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## NAPA VALLEY TRANSPORTATION AUTHORITY

### Active Transportation Advisory Committee Agenda Memo

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**TO:** Active Transportation Advisory Committee (ATAC)  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Libby Payan, Senior Program Planner/Administrator  
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**SUBJECT:** Community Based Transportation Plan & Community Action Resource and Empowerment (CARE) Program Update

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#### **RECOMMENDATION**

Information only

#### **EXECUTIVE SUMMARY**

All nine counties in the Bay Area are required to update Community Based Transportation Plans (CBTP) every four years. The CBTPs bring residents, community organizations, and transportation agencies together to improve mobility options for low-income residents. These community-led plans identify the most important transportation challenges and implement strategies to overcome them.

The purpose of the CBTP is to improve mobility options and close transportation gaps for low-income, under-represented and underserved communities in Napa County. To establish the foundation for the plan, the Metropolitan Transportation Commission (MTC) evaluates census data to identify equity priority communities (EPCs). EPCs (formerly Communities of Concern), are census tracts that have a significant concentration of underserved populations, which includes low income, communities of color, non-English speaking communities, and elderly and disabled communities.

The final version of the CBTP Plan was approved by the NVTA Board of Directors at the December 17, 2025 meeting. The next phase of the project is to move towards implementation. MTC is developing a new funding program Community Action Resource and Empowerment (CARE-Formerly known as the Lifeline Transportation Program) to support advancement of projects identified in CBTPs.

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## **BACKGROUND**

The Community Based Transportation Plan (CBTP) is a community-driven process which engages residents and community organizations in shaping transportation solutions for these communities. The focus is to identify transportation gaps and needs that will improve mobility for identified Equity Priority Communities (EPCs).

Objectives include:

- Improving mobility and access for historically underserved communities
- Identifying resident-perceived transportation gaps or needs
- Transportation project or programmatic improvements that focus on affected communities, such as carshare, bikeshare or a bike loaner program, rideshare and/or carpooling and on-demand/flex-route transit pedestrian or bicycle safety improvements near schools or jobs.

In July 2024, NVTA staffed commenced the process of updating its CBTP along with its consultant MIG. During the seventeen-month process, nine census-tracts in Napa County that contain high concentrations of disadvantaged residents, known as Equity Priority Communities (EPCs), were the focus of the plan. The following objectives were met during the planning process:

- 1) In addition to the five EPCs identified by the Metropolitan Transportation Commission, staff internally identified four additional local EPCs in Napa County
- 2) Reviewed related planning documents and projects located in the EPCs and created a Community Profiles Report
- 3) Conducted nine interviews with key stakeholders that work with disadvantaged residents
- 4) Hosted direct outreach events at strategic locations within the EPCs & collected feedback from residents on their transportation challenges and improvements they would like to see implemented
- 5) Set up an outreach table/booth at other community events that were attended by residents in EPCs
- 6) Distributed surveys to residents in the nine identified EPCs
- 7) Created a project list based on feedback received and vetted them with each affected jurisdiction
- 8) Compiled all of the feedback, information, photographs, data into the final 2025 CBTP Plan
- 9) Submitted the final approved plan to the Metropolitan Transportation Commission

The CBTP contains a diverse list of recommended projects, including capital improvements, transit and active transportation improvements and information campaigns. Each of these are associated with a unique set of funding challenges and opportunities. The manner in which the projects are integrated into local programming

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efforts also differs, whether via inclusion in a Capital Improvement Program or adoption as local policy.

Implementation of this plan will require ongoing commitments by NVTA and its partner jurisdictions and community-based organizations. NVTA will regularly monitor CBTP progress, maintain a record of project milestones and offer technical support to sponsor agencies. NVTA hosts monthly Technical Advisory Committee meetings with each jurisdiction's planning and public works personnel. Once a year during these meetings, NVTA will include an item on the agenda reviewing the project and program implementation timelines listed in Figure 50 and Figure 51 of the CBTP and are included as Attachment 1 to this memo..

One potential source of funding for implementing CBTP-recommended projects is the Metropolitan Transportation Commission's new program called Community Action Resource and Empowerment (CARE-Formerly Lifeline Transportation Program). CARE is a new competitive funding grant and implementation program that will provide non-federal funds across three program components:

- 1) Community Power-Building and Engagement (Pb+E)
- 2) Project Development Technical Assistance for CBTP Projects
- 3) Participatory Budgeting (PB)

The first component, Community Power-Building and Engagement, is currently funded at \$3.5 million. The objective is to provide technical assistance and capacity building for/from/with community-based organizations and local governments. The timeline for distributing Pb+E funding is Fall 2025 – Winter 2026. The first tranch of funding available opened in Fall 2025. 143 applications were received with a total request of \$18.9 million. On November 12, the Programming and Allocations Committee distributed \$1.5M to 16 projects. Due to the high demand for funding, a second round opportunity for this component will open later this year.

The second component, Project Development Technical Assistance, is currently funded at \$12 million. The objective is to advance CBTP concept to construction-ready projects. This component will significantly support CBTP planning, but the funding is limited to implementation. Eligible activities include technical assistance to move projects from early project development phases to final design stages and construction-readiness, including public and stakeholder engagement. The timeline for distributing this funding is early 2026. Below in Table 1 list potential projects sourced from the 2025 CBTP Project List (Figure 50: Pages 114-137) that potentially qualify for this funding. Note that this does not include every potential project in the CBTP as NVTA awaits MTC's final program funding guidance and project eligibility requirements.

*Table 1: Potential CBTP Qualifying Projects under the CARE Program*

<b>Project/Strategy Category</b>	<b>Proposal</b>	<b>Location</b>
A4	Add lighting to Washington Street	Calistoga
A7	Add raised crosswalk and/or speed table to Hartle Court to slow vehicle speeds	City of Napa
A8	Install a traffic signal at Wappo and Lincoln Ave	Calistoga
A9	Add a high visibility crosswalk at Linda Vista Ave and Kathleen Drive/Sutherland Drive	City of Napa
A15	Add sidewalks on Gasser Drive	City of Napa
A16	Add sidewalks to fill missing gaps on the north and south sides of West Pueblo	City & County of Napa
B8	Add high visibility and raised pedestrian crosswalks on Spring Street, including at Kearney near school	St Helena
C7	Add lighting to the Vine Trail bridge segment over Highway 29, near the North Napa homeless shelter	City of Napa
C11	Add a signalized crosswalk at Vine Trail at Solano Ave intersection (just south of Redwood Blvd)	City of Napa

The third component, Participatory Budgeting, is currently funded at approximately \$10 million. Participatory Budgeting is a formal community-driven process where residents and community champions help spend part of a public budget by developing and voting for project ideas to benefit their community. The objective is to implement high-priority neighborhood projects identified from participatory budgeting processes or similar. Currently, MTC is in the process of fully developing this program. The current timeline for distributing this funding is Winter 2027 – Onward.

More information about MTC’s new CARE Program can be found on their website linked below:

<https://mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program>

**ATTACHMENTS**

1. Figures 50 & 51 of the Community Based Transportation Plan

2. Final Community Based Transportation Plan: [https://nvta.ca.gov/wp-content/uploads/2025/12/Napa-Valley-CBTP-2025\\_Final\\_12-04-25.pdf](https://nvta.ca.gov/wp-content/uploads/2025/12/Napa-Valley-CBTP-2025_Final_12-04-25.pdf)
3. Final Plan Appendices: [https://nvta.ca.gov/wp-content/uploads/2025/12/Napa-Valley-CBTP-2025\\_Final\\_Appendices-A-D\\_12-04-25.pdf](https://nvta.ca.gov/wp-content/uploads/2025/12/Napa-Valley-CBTP-2025_Final_Appendices-A-D_12-04-25.pdf)

**CBTP Potential Projects, Programs and Policies**

**CBTP POTENTIAL PROJECTS AND CBTP POTENTIAL PROGRAMS AND POLICIES TABLES LEGEND:**

*Estimated cost range*

Projects that may cost approximately \$25,000 or less:	\$
Projects with estimated costs of approximately \$100,000 or less:	\$\$
Projects with estimated costs from \$100,000 to \$300,000:	\$\$\$
Projects with estimated costs from \$300,000 to \$1,000,000:	\$\$\$\$
Projects with estimated costs greater than \$1,000,000:	\$\$\$\$\$

*Project Potential Development Timeframes*

Short term, less than 6 months to complete:	◇
Medium term, less than one year to complete:	◇◇
Medium to long term, 2 to 3 years to complete:	◇◇◇
Long term, requires potentially 5 or more years to complete:	◇◇◇◇◇

**Attachment 1  
ATAC Item 9.2  
January 26, 2026**

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 50: CBTP POTENTIAL PROJECTS**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: IMPROVE PEDESTRIAN SAFETY</b>			
<b>A1</b>	Add RRFB to crosswalk on Broadway at Las Casitas MH Park	Safety; Improved Mobility	\$\$
<b>A2</b>	Add enhanced pedestrian crossing, sidewalk and bus shelter at Napa Junction and Hwy 29	Safety; Improved Mobility	\$\$\$\$
<b>A3</b>	Add enhanced pedestrian crossing/RRFB at Lincoln and Brennan	Safety; Improved Mobility	\$\$
<b>A4</b>	Add lighting to Washington Street	Safety; Improved Mobility	\$\$\$\$\$
<b>A5</b>	Add "No turn on Red" signage at Hwy 128 and Petrified Forest Road	Safety	\$
<b>A6</b>	Add/repair damaged sidewalks in Calistoga	Safety; Improved Mobility	\$\$\$\$
<b>A7</b>	Add raised crosswalk and/or speed tables to Hartle Court to slow vehicle speeds	Safety; Improved Mobility	\$

\*Note: Project potential development timeframe refers to the time it may take once a project begins, and not time from CBTP adoption. Many of these projects/programs, if feasible, will still need to be planned into related jurisdiction/agency budgets and planning processes.

Potential Development Timeline Range*	Lead Agency (potential partners)	Potential Funding Sources and Notes
◇	American Canyon	MTC-CARE; SS4A; STEP; City of American Canyon proposes programming this into future budget cycle within next 5 years, possibly leveraged with grant funding
◇◇	American Canyon; Caltrans; NVTA	MTC-CARE; SS4A; STBG
◇◇◇	Calistoga	Calistoga CIP – the city has an active construction project to install flashing beacon crosswalk and improve pedestrian facilities at this intersection, to be completed by October 2025
◇◇	Calistoga	MTC-CARE; SS4A; STEP
◇	Calistoga	SS4A; STBG
◇	Calistoga	ATP; CDBG; OBAG; STEP; STBG
◇	City of Napa	SS4A; OBAG; STBG

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 50: CBTP POTENTIAL PROJECTS (continued)**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: IMPROVE PEDESTRIAN SAFETY</b>			
<b>A8</b>	Install traffic signal at Wappo and Lincoln Aves	Safety	\$\$\$\$
<b>A9</b>	Add high visibility crosswalk at Linda Vista and Kathleen Drive/ Sutherland Drive	Safety; Improved Mobility	\$
<b>A10</b>	Add raised crosswalk and/or speed tables to Hartle Court to slow vehicle speeds	Safety; Improved Mobility	\$
<b>A11</b>	Add raised crosswalk on 3rd Street between Brown and Main Streets at the existing RRFB.	Safety; Improved Mobility	\$
<b>A12</b>	Add RRFB to crosswalk at West Pueblo and Thomas Drive	Safety; Improved Mobility	\$\$
<b>A13</b>	Add RRFB to crosswalks at key intersections on Jefferson between Lincoln and Old Sonoma Road	Safety; Improved Mobility	\$\$
<b>A14</b>	Add RRFB crosswalks in downtown Napa on Seminary on 1st/2nd/3rd/ Oak Streets	Safety; Improved Mobility	\$\$
<b>A15</b>	Add sidewalks on Gasser Drive	Safety; Improved Mobility	\$\$\$
<b>A16</b>	Add sidewalks to fill missing gaps on the north and south sides of West Pueblo Ave	Safety; Improved Mobility	\$\$\$

Potential Development Timeline Range*	Lead Agency (potential partners)	Potential Funding Sources and Notes
◇◇	Calistoga	OBAG; SS4A; STEP
◇	City of Napa	MTC-CARE; OBAG; SS4A; STEP; STBG
◇	City of Napa	MTC-CARE; SS4A; STEP
◇	City of Napa	MTC-CARE; OBAG; SS4A; STEP; STBG
◇	City of Napa	MTC-CARE; SS4A; STEP
◇	City of Napa	MTC-CARE; SS4A; STEP
◇	City of Napa	ATP; CDBG; Measure G; OBAG; STEP; STBG
◇	City of Napa	ATP; CDBG; Measure G; OBAG; STEP; STBG

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 50: CBTP POTENTIAL PROJECTS (continued)**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: IMPROVE PEDESTRIAN SAFETY</b>			
<b>A17</b>	Close sidewalk gaps near the shopping center by Lone Oak Avenue and Lincoln	Safety; Improved Mobility	\$\$\$
<b>A18</b>	Close sidewalk gaps near the shopping center by Lone Oak Avenue and Lincoln	Safety; Improved Mobility	\$\$\$
<b>A19</b>	Repair uneven sidewalks on Dry Creek Road between Redwood Road and Trower, particularly in front of Dry Creek Park	Safety; Improved Mobility	\$\$\$
<b>A20</b>	Add painted and signalized crosswalk at Rutherford/ Rt 29	Safety; Improved Mobility	\$-\$\$\$\$
<b>A21</b>	Add high visibility crosswalk at Pope and Church Streets	Safety; Improved Mobility	\$
<b>A22</b>	Add sidewalks on south side of South Crane Ave	Safety; Improved Mobility	\$\$\$
<b>A23</b>	Repair uneven/damaged sidewalks on Main Street between Hunt Ave and Pope Street	Safety; Improved Mobility	\$\$\$

Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
◇	City of Napa	ATP; CDBG; Measure G; OBAG; STEP; STBG
◇	City of Napa	ATP; CDBG; Measure G; OBAG; STEP; STBG
◇	City of Napa	ATP; CDBG; Measure G; OBAG; STBG
◇◇	County of Napa; NVTA	OBAG; SS4A; STBG
◇	St. Helena	MTC-CARE; OBAG; SS4A; STBG
◇	St. Helena	ATP; CDBG; OBAG; STBG
◇	St. Helena	ATP; CDBG; OBAG; STBG

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 50: CBTP POTENTIAL PROJECTS (continued)**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: IMPROVE PEDESTRIAN ACCESS TO SCHOOLS, TRANSIT AND NEIGHBORHOOD AMENITIES</b>			
<b>B1</b>	Create safe crossing over/ under Highway 29	Safety; Improved Mobility; Improved School Access	\$\$\$\$\$
<b>B2</b>	Add zebra stripes and expand crossing times to improve pedestrian crossings at Redwood Road and Linda Vista (near Vintage at Napa Senior Housing)	Safety; Improved Mobility; Improved Neighborhood Access	\$
<b>B3</b>	Add pedestrian safety improvements to intersection of Soscol and Silverado Trail, including "watch for pedestrians" signage, zebra stripes crossing and extend crosswalk times	Safety; Improved Mobility; Improved Transit Access	\$
<b>B4</b>	Create a sidewalk and crosswalk on the west side of 221 near the Napa Valley College residences so pedestrians can walk straight to the South Napa Marketplace.	Safety; Improved Mobility; Improved Neighborhood Access	\$\$\$
<b>B5</b>	Extend Saratoga Drive to Soscol to improve pedestrian connectivity	Improved Mobility; Improved Neighborhood Access	\$\$\$\$\$

Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
0000	American Canyon; Caltrans; NVTA	MTC-CARE; OBAG; SS4A; STEP; STBG
0	City of Napa	CDBG; MTC-CARE; Measure G; OBAG; SS4A; STBG; STEP
0	City of Napa; Caltrans	MTC-CARE; Measure G; OBAG; SS4A; STBG; STEP
0	City of Napa; Caltrans	ATP; CDBG; MTC-CARE; Measure G; STEP
000	City of Napa	Measure U; STBG; STEP

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 50: CBTP POTENTIAL PROJECTS (continued)**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: IMPROVE PEDESTRIAN ACCESS TO SCHOOLS, TRANSIT AND NEIGHBORHOOD AMENITIES</b>			
<b>B6</b>	Provide flat, shaded path adjacent to unshaded, hilly Imola Boulevard Bridge near River Park Shopping Center to encourage more walking/biking on Imola	Improved Mobility; Improved Neighborhood Access	\$\$\$\$\$
<b>B7</b>	Provide safe pedestrian/multi-use pathway connection between South Napa homeless shelter and Health and Human Services	Safety; Improved Mobility; Improved Neighborhood Access	\$\$\$\$\$
<b>B8</b>	Add high visibility and raised pedestrian crosswalks on Spring Street, including at Kearney near school	Safety; Improved Mobility; Improved School Access	\$
<b>B9</b>	Repair or add sidewalks around parks, schools and transit stops	Safety; Improved Mobility; Improved School Access	\$\$\$
<b>STRATEGY: EXPAND BICYCLE NETWORK CONNECTIVITY AND BICYCLE SAFETY</b>			
<b>C1</b>	Complete Vine Trail segment from South Napa to American Canyon	Safety; Improved Mobility; Reduced Emissions	\$\$\$\$\$
<b>C2</b>	Complete Vine Trail segment from Calistoga to St. Helena	Safety; Improved Mobility; Reduced Emissions	\$\$\$\$\$

Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
000	City of Napa; Caltrans	STEP; ATP; Clif Foundation
00	City of Napa; Vine Trail	ATP; Clif Foundation; Measure G; STEP
0	St. Helena	MTC-CARE; OBAG; SS4A; STBG
0	St. Helena; Napa County/ NVTA	ATP; CDBG; MTC-CARE; OBAG; STBG
000	American Canyon; City of Napa	STBG; STEP; ATP; Clif Foundation; American Canyon Class I trail segments to be completed in 2025 with additional development planned with improvements to Watson Ranch area
000	Calistoga; St. Helena	This project is completed, per City of St Helena

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 50: CBTP POTENTIAL PROJECTS (continued)**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: EXPAND BICYCLE NETWORK CONNECTIVITY AND BICYCLE SAFETY</b>			
<b>C3</b>	Repair potholes on Silverado Trail, Hwy 29 and streets near high school, Geysers	Safety; Improved Mobility	\$
<b>C4</b>	Fix potholes on Sousa Lane	Safety	\$
<b>C5</b>	Provide bicycle safety improvements on Soscol and Trancas	Safety	\$\$\$\$
<b>C6</b>	Add bicycle facilities and safety improvements to Jefferson	Safety; Improved Mobility	\$\$\$\$
<b>C7</b>	Add lighting to the Vine Trail bridge segment over Highway 29, near the North Napa homeless shelter	Safety	\$\$\$
<b>C8</b>	Improve the grade crossing at Soscol and Third, widen Third Street and add crosswalks across tracks.	Safety	\$\$\$\$
<b>C9</b>	Provide signage and painted bike facilities along Silverado Trail	Safety	\$\$\$\$
<b>C10</b>	Repave the segment of the Vine Trail behind the North Napa homeless shelter	Safety; Improved Mobility; Improved Neighborhood Access	\$\$\$
<b>C11</b>	Add signalized crosswalk at Vine Trail and Solano Ave	Safety; Improved Mobility	\$\$\$\$

Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
◇	Calistoga; Caltrans	STIP; SS4A; Measure U
◇	City of Napa	City of Napa has recently repaved Sousa Lane, project complete
◇	City of Napa	Measure G; STEP; Bicycle facilities improvements on Trancas are part of upcoming paving project in 2026
◇◇	City of Napa	Measure G; STEP
◇◇	City of Napa; Caltrans	STEP
◇◇◇	City of Napa; Wine Train	Measure U
◇	City of Napa; County of Napa; Caltrans	SS4A; ATP; Clif
◇◇	City of Napa	STEP; STBG
◇	City of Napa	STEP; STBG

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 50: CBTP POTENTIAL PROJECTS (continued)**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: EXPAND BICYCLE NETWORK CONNECTIVITY AND BICYCLE SAFETY</b>			
<b>C12</b>	Add bicycle facilities along Hudson and Allyn Avenues	Safety; Improved Mobility	\$\$
<b>C13</b>	Add bicycle/pedestrian pathway to connect Sulphur Springs Ave and White Sulphur Spring Road	Safety; Improved Mobility	\$\$\$\$\$
<b>C14</b>	Add more secure bicycle parking throughout the city	Safety; Improved Mobility	\$
<b>STRATEGY: IMPROVE TRANSIT AMENITIES</b>			
<b>D1</b>	Add more bus shelters, sidewalks and crosswalks at bus stops along Hwy 29	Safety; Improved Mobility	\$\$\$
<b>D2</b>	Add bench and shelter at the Sutherland Drive / Linda Vista Ave bus stop near Rohlffs Manor	Improved Mobility	\$
<b>D3</b>	Add bench and shelter to bus stops at Rutherford/ Rt 29	Safety; Improved Mobility	\$\$
<b>D4</b>	Add bus stops closer to senior housing, such as on Baywood Lane closer to Rohlffs Manor	Improved Mobility	\$
<b>D5</b>	Add more bus shelters or benches on Redwood Road, including at Redwood Road/Solano Avenue bus stop	Improved Mobility	\$

Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
◇	County of Napa; NVTA	STBG; ATP; Clif Foundation
◇◇◇	St. Helena	STBG; ATP; Clif Foundation
◇	St. Helena	ATP; SS4A
◇◇	Calistoga; NVTA; Caltrans	FTA 5339; MTC-CARE
◇	NVTA; City of Napa	FTA 5339; MTC-CARE
◇◇◇	NVTA; Caltrans	FTA 5339; RTAP
◇◇	NVTA; City of Napa	FTA 5339; MTC-CARE
◇◇	NVTA; City of Napa	FTA 5339; MTC-CARE

**FIGURE 50: CBTP POTENTIAL PROJECTS (continued)**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: IMPROVE TRANSIT AMENITIES</b>			
D6	Provide additional lighting and security measures at the Soscol Transit Center	Safety	\$\$\$
D7	Provide regular maintenance and cleaning at shelters, such as the one at NVC (Magnolia/Hwy 221)	Safety; Improved Mobility	\$\$
D8	Relocate or add a bus stop at Napa Valley College closer to the housing complex	Improved Mobility	\$\$
D9	Relocate Route C bus stop to the NW corner of Redwood and Linda Vista	Improved Mobility	\$\$

A detailed assessment of projects by cost and timeframe is available in Appendix D.

Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
◇◇	NVTA	TDA, MTC-CARE
◇	NVTA	TDA
◇◇	NVTA; Napa Valley College	FTA 5339; MTC-CARE
◇◇	NVTA; City of Napa	TDA

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 51: CBTP POTENTIAL PROGRAMS AND POLICY SOLUTIONS**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: IMPROVE TRANSPORTATION OPTIONS TO HEALTH CARE AND COMMUNITY SERVICES</b>			
E1	Provide transit service to St Helena hospital	Improved Health; Improved Mobility	\$\$\$\$
E2	Expand volunteer shuttle programs to provide rides to community services destinations	Improved Mobility	\$\$
<b>STRATEGY: EXPAND AFFORDABLE TRANSIT AND MOBILITY OPTIONS FOR LOW-INCOME RESIDENTS, SENIORS AND RESIDENTS WITH DISABILITIES</b>			
F1	Create an e-bike share program	Improved Mobility	\$\$\$
F2	Expand on-demand services in the City of Napa	Improved Mobility	\$\$\$\$
F3	Improve access via transit routes to retail destinations	Improved Mobility	\$\$
F4	Review and adjust bus routes to improve access to transit for seniors in residential areas with narrow streets	Improved Mobility	\$\$

Potential Development Timeline Range*	Lead Agency (potential partners)	Potential Funding Sources and Notes
000	NVTA; St Helena; St Helena Hospital; Private organizations	Health organization partners; Archstone Foundation; Clif; Gasser; NVCF
0	Molly's Angels; Non-Profit Organizations, County of Napa; NVTA	FTA 5310; MTC-CARE; Archstone; Gasser; NVCF
00	Calistoga, St. Helena, (NVTA, NCBC)	STEP
0000	NVTA	STEP; TDA
0	NVTA	Industry partners; Local Jurisdiction Funding, TDA
0	NVTA; City of Napa	TDA

\*Note: Project potential development timeframe refers to the time it may take once a project begins, and not time from CBTP adoption. Many of these projects/programs, if feasible, will still need to be planned into related jurisdiction/agency budgets and planning processes.

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 51: CBTP POTENTIAL PROGRAMS AND POLICY SOLUTIONS (continued)**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: EXTEND AND ADJUST TRANSIT SERVICE TIMES AND FREQUENCIES TO REFLECT THE NEEDS OF SENIORS, STUDENTS AND ESSENTIAL WORKERS</b>			
<b>G1</b>	Consider adding School Tripper service in communities without school bus service	Improved Mobility	\$\$
<b>G2</b>	Expand bus service hours and routes to meet the needs of seniors, low-income residents, students, essential workers	Improved Mobility	\$\$\$
<b>G3</b>	Expand service on Route 29 to seven days a week	Improved Mobility	\$\$
<b>G4</b>	Improve connections between NVTA Routes (such as F/Imola Park and Ride and Route 29)	Improved Mobility	\$
<b>G5</b>	Offer Sunday service on local City of Napa routes (A-G)	Improved Mobility	\$\$\$
<b>G6</b>	Provide local bus service on Solano Ave (near Pueblo Park EPC)	Improved Mobility	\$\$
<b>G7</b>	Provide more frequent service from Calistoga to City of Napa	Improved Mobility	\$\$\$
<b>G8</b>	Provide weekend service on Vine Route 21	Improved Mobility	\$\$\$

Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
000	NVTA; School Districts	MTC-CARE; TDA
00	NVTA	FTA 5310; MTC-CARE; RTAP; Archstone; Gasser
000	NVTA	TDA; Jurisdictions
00	NVTA	TDA
000	NVTA	STEP; TDA
000	NVTA	TDA
000	NVTA	STEP; TDA
000	NVTA; Solano Transportation Authority (STA)	TDA; STA, County of Napa

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 51: CBTP POTENTIAL PROGRAMS AND POLICY SOLUTIONS (continued)**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
<b>STRATEGY: IMPROVE TRANSPORTATION OPTIONS AND CONNECTIVITY FOR RURAL RESIDENTS AND WORKERS</b>			
<b>H1</b>	Provide vanpooling options on Silverado Trail for winery/vineyard workers	Improved Mobility	\$
<b>H2</b>	Provide transit service for remote, rural communities without cellphone reception	Improved Mobility	\$\$\$
<b>H3</b>	Expand on-demand Yountville Bee Line service outside of Yountville jurisdiction limits	Improved Mobility	\$
<b>STRATEGY: EXPAND OPTIONS FOR LOW- OR NO-COST TRANSPORTATION SERVICES</b>			
<b>I1</b>	Develop more volunteer and community shuttle services	Improved Mobility	\$\$\$
<b>I2</b>	Expand free transit programs	Improved Mobility	\$\$\$\$
<b>I3</b>	Expand VineGo	Improved Mobility	\$\$\$\$
<b>STRATEGY: EXPAND AWARENESS OF TRANSIT AND TRANSPORTATION SERVICES IN NAPA COUNTY</b>			
<b>J1</b>	Create marketing campaign to promote existing transportation services to the community	Expanded Awareness; Improved Mobility	\$

Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
0	NVTA; Enterprise	MTC-CARE; RPI; NVTA/Enterprise new program called Commute: Enterprise is providing vehicles for vanpools, and workers need to pay cost of trip
000	NVTA; Molly's Angels, Non-Profits	MTC-CARE, RPI; RTAP CRG; FTA 5310
0	NVTA	MTC-CARE, RPI; RTAP CRG; FTA 5310
000	NVTA	FTA 5310; MTC-CARE; Gasser; NVCF
000	NVTA	STEP; NVCF; TDA
0000	NVTA	STEP; NVCF; FTA 5310
00	NVTA	NVCF

A detailed assessment of projects by cost and timeframe is available in Appendix D.

**FIGURE 51: CBTP POTENTIAL PROGRAMS AND POLICY SOLUTIONS (continued)**

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
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**STRATEGY: EXPAND AWARENESS OF TRANSIT AND TRANSPORTATION SERVICES IN NAPA COUNTY**

<b>J2</b>	Bolster and expand Safe Routes to School Program for Napa County	Safety; Improved Mobility; Improved School Access; Expanded Awareness	\$\$
<b>J3</b>	Expand promotion of programs like V-Commute	Expanded Awareness; Improved Mobility	\$
<b>J4</b>	Provide quarterly briefings about transit services and programs at community centers, senior housing facilities and schools across the county	Expanded Awareness; Improved Mobility	\$

**STRATEGY: IMPROVE REGIONAL CONNECTIVITY**

<b>K1</b>	Provide better connectivity and schedule coordination between NVTA and regional transit providers	Improved Mobility	\$
<b>K2</b>	Provide more frequent or express service from Calistoga and neighboring communities to BART station	Improved Mobility	\$\$
<b>K3</b>	Provide shuttle service/ connections between local city shuttles in St Helena and Calistoga	Improved Mobility	\$\$

Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
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∞∞	Napa County Office of Education, (NVTA , NCBC)	ATP; MTC-CARE; OBAG; NVCF; NVVHCF; YATSG
∞∞	NVTA	NVCF
∞	NVTA	MTC-CARE; NVCF; NVVHCF

∞∞	NVTA	STIP; TDA
∞∞∞	NVTA	STEP; TDA
∞∞∞	NVTA	TDA