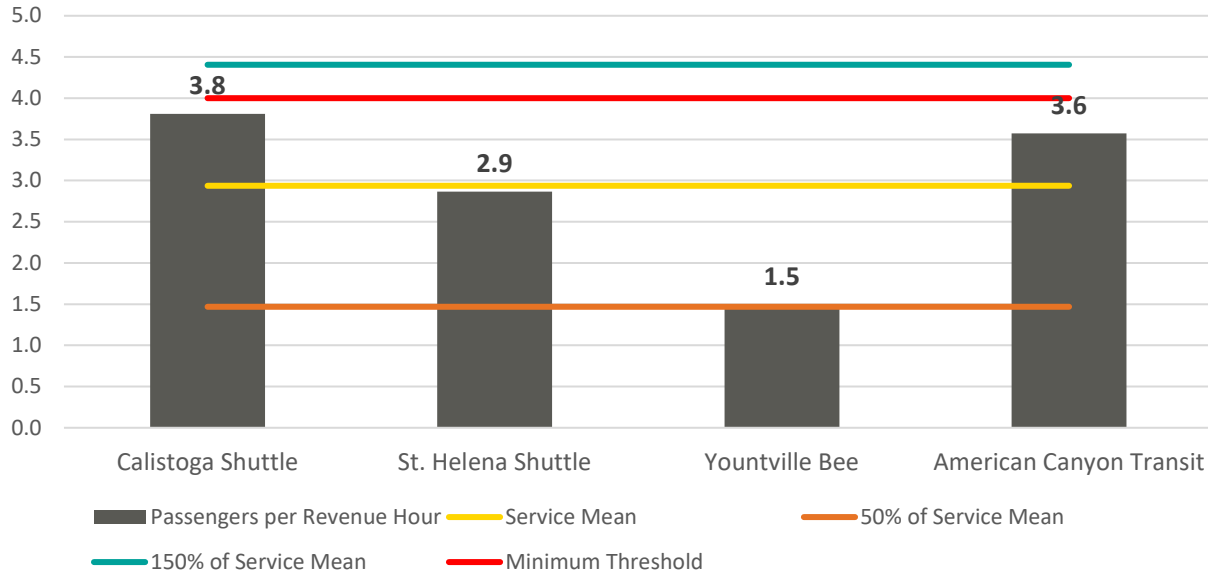
Table 4 below shows ridership experienced a decrease on the community shuttles overall by about 12% compared to the same quarter last year. American Canyon Transit (ACT) shows a significant decrease, although that is attributed to an administrative error. Typically, when ACT operates the school runs in the morning and afternoon, the driver counts each student as they board. It appears that some of the newer operators mistakenly didn't count riders as they boarded, leading to the lower ridership numbers. ACT typically carries the most riders compared to the other community shuttles, leading staff to believe the low number below is due to an administrative error. Staff is working with its Automated Passenger Counter vendor to see if the ridership data was captured using the system and will correct the ridership figure if the data is available. The Yountville Bee experienced a 15% ridership increase compared to the same period one year prior. Beginning March 1, the Yountville Bee will start providing service to and from Domain Chandon. This new destination paired with the reopening of Pancha's is expected to result in a ridership increase in Q3 of FY26.

*Table 4: Community Shuttles– Comparing Q2 of FY25 & Q2 of FY26*

<b>Service/Route</b>	<b>Q2 FY25</b>	<b>Q2 FY26</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Calistoga Shuttle</b>	3,659	3,664	<b>0.14%</b>	5
<b>St. Helena Shuttle</b>	1,685	1,878	<b>11.45%</b>	193
<b>Yountville Bee</b>	1,085	1,252	<b>15.39%</b>	167
<b>American Canyon Transit</b>	5,917	4,046	<b>-31.62%</b>	-1,871
<b>Total</b>	<b>12,346</b>	<b>10,840</b>	<b>-12.20%</b>	<b>-1,506</b>

Chart 4 on the next page shows the passengers per revenue hour on the local community shuttles. Given the overall popularity of American Canyon Transit, feedback received from the Community Based Transportation Plan and a recommendation listed in NVTAs Accessible Transportation Needs Assessment, staff submitted an application and received an award notice and funding agreement from the California Public Utilities Commission's Access for All Program for funding to increase the hours of service. Starting on February 9<sup>th</sup>, ACT weekday hours were extended an additional 90 minutes to 7:00pm and new Saturday service operates from 8:30am – 5:30pm.

*Chart 4: Community Shuttle Service Passengers per Revenue Hour*



VineGo ridership rose by about 10% over the last year as seen in Table 5. Staff continues to see steady increases in VineGo Ridership since the COVID-19 pandemic impacts have lessened and marketing efforts and partnerships with organizations, such as Molly’s Angels, have increased.

*Table 5: VineGo Ridership – Comparing Q2 of FY25 & Q2 of FY26*

Service	Q2 FY25	Q2 FY26	% Difference	Numerical Difference
VineGo	4,351	4,767	9.56%	416

Finally, Tables 6 & 7 on the next page show the missed trips during the second quarter of the current fiscal year compared to the fourth quarter of last Fiscal Year. Beginning in January 2025, NVTA reinstated a liquidated damage against its contracted service operator, Transdev, which enforces a \$500 penalty for each missed trip. This requirement was initially waived during the COVID pandemic given the uncertainties of the transit landscape and employment market. Given that much time has passed and Vine Transit’s schedules are more consistent, staff began enforcement and noticed a significant decline when compared to the same period last year.

*Table 6: Missed trips Q2 of FY 2024-2025*

	<b>Regular Missed Trips</b>	<b>On-Demand Missed Trips</b>
<b>October</b>	34	0
<b>November</b>	11	0
<b>December</b>	16	0
<b>Total</b>	<b>61</b>	<b>0</b>

*Table 7: Missed trips Q2 of FY 2025-2026*

	<b>Regular Missed Trips</b>	<b>On-Demand Missed Trips</b>
<b>October</b>	5	0
<b>November</b>	3	0
<b>December</b>	6	0
<b>Total</b>	<b>14</b>	<b>0</b>

*Marketing Efforts*

During the winter, there are generally fewer available community events that staff can participate in. Despite this, staff still made a targeted effort to attend various types of recent events including:

- Molly's Angels Holiday Luncheon (December 5, 2025)
- City of Napa Holiday Parade (December 6, 2025)
- Early Learning Center Grand Opening & Family Faire (December 13, 2025)
- Presentation at Napa Valley Lutheran Church (January 21, 2026)
- Presentation at Heritage House/Abode (January 21, 2026)
- The North Bay Workforce Alliance Hiring Event (January 29, 2026)
- Best of Napa Valley (January 30, 2026)
- English & Spanish Presentations at Napa Creek Manor (February 3, 2026)
- Bel Aire Park Magnet School Presentation & Bus Display (February 11, 2026)
- CIA Greystone Health & Resource Fair (February 11, 2026)

September was transit month, and to celebrate staff launched a Bus Animal Naming Contest with participation from school-aged students. NVTA invited elementary school students to name its electric fleet mascots - the owl, hawk, butterfly and bee. Winning students were announced in November and were treated to a special bus experience, received a basket of Vine Transit prizes, and celebrated with a pizza party for their class in the month of December. The winning animal names are:

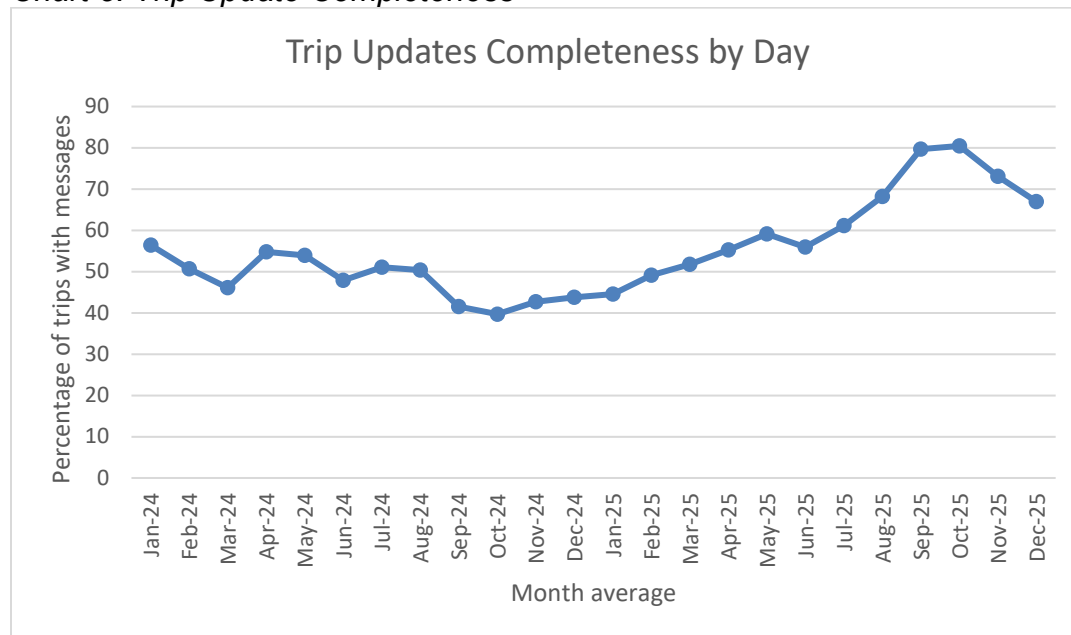
- Poppy the Bee – named by Genesis – 5<sup>th</sup> grade, Calistoga Elementary
- Talon the Hawk – named by Cody – 5<sup>th</sup> grade, Willow Elementary
- Mari (short for Mariposa) the Butterfly – named by Eleanor – 5<sup>th</sup> grade, St. Helena Elementary
- Ollie the Owl – named by Kimber – 2<sup>nd</sup> grade, Alta Heights Elementary



Marketing and transit staff are starting to preliminary plan for the BottleRock Festival Weekend. Vine transit offers free rides to all bus riders, regardless of their destination, during the weekend and offers special late-night service after the concert.

#### Trip Completeness

NVTA continues to track the percentage of trips sending real-time messages. Chart 5 on the next page shows monthly averages of trip completeness across all routes. NVTA's trip completeness is trending upwards through October. Then in November, when GMV had four days of a systemwide outage, the rate went down. NVTA would like to get to a level of 85% on-par with its neighbors which should be possible with a new CAD/AVL system.

**Chart 5: Trip Update Completeness**

**Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) and On-Demand Automated Dispatching Update**

For the last year, staff has been preparing to go out for bid on its CAD/AVL and Demand Response Systems. After releasing a Request for Information (RFI) for CAD-AVL and On-Demand Automated Dispatching on March 26, 2025, staff read through twelve proposals and conducted oral presentations and demonstrations from six firms. Additionally, staff visited two local transit agencies to view their CAD-AVL systems in-person. Through this process, staff learned a lot of information that helped to shape a formal Request for Proposals (RFP).

NVTA released a Request for Proposals in October, 2025 and firms were required to submit their responses by December 12, 2025. An evaluation committee consisting of NVTA transit planning staff, representatives from SolTrans and Transdev reviewed all submitted proposals and conducted interviews with three firms:

- 1) ETA Transit (CAD/AVL) & Spare (Automated Dispatching)
- 2) GMV Syncromatics (CAD/AVL) & VIA (Automated Dispatching)
- 3) Equans (CAD/AVL) & Spare (Automated Dispatching)

After extensive consideration, NVTA Board of Directors approved a contract with Equans & Spare at the February 18<sup>th</sup> Board Meeting. The contract provides a three-year term with two one-year options to extend. Staff will work with the vendors to replace the current systems and have the new systems operational by July- September 2026. NVTA

anticipates that this partnership will significantly improve the quality and reliability of data across Vine Transit operations.

**ATTACHMENTS**

None



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## NAPA VALLEY TRANSPORTATION AUTHORITY Community Advisory Committee (CAC) Agenda Memo

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**TO:** Community Advisory Committee (CAC)  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Danielle Schmitz, Executive Director  
(707) 259-5968 / Email: [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** Executive Director Report

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority Community Advisory Committee (CAC) receive the Executive Director Report.

### **BACKGROUND**

#### ***Local Update***

- NVTA received a California Public Utilities Commission (CPUC) grant to extend American Canyon Shuttle service which will allow for the American Canyon Transit to operate later weekdays, until 7:00 pm and Saturday service from 8:30 am – 5:30 pm. Thanks to the transit team for finding this creative grant source. The later service hours and Saturday service started on February 9<sup>th</sup>.
- Patrick Band has been promoted to Senior Planner. Patrick is an integral part of our planning team, leading efforts like the Active Transportation Plan which has been a big lift this last year, as well as being a resource to local jurisdictions and implementing the bike counter installation program. Well done, Patrick.

#### ***Regional Update***

- Clipper 2.0 has launched! Clipper 2.0 is active meaning now Clipper card readers will accept contactless credit cards, Apple Pay or Google Wallet. This includes free transfers from Muni, to BART or Caltrain. In addition, there will be free transfers (up to \$2.85) between systems like the Vine bus to BART.

- Following more than two years of extensive public dialogue, technical analysis and interagency collaboration, MTC and the Association of Bay Area Governments (ABAG) released Draft Plan Bay Area 2050+, together with 10 supplemental reports, the Implementation Plan, and the Draft Environmental Impact Report (EIR), for public review. <https://planbayarea.org/>
- Ashley Tenscher, Yountville resident and NVTA Community Advisory Committee member was approved by the MTC Commission to serve on the Regional Network Management Customer Advisory Group. The Customer Group shares customer perspectives to help shape regional transit policy and implementation planning. Ashley represents a customer perspective from a small operator (Vine Transit).

### ***State and Federal***

#### ***State Update:***

Governor Newsom released his final budget proposals for his term. The 2026-27 budget proposal outlines \$348 billion in spending that addresses a budget deficit far less dire than the LAO's predictions. The governor is relying on a three-year budget window which estimates revenues over the three-year period will be \$42 billion higher than earlier projections. This is resulting in only a \$2.9 billion shortfall in 2026-27. However, outyear deficits are forecast to be much larger.

The budget proposal does not include some transportation funding commitments from the past, like the zero-emission transit capital program and some State Transit Assistance funding. The STA funding is a little over \$30 million less than the current year, likely due to lower fuel revenues. The Governor's budget proposal includes loans for specific Bay Area Transit providers (i.e. BART, Muni, Caltrain and AC Transit). These loans are backed by revenue-based portion of the State Transit Assistance that goes directly to transit agencies. The loan provides for a 12-year repayment term with the first two years interest-only. The source of the loan is the total balance of funding available at the state level in the state's Transit and Intercity Rail Capital Program from funding that has been awarded to Bay Area projects but not allocated by the California Transportation Commission as of December 2025.

This coming fiscal year, 2026-27 marks the first year of the new expenditure program under Cap and Invest. As specified in the bill, if Auction revenues fall below \$4.2 billion then the allocations to Tier 3 (the Transportation programs) will be reduced. The budget summary forecast auction revenues at \$3.7 billion if these forecasts hold, transportation programs like LCTOP and TIRCP will be reduced. Cap and Invest also earmarks \$125 million for transit passes. There are no details available on how the transit pass program would be structured, however funding this program is a priority for Senate Pro Tem Limon.

**Federal Update:**

The Federal government experienced a brief partial shutdown in early February. Congress had until Midnight January 30<sup>th</sup> to pass the remaining appropriations bills or trigger a partial shutdown. The House advanced a six-bill minibus and recessed, but Senate Democrats blocked final passage in protest over Immigration and Customs Enforcement (ICE) funding. On January 30<sup>th</sup> a stopgap deal to carve out the Department of Homeland Security funding and extend negotiations was reached resulting in a two-week continuing resolution to negotiate a broader deal. The House passed a broader funding package, and President Trump signed it on February 3rd ending the shutdown. There are still continuing negotiations on the Department of Homeland Security funding.

Congress has begun early stages of work on the next surface transportation reauthorization bill, which must be enacted before the current authorization, the Infrastructure Investment and Jobs Act (IIJA), expires on September 30, 2026. The House Transportation and Infrastructure Committee has held a series of hearings and member forums focused broadly on highways, transit, freight, rail and infrastructure delivery. Committee leaders have emphasized a desire to pursue a bipartisan bill that focuses on transportation investment.

**ATTACHMENTS**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY Community Advisory Committee (CAC) Agenda Memo

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**TO:** Community Advisory Committee  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Diana Meehan, Planning & Programming Manager  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Napa Countywide Active Transportation Plan Review

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Community Advisory Committee review the Draft Napa Countywide Active Transportation Plan.

### **EXECUTIVE SUMMARY**

The Napa Countywide Active Transportation Plan serves as a comprehensive update to the prior Countywide Bicycle Plan (2019) and Countywide Pedestrian Plan (2016). New and innovative approaches to active transportation policy and infrastructure, as well as changes in law necessitate periodic updates to ensure that planned improvements align with local and regional goals, and to better compete for limited funding to support the build-out of the active transportation network.

In coordination with planning consultant GHD, NVTA staff have prepared the Napa Countywide Active Transportation Plan, which was released for a 28-day public comment period by the NVTA Board of Directors on February 18, 2026. The Community Advisory Committee is invited to review the plan and provide comments and questions prior to NVTA Board adoption on March 18, 2026. Following NVTA Board adoption of the Plan, each local jurisdiction will be invited to adopt relevant chapters of the Plan to support advancing projects, programs, and priorities.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No.

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## **BACKGROUND**

### **Plan Purpose & Need**

In the nearly seven years since the adoption of the last countywide Bicycle Plan, and nearly 10 years since the adoption of the last countywide Pedestrian Plan, the lens through which we analyze and invest in transportation projects and programs have changed significantly, including a deeper focus on greenhouse gas emissions, and prioritizing safe and equitable transportation options for roadway users. There have also been significant changes to laws, regulations and funding guidance for walking and biking infrastructure, programs, and planning.

With extensive input from the community and deep guidance from stakeholder agencies, the Napa Countywide Active Transportation Plan establishes a vision for walking, bicycling and other non-automotive transportation options such as e-bikes and e-scooters throughout the county. The Plan documents the existing environment, presents a thoughtful set of recommended projects and other strategies, and includes an achievable implementation plan to make active transportation safer, more accessible, and more convenient for residents and visitors to the region.

### **Organization**

The Napa Countywide Active Transportation Plan is structured to include countywide guidance and policies to inform implementation of projects and programs throughout Napa County's communities, as well as individual chapters specific to each of the six jurisdictions – the County of Napa, and Cities/Town of Calistoga, St. Helena, Yountville, Napa, and American Canyon. Jurisdiction-specific chapters have been crafted to support countywide goals and to be adopted by each jurisdiction to guide local planning and investments in projects and programs.

The AT Plan also includes a detailed Treatment Toolkit that identifies nearly 50 project-based improvements to enhance safety, accessibility, and convenience of walking and biking infrastructure.

### **Public Engagement**

Over the course of more than a year, NVTA and local jurisdiction staff have supported extensive community engagement and comment to inform the projects, programs, and policies included in the draft Plan. Nearly 2,000 community members were engaged in the plan development process, with more than 700 comments received through online surveys, interactive maps, and more than 30 separate in-person and virtual events, presentations, and public meetings.

### **Add-Data and Analysis**

Through the data collection and analysis phase of the Plan, 173 miles of existing designated bicycle facilities were identified, with the largest share of existing facilities in

the City of Napa and unincorporated County<sup>1</sup>. Nearly 200 miles of sidewalk were identified during data collection, which included analysis of several rural neighborhoods and communities such as Oakville, Rutherford, and Angwin.

Local roadway networks were analyzed utilizing existing vehicle speed, volume, roadway width, and presence of any existing bicycle infrastructure to develop a “Level of Traffic Stress” or LTS, which would be used to inform recommendations with the goal of establishing local bicycle networks that serves the needs of bike riders of all ages and abilities.

### Plan Recommendations

As noted above, the Plan is structured into distinct chapters addressing the specific recommended infrastructure improvements for each of the six jurisdictions in Napa County. While this memo focuses on countywide totals, detailed maps and tables identifying jurisdiction-specific recommended improvements can be found via links for Attachments 1 and 2.

### Bicycle Facility Recommendations

Building on the recommendations from the 2019 Countywide Bicycle Plan, roadways countywide were analyzed utilizing a range of criteria including existing vehicle speed & volume, existing bike facilities, proximity to key origins & destinations (eg: parks, schools, retail), and historical collision data from the countywide High Injury Network. With engagement and input from local jurisdiction staff, a revised network of proposed facilities was developed, totaling 429.4 miles of new or improved bike facilities.

**Table 5.1: Napa Countywide Proposed Bicycle Network Mileage**

Facility Type	2019 Existing Mileage	2025 Existing Mileage*	Change 2019 to 2025	2025 Proposed Mileage	Total Future Mileage
Shared Use Path (Class I)	40.9	45.8	+4.9	74.0	<b>119.8</b>
Bicycle Lanes (Class II)	87.8	86.8	-1.0	83.4	<b>170.2</b>
Buffered Bicycle Lanes (Class II)	-	3.4	+3.4	6.6	<b>10.0</b>
Bicycle Route (Class III)	13.5	7.4	-6.1	201.0	<b>208.4</b>
Bicycle Boulevard (Class III)	-	-	-	51.0	<b>51.0</b>
Rural Bicycle Route (Class III)	-	8.7	+8.7	6.8	<b>15.4</b>
Unclassified Bike Route	-	18.7	+18.7	0.8	<b>19.5</b>
Separated Bikeway (Class IV)	-	1.9	+1.9	5.8	<b>7.7</b>
<b>Total</b>	<b>142.2</b>	<b>172.7</b>	<b>+30.5</b>	<b>429.4</b>	<b>602.1</b>

*\*2025 Existing mileage totals are derived from a comprehensive review of existing bicycle facilities, which in some cases resulted in removal or re-categorization of facilities. As such, direct comparison between 2019 and 2025 facility mileages for a given facility type may be misleading.*

<sup>1</sup> For the purposes of this Plan, existing and proposed bicycle or pedestrian facilities located on Caltrans Right of Way are attributed to the local jurisdiction in which the facility is located.

Pedestrian Facility Recommendations

Unlike the proposed bicycle network which establishes recommendations for roadways countywide, the pedestrian network focuses more narrowly on closing sidewalk gaps in existing developed areas or in proximity to key origins & destinations such as schools, parks, shopping, and transit stops. Additionally, due to limited roadway width in existing neighborhoods, if sidewalk gaps were found to be present on both sides of the street, the plan prioritizes sidewalk on the side of the street closest to key destinations. The pedestrian network also prioritizes improvements along neighborhood streets with existing or proposed bicycle facilities, reinforcing a preference for multimodal corridors where bicyclists and pedestrians can feel most comfortable.

**Table 5.2: Napa Countywide Proposed Pedestrian Network Mileage**

Facility Type	Existing Mileage	Proposed Mileage	Total
Shared Use Path (Class I)	45.8	74.0	<b>119.8</b>
Sidewalk	199.5	18.0	<b>217.5</b>
<b>Total</b>	<b>245.3</b>	<b>92.0</b>	<b>337.3</b>

**Next Steps**

Following release of the Draft Napa Countywide Active Transportation Plan, staff invite interested residents and community stakeholders to provide comments, questions, and feedback. The final Plan will be brought to the NVTA Board of Directors for adoption on March 18, 2026.

In the months following final adoption by the Board, jurisdictions will be encouraged to adopt the plan locally. NVTA staff will support these local adoption efforts as needed, and work with local agencies to identify funding opportunities to implement elements of the plan, and track progress toward identified Goals and Objectives. Staff anticipate developing an updated map of countywide active transportation investments annually and developing a summary report on progress toward Plan goals and objectives on a biennial basis.

This ongoing work will require close coordination with jurisdiction staff, likely in the form of an annual survey or questionnaire that will seek to capture information about improvements completed in the prior calendar year, and future planned project or program priorities.

**ATTACHMENT(S)**

- 1 - [Draft Countywide Active Transportation Plan](#)  
*Note: Plan will be posted to project website by 5pm on 2/13/26*
- 2 - [Draft Countywide AT Plan Treatment Toolkit](#)