

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final-Addendum

Monday, January 26, 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>

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- 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
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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.

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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.

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

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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
- 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

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 Town of Yountville AT Projects (Rosalba Ramirez)

Recommendation: Information only

Estimated Time: 6:10 p.m.

8. CONSENT AGENDA

- 8.1 Meeting Minutes of November 17, 2025 (Arcie Alvarado) (Pages 8-10)

Recommendation: ATAC action will approve the November 17, 2025 Meeting Minutes.

Estimated Time: 6:25 p.m.

Attachments: [8.1 Meeting Minutes 11 27 26.pdf](#)

9. REGULAR AGENDA ITEMS

9.1 Countywide Transportation Plan Progress Update (Diana Meehan) (Pages 11-16)

Recommendation: Information Only

Estimated Time: 6:30 p.m.

Attachments: [9.1 Staff Report](#)

9.2 Community Based Transportation Plan & CARE Update (Libby Payan) (Pages 17-33)

Recommendation: Information Only

Estimated Time: 6:35 p.m.

Attachments: [9.2 Staff Report](#)

9.3 Approval of Special Meeting for February 23, 2026 (Patrick Band) (Pages 34-36)

Recommendation: That the Active Transportation Advisory Committee approve holding a Special Meeting on February 23, 2026.

Estimated Time: 6:45 p.m.

Attachments: [9.3 Action Item](#)

9.4 Complete Streets Checklist Review-View Transit Forward Project (Rebecca Schenck) (Pages 37-42)

Recommendation: That the Active Transportation Advisory Committee (ATAC) review and approve Complete Streets Checklist for Vine Transit Forward Project.

Estimated Time: 6:50 p.m.

Attachments: 9.4 Staff Report

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 The next regularly scheduled meeting for the NVTA Active Transportation Advisory Committee is Monday, March 23, 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 January 15, 2026.

Arcie Alvarado

Arcie Alvarado, Administrative Assistant

Glossary of Acronyms

AB 32	Global Warming Solutions Act	FAS	Federal Aid Secondary
ABAG	Association of Bay Area Governments	FAST	Fixing America's Surface Transportation Act
ACFR	Annual Comprehensive Financial Report	FHWA	Federal Highway Administration
ADA	American with Disabilities Act	FTA	Federal Transit Administration
APA	American Planning Association	FY	Fiscal Year
ATAC	Active Transportation Advisory Committee	GHG	Greenhouse Gas
ATP	Active Transportation Program	GGRF	Greenhouse Gas Reduction Fund
BAAQMD	Bay Area Air Quality Management District	GTFS	General Transit Feed Specification
BAB	Build America Bureau	HBP	Highway Bridge Program
BART	Bay Area Rapid Transit District	HBRR	Highway Bridge Replacement and Rehabilitation Program
BATA	Bay Area Toll Authority	HIP	Housing Incentive Program
BIL	Bipartisan Infrastructure Law (IIJA)	HOT	High Occupancy Toll
BRT	Bus Rapid Transit	HOV	High Occupancy Vehicle
CAC	Citizen Advisory Committee	HR3	High Risk Rural Roads
CAP	Climate Action Plan	HSIP	Highway Safety Improvement Program
CAPTI	Climate Action Plan for Transportation Infrastructure	HTF	Highway Trust Fund
Caltrans	California Department of Transportation	HUTA	Highway Users Tax Account
CASA	Committee to House the Bay Area	HVIP	Hybrid & Zero-Emission Truck and Bus Voucher Incentive Program
CBTP	Community Based Transportation Plan	IFB	Invitation for Bid
CEQA	California Environmental Quality Act	ITIP	State Interregional Transportation Improvement Program
CIP	Capital Investment Program	ITOC	Independent Taxpayer Oversight Committee
CMA	Congestion Management Agency	IS/MND	Initial Study/Mitigated Negative Declaration
CMAQ	Congestion Mitigation and Air Quality Improvement Program	JARC	Job Access and Reverse Commute
CMP	Congestion Management Program	LCTOP	Low Carbon Transit Operations Program
CalSTA	California State Transportation Agency	LIFT	Low-Income Flexible Transportation
CTA	California Transit Association	LOS	Level of Service
CTP	Countywide Transportation Plan	LS&R	Local Streets & Roads
CTC	California Transportation Commission	LTF	Local Transportation Fund
CY	Calendar Year	MaaS	Mobility as a Service
DAA	Design Alternative Analyst	MAP 21	Moving Ahead for Progress in the 21 st Century Act
DBB	Design-Bid-Build	MPO	Metropolitan Planning Organization
DBE	Disadvantaged Business Enterprise	MTC	Metropolitan Transportation Commission
DBF	Design-Build-Finance	MTS	Metropolitan Transportation System
DBFOM	Design-Build-Finance-Operate-Maintain	ND	Negative Declaration
DED	Draft Environmental Document	NEPA	National Environmental Policy Act
EIR	Environmental Impact Report	NOAH	Natural Occurring Affordable Housing
EJ	Environmental Justice	NOC	Notice of Completion
EPC	Equity Priority Communities	NOD	Notice of Determination
ETID	Electronic Transit Information Displays		

Glossary of Acronyms

NOP	Notice of Preparation	SHA	State Highway Account
NVTA	Napa Valley Transportation Authority	SHOPP	State Highway Operation and Protection Program
NVTA-TA	Napa Valley Transportation Authority-Tax Agency	SNTDM	Solano Napa Travel Demand Model
OBAG	One Bay Area Grant	SR	State Route
PA&ED	Project Approval Environmental Document	SRTS	Safe Routes to School
P3 or PPP	Public-Private Partnership	SOV	Single-Occupant Vehicle
PCC	Paratransit Coordination Council	STA	State Transit Assistance
PCI	Pavement Condition Index	STIC	Small Transit Intensive Cities
PCA	Priority Conservation Area	STIP	State Transportation Improvement Program
PDA	Priority Development Areas	STP	Surface Transportation Program
PID	Project Initiation Document	TAC	Technical Advisory Committee
PIR	Project Initiation Report	TCM	Transportation Control Measure
PMS	Pavement Management System	TCRP	Traffic Congestion Relief Program
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TDA	Transportation Development Act
PSE	Plans, Specifications and Estimates	TDM	Transportation Demand Management Transportation Demand Model
PSR	Project Study Report	TE	Transportation Enhancement
PTA	Public Transportation Account	TEA	Transportation Enhancement Activities
RACC	Regional Agency Coordinating Committee	TEA 21	Transportation Equity Act for the 21 st Century
RAISE	Rebuilding American Infrastructure with Sustainability and Equity	TFCA	Transportation Fund for Clean Air
RFP	Request for Proposal	TIP	Transportation Improvement Program
RFQ	Request for Qualifications	TIFIA	Transportation Infrastructure Finance and Innovation Act
RHNA	Regional Housing Needs Allocation	TIRCP	Transit and Intercity Rail Capital Program
RM 2	Regional Measure 2 Bridge Toll	TLC	Transportation for Livable Communities
RM 3	Regional Measure 3 Bridge Toll	TLU	Transportation and Land Use
RMRP	Road Maintenance and Rehabilitation Program	TMP	Traffic Management Plan
ROW (R/W)	Right of Way	TMS	Transportation Management System
RTEP	Regional Transit Expansion Program	TNC	Transportation Network Companies
RTIP	Regional Transportation Improvement Program	TOAH	Transit Oriented Affordable Housing
RTP	Regional Transportation Plan	TOC	Transit Oriented Communities
SAFE	Service Authority for Freeways and Expressways	TOD	Transit-Oriented Development
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	TOS	Transportation Operations Systems
SB 375	Sustainable Communities and Climate Protection Act 2008	TPA	Transit Priority Area
SB 1	The Road Repair and Accountability Act of 2017	TPI	Transit Performance Initiative
SCS	Sustainable Community Strategy	TPP	Transit Priority Project Areas
		VHD	Vehicle Hours of Delay
		VMT	Vehicle Miles Traveled

Napa Valley Transportation Authority
625 Burnell Street
Napa, CA 94559
Meeting Minutes
Active Transportation Advisory Committee
(ATAC)

Monday, November 17, 2025

5:30 PM

JoAnn Busenbark Board Room

1. Call To Order

Chair Rabinowitz called the meeting to order at 5:31pm.

2. Roll Call

3. Public Comment

None

4. Committee Member Comments

None

5. Staff Comments

Diana Meehan updated on Community-Based Transportation, Plan Bay Area 2050+, and the Environmental Impact report plans are now open for comment and review.

Patrick Band thanked committee members and public for commenting on the facility maps. Reported a new pedestrian and bicycle counting device that will be installed in American Canyon.

6. STANDING AGENDA ITEMS

6.1 Executive Director's Update (Patrick Band) (Pages 8-10)

Report by Diana Meehan

6.2 Safe Routes to School (SRTS) Update

Report by Carlotta Sainato and update on Walk and Roll to School Day, with 2,070 student participating. Conducted bike safety education at NVLA and Browns Valley elementary. Upcoming Holiday Lights ride coming up on Dec.12th to teach about safe bike practices.

6.3 Napa Valley Vine Trail Update

Update made by TC Hulsey on alleviating the flooded areas on the Vine Trail and working toward more permanent solutions.

6.4 Active Transportation Legislative Updates

Report by Patrick Band

6.5 Caltrans Update (Patrick Band) (Pages 11-20)

Report by Patrick Band and explanation of the statewide State Highway Operation and Protection Program and the 2026 nomination of which projects will be moving forward.

7. PRESENTATIONS

7.1 Big Data and Active Transportation (Streetlight Data)

Information only/No action taken

Michelin Mobility Intelligence (MMI) Final Report (Diana Meehan)

7.2

Report by Diana Meehan

8. CONSENT AGENDA

Motion **MOVED** by Barry Christian, **SECONDED** by Jonathan Schellin to **APPROVED** Item 8 Consent Agenda Item 8.1 Meeting Minutes of September 29, 2025 Special Meeting

Aye: Chairperson Rabinowitz, Member Dominici, Member Christian, Kittel, Heath, Schellin

Absent: Member Gorton

8.1 Meeting Minutes of September 29, 2025 ATAC Special Meeting (Laura Sanderlin) (Pages 21-23)

9. REGULAR AGENDA ITEMS

9.1 Nomination and Election of Active Transportation Advisory Committee Chairperson and Vice Chairperson for Calendar Year 2026 (Patrick Band) (Pages 24-25)

Active Transportation Advisory Committee nominated and elected Michael Rabinowitz as Chairperson and Jonathan Schellin as Vice-Chair

Motion **MOVED** by Heath, **SECONDED** by Kittel to elect Rabinowitz as Chairperson and Schellin and Vice-Chair of Active Transportation Committee

9.2 ATAC Draft 2026 Work Plan and Draft 2026 NVTA Meeting Calendar (Patrick Band) (Pages 26-29)

Overview of the 2026 ATAC Meeting Calendar

Motion **MOVED** by Schellin, **SECONDED** by Kittel to approve item 9.2 2026 ATAC Meeting Calendar

Aye: 5- Chairperson Rabinowitz, Member Christian, Member Dominici, Member Heath, Kittel

Absent: 1 - Member Gorton

10. FUTURE AGENDA ITEMS

None

11. ADJOURNMENT

Chair Rabinowitz adjourned the meeting at 7:11pm.

- 11.1 The next regularly scheduled meeting for the NVTAA Active Transportation Advisory Committee is Monday, January 26, 2026 at 5:30 p.m.**

Arcie Alvarado, Administrative Assistant



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee 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: Countywide Transportation Plan Progress Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

All Bay Area County Transportation Agencies (CTAs) are required to adopt a Countywide Transportation Plan (CTP) every four years, which aligns with the Metropolitan Transportation Commission’s regional Plan Bay Area initiative to address local transportation priorities and financial needs. CTPs also serve as essential building blocks for the development of MTC’s larger regional transportation plan. The current CTP- “Advancing Mobility 2045”, was adopted in 2021. The new CTP update, *Intersections 2050*, began in February 2025 and is expected to take approximately 14-18 months, ensuring it is prepared in time for the next regional transportation planning cycle in mid-2026.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND

The CTP is part of a regional planning process. Priority projects identified in the CTP are included in the Regional Transportation Plan (RTP) by the Metropolitan Transportation Commission (MTC). Programs and projects submitted to MTC for inclusion in the RTP, known as “Plan Bay Area”, must be fiscally constrained. The CTP also includes projects and programs where funding has not been identified (unconstrained plan) allowing them to advance should additional funding be identified. As part of the planning effort, Goals

and Objectives are defined to help guide staff, member agencies, and the public to frame projects and programs that are included in the plan. Additionally, performance metrics relating to each goal category allow for monitoring the plan's implementation progress. Much of the task work has been completed with the final stages of the plan taking place early next year with the expectation of plan adoption by late spring, early summer.

The following is a review of CTP progress-to-date:

Data Collection and Baseline Assessment

NVTA staff and the consultant project team have been working to update data from the past plan, along with updates provided through parallel planning efforts including:

- Establishing updated transportation system benchmarks (Solano/Napa Activity-Based Travel Model-SNABM-Kick off December 2025):
 - Traffic volumes, travel times, and congestion trends
 - Transit ridership and service characteristics
 - Travel demand and land use forecasts
- Updated demographic and equity mapping using 2022 Census ACS datasets and MTC equity frameworks through the NVTA Community Based Transportation Plan Process.
- Active transportation and safety data (including Vision Zero integration)
- Travel Behavior Study Update-Completed July 2025 to inform the Travel Model update and identify local countywide travel trends.

Emerging Needs Assessment

A new analysis section in the plan will identify systemwide needs through 2050 to address emerging needs relative to climate, safety, and post pandemic travel, including:

- Wildfire and disaster evacuation constraints
- Housing growth impacts, particularly in high-growth areas and Priority Development Areas
- Safety trends, including severe-injury crash patterns and corridors of concern
- Post-pandemic travel changes, including remote work and midday travel growth
- Aging population mobility needs and paratransit demand projections as identified in the Accessible Transportation Needs Assessment (ATNA)
- New technologies, including EV uptake, micromobility and connected infrastructure

Community Engagement

Significant outreach has taken place over the past year under several planning efforts (Community Based Transportation Plan, Active Transportation Plan and the Travel Behavior Study, all of which directly inform the CTP effort. The CBTP and AT Plan were involved in well over 60 meetings, including one-on-one coordination meetings with jurisdiction staff planning and public works teams, outreach at community events, open house events, online workshops and mapping tools.

The last phase of outreach for the CTP will include three focus group events with representatives from a broad range of stakeholders. Staff requested the Board submit a list of stakeholders to participate from their jurisdictions to ensure their communities are well represented. One group will focus on the upper valley communities of Calistoga, St. Helena and Yountville, the second will focus on the City of Napa and the third on south county and the City of American Canyon. Focus groups will include Board members and staff from each jurisdiction and will take place early 2026.

Goals, Strategies & Performance Measures

- Refined CTP goal framework (safety, mobility, equity, environment, and system stewardship-adopted by the NVTA Board in June. (Attachment 1)
- Updated performance measures to include both quantitative and qualitative indicators (Attachment 2)
- Currently Underway: Development of a draft project evaluation framework to assess corridors, programs, and major capital projects.

CTP Projects Review-Update

- September/October-Call for Projects
 - Jurisdiction project list submissions
 - AT Plan project prioritization
 - CBTP Projects and Programs
 - Transit capital needs
- November/December-Review of early candidate projects for inclusion in the draft CTP- including safety upgrades, transit corridor enhancements, bike/ped gap closures, and congestion relief projects.

Next Steps (Winter/Spring 2026)

- January-Complete draft project evaluation framework
- February-Release draft needs assessment-project/program list for committee/Board review
- February-Conduct second round of community engagement-Focus Groups
- March-Prepare preliminary constrained project list and funding strategy
- April-Draft Countywide Transportation Plan for review

ATTACHMENTS

- (1) 2050 CTP Goals and Objectives
- (2) 2050 CTP Performance Metrics-Revised

2050 CTP Goals and Objectives

Category	Goal	Objectives
Equity	Distribute resources to ensure all community members have equal access to jobs, services, and education	<ol style="list-style-type: none"> 1. Address the unique transportation needs of seniors, children, individuals with disabilities and other vulnerable populations 2. Offer affordable and sustainable transportation options to support economic opportunity and community well-being
System Safety	Improve system safety for all users	<ol style="list-style-type: none"> 1. Ensure roadways and other transportation facility design provides for the safe and efficient coexistence of all travel modes 2. Educate all transportation system users on safe behavior to reduce conflicts and prevent injuries 3. Support and prioritize projects that expand safe travel options for vulnerable system users
Strong Stewardship of Public Funds	Optimize financial resources by building on federal, state and regional relationships	<ol style="list-style-type: none"> 1. Leverage local funding to draw new federal and state funding to the region 2. Advocate for funding to provide direct and frequent bus service and infrastructure to make public transit a competitive and sustainable transportation alternative 3. Pursue cost-effective, innovative solutions that improve system performance, reduce congestion, and make efficient use of available resources
Economic Vitality	Improve the movement of people and goods	<ol style="list-style-type: none"> 1. Identify and improve key goods movement routes. 2. Coordinate with employers to implement travel demand management objectives 3. Improve transportation services aimed at visitors, including alternatives to driving
Energy	Reduce the impacts of transportation on the Environment, including climate change and emissions	<ol style="list-style-type: none"> 1. Support projects that increase the mode share of transit, walking and biking 2. Support infrastructure that reduces the consumption of fossil fuels and reduces vehicle miles traveled 3. Encourage mixed use development and affordable housing around transit centers
Maintenance and Rehabilitation	Improve and modernize the existing transportation system	<ol style="list-style-type: none"> 1. Prioritize maintenance of the existing system 2. Implement emerging technologies that improve system effectiveness and efficiencies

2050 CTP Performance Metrics*

Performance Metric Category & Goal	Measure
<p>Equity: Distribute Resources to ensure all community members have equal access to jobs, services and education</p>	<ul style="list-style-type: none"> • Expand transit pass sales for students, seniors and disabled individuals. Source: NVTA • Number of projects or programs that improve access for equity priority communities. Source: NVTA
<p>System Safety: Improve system safety for all users</p>	<ul style="list-style-type: none"> • Number of complete streets projects in design and/or funded. Source: NVTA • Biennial rate of severe injury and fatal collisions countywide. Source: TIMS/SWITRS
<p>Strong Stewardship of Public Funds: Optimize financial resources by building on federal, state and regional relationships</p>	<ul style="list-style-type: none"> • Travel time from specified origin to destination (minutes/hours reduced by 2050). Source: Inrix • Explore public-private partnerships for alternative transportation programs and projects. Source: NVTA • Trip Completeness by Day (Transit System Performance). Source: NVTA GTFS
<p>Economic Vitality: Improve the movement of people and goods</p>	<ul style="list-style-type: none"> • Truck travel time from specified origin to destination (minutes/hours reduced by 2050) Source: Inrix • Number of jobs accessible by transit within one hour during the morning commute period. Source: GIS exercise using GTFS and LEHD jobs data • Increase number of active users in NVTA's TDM program by targeting large employers. Source: V-Commute
<p>Energy: Reduce the impacts of transportation on the Environment, including climate change and emissions</p>	<ul style="list-style-type: none"> • Replace gas-powered buses and expand fleet with alternative fuel-powered buses. Source: NVTA • Share of green trips. Source ACS • Unlinked transit passenger trip mode share. Source: NVTA
<p>Maintenance and Rehabilitation: Improve and modernize the existing transportation system</p>	<ul style="list-style-type: none"> • Countywide PCI score of 70. Source: MTC Vital Signs • Number of TSP intersections countywide: Source: NVTA

*Revised December 17 2025



NAPA VALLEY TRANSPORTATION AUTHORITY Community Advisory Committee Agenda Memo

TO: Community Advisory Committee (CAC)
FROM: Danielle Schmitz, Executive Director
REPORT BY: Libby Payan, Senior Program Planner/Administrator
(707) 259-8788 / Email: lpayan@nvta.ca.gov
SUBJECT: Community Based Transportation Plan & Community Action Resource
and Empowerment (CARE) Program Update

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.

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

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

Project/Strategy Category	Proposal	Location
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
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

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
STRATEGY: IMPROVE PEDESTRIAN SAFETY			
A1	Add RRFB to crosswalk on Broadway at Las Casitas MH Park	Safety; Improved Mobility	\$\$
A2	Add enhanced pedestrian crossing, sidewalk and bus shelter at Napa Junction and Hwy 29	Safety; Improved Mobility	\$\$\$\$
A3	Add enhanced pedestrian crossing/RRFB at Lincoln and Brennan	Safety; Improved Mobility	\$\$
A4	Add lighting to Washington Street	Safety; Improved Mobility	\$\$\$\$\$
A5	Add "No turn on Red" signage at Hwy 128 and Petrified Forest Road	Safety	\$
A6	Add/repair damaged sidewalks in Calistoga	Safety; Improved Mobility	\$\$\$\$
A7	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
STRATEGY: IMPROVE PEDESTRIAN SAFETY			
A8	Install traffic signal at Wappo and Lincoln Aves	Safety	\$\$\$\$
A9	Add high visibility crosswalk at Linda Vista and Kathleen Drive/ Sutherland Drive	Safety; Improved Mobility	\$
A10	Add raised crosswalk and/or speed tables to Hartle Court to slow vehicle speeds	Safety; Improved Mobility	\$
A11	Add raised crosswalk on 3rd Street between Brown and Main Streets at the existing RRFB.	Safety; Improved Mobility	\$
A12	Add RRFB to crosswalk at West Pueblo and Thomas Drive	Safety; Improved Mobility	\$\$
A13	Add RRFB to crosswalks at key intersections on Jefferson between Lincoln and Old Sonoma Road	Safety; Improved Mobility	\$\$
A14	Add RRFB crosswalks in downtown Napa on Seminary on 1st/2nd/3rd/ Oak Streets	Safety; Improved Mobility	\$\$
A15	Add sidewalks on Gasser Drive	Safety; Improved Mobility	\$\$\$
A16	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
STRATEGY: IMPROVE PEDESTRIAN SAFETY			
A17	Close sidewalk gaps near the shopping center by Lone Oak Avenue and Lincoln	Safety; Improved Mobility	\$\$\$
A18	Close sidewalk gaps near the shopping center by Lone Oak Avenue and Lincoln	Safety; Improved Mobility	\$\$\$
A19	Repair uneven sidewalks on Dry Creek Road between Redwood Road and Trower, particularly in front of Dry Creek Park	Safety; Improved Mobility	\$\$\$
A20	Add painted and signalized crosswalk at Rutherford/ Rt 29	Safety; Improved Mobility	\$-\$\$\$\$
A21	Add high visibility crosswalk at Pope and Church Streets	Safety; Improved Mobility	\$
A22	Add sidewalks on south side of South Crane Ave	Safety; Improved Mobility	\$\$\$
A23	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
STRATEGY: IMPROVE PEDESTRIAN ACCESS TO SCHOOLS, TRANSIT AND NEIGHBORHOOD AMENITIES			
B1	Create safe crossing over/ under Highway 29	Safety; Improved Mobility; Improved School Access	\$\$\$\$\$
B2	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	\$
B3	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	\$
B4	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	\$\$\$
B5	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
STRATEGY: IMPROVE PEDESTRIAN ACCESS TO SCHOOLS, TRANSIT AND NEIGHBORHOOD AMENITIES			
B6	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	\$\$\$\$\$
B7	Provide safe pedestrian/ multi-use pathway connection between South Napa homeless shelter and Health and Human Services	Safety; Improved Mobility; Improved Neighborhood Access	\$\$\$\$\$
B8	Add high visibility and raised pedestrian crosswalks on Spring Street, including at Kearney near school	Safety; Improved Mobility; Improved School Access	\$
B9	Repair or add sidewalks around parks, schools and transit stops	Safety; Improved Mobility; Improved School Access	\$\$\$
STRATEGY: EXPAND BICYCLE NETWORK CONNECTIVITY AND BICYCLE SAFETY			
C1	Complete Vine Trail segment from South Napa to American Canyon	Safety; Improved Mobility; Reduced Emissions	\$\$\$\$\$
C2	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
STRATEGY: EXPAND BICYCLE NETWORK CONNECTIVITY AND BICYCLE SAFETY			
C3	Repair potholes on Silverado Trail, Hwy 29 and streets near high school, Geysers	Safety; Improved Mobility	\$
C4	Fix potholes on Sousa Lane	Safety	\$
C5	Provide bicycle safety improvements on Soscol and Trancas	Safety	\$\$\$\$
C6	Add bicycle facilities and safety improvements to Jefferson	Safety; Improved Mobility	\$\$\$\$
C7	Add lighting to the Vine Trail bridge segment over Highway 29, near the North Napa homeless shelter	Safety	\$\$\$
C8	Improve the grade crossing at Soscol and Third, widen Third Street and add crosswalks across tracks.	Safety	\$\$\$\$
C9	Provide signage and painted bike facilities along Silverado Trail	Safety	\$\$\$\$
C10	Repave the segment of the Vine Trail behind the North Napa homeless shelter	Safety; Improved Mobility; Improved Neighborhood Access	\$\$\$
C11	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
STRATEGY: EXPAND BICYCLE NETWORK CONNECTIVITY AND BICYCLE SAFETY			
C12	Add bicycle facilities along Hudson and Allyn Avenues	Safety; Improved Mobility	\$\$
C13	Add bicycle/pedestrian pathway to connect Sulphur Springs Ave and White Sulphur Spring Road	Safety; Improved Mobility	\$\$\$\$\$
C14	Add more secure bicycle parking throughout the city	Safety; Improved Mobility	\$
STRATEGY: IMPROVE TRANSIT AMENITIES			
D1	Add more bus shelters, sidewalks and crosswalks at bus stops along Hwy 29	Safety; Improved Mobility	\$\$\$
D2	Add bench and shelter at the Sutherland Drive / Linda Vista Ave bus stop near Rohlffs Manor	Improved Mobility	\$
D3	Add bench and shelter to bus stops at Rutherford/ Rt 29	Safety; Improved Mobility	\$\$
D4	Add bus stops closer to senior housing, such as on Baywood Lane closer to Rohlffs Manor	Improved Mobility	\$
D5	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
STRATEGY: IMPROVE TRANSIT AMENITIES			
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
STRATEGY: IMPROVE TRANSPORTATION OPTIONS TO HEALTH CARE AND COMMUNITY SERVICES			
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	\$\$
STRATEGY: EXPAND AFFORDABLE TRANSIT AND MOBILITY OPTIONS FOR LOW-INCOME RESIDENTS, SENIORS AND RESIDENTS WITH DISABILITIES			
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
STRATEGY: EXTEND AND ADJUST TRANSIT SERVICE TIMES AND FREQUENCIES TO REFLECT THE NEEDS OF SENIORS, STUDENTS AND ESSENTIAL WORKERS			
G1	Consider adding School Tripper service in communities without school bus service	Improved Mobility	\$\$
G2	Expand bus service hours and routes to meet the needs of seniors, low-income residents, students, essential workers	Improved Mobility	\$\$\$
G3	Expand service on Route 29 to seven days a week	Improved Mobility	\$\$
G4	Improve connections between NVTA Routes (such as F/Imola Park and Ride and Route 29)	Improved Mobility	\$
G5	Offer Sunday service on local City of Napa routes (A-G)	Improved Mobility	\$\$\$
G6	Provide local bus service on Solano Ave (near Pueblo Park EPC)	Improved Mobility	\$\$
G7	Provide more frequent service from Calistoga to City of Napa	Improved Mobility	\$\$\$
G8	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
STRATEGY: IMPROVE TRANSPORTATION OPTIONS AND CONNECTIVITY FOR RURAL RESIDENTS AND WORKERS			
H1	Provide vanpooling options on Silverado Trail for winery/vineyard workers	Improved Mobility	\$
H2	Provide transit service for remote, rural communities without cellphone reception	Improved Mobility	\$\$\$
H3	Expand on-demand Yountville Bee Line service outside of Yountville jurisdiction limits	Improved Mobility	\$
STRATEGY: EXPAND OPTIONS FOR LOW- OR NO-COST TRANSPORTATION SERVICES			
I1	Develop more volunteer and community shuttle services	Improved Mobility	\$\$\$
I2	Expand free transit programs	Improved Mobility	\$\$\$\$
I3	Expand VineGo	Improved Mobility	\$\$\$\$
STRATEGY: EXPAND AWARENESS OF TRANSIT AND TRANSPORTATION SERVICES IN NAPA COUNTY			
J1	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

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

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range
STRATEGY: EXPAND AWARENESS OF TRANSIT AND TRANSPORTATION SERVICES IN NAPA COUNTY			
J2	Bolster and expand Safe Routes to School Program for Napa County	Safety; Improved Mobility; Improved School Access; Expanded Awareness	\$\$
J3	Expand promotion of programs like V-Commute	Expanded Awareness; Improved Mobility	\$
J4	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			
K1	Provide better connectivity and schedule coordination between NVTA and regional transit providers	Improved Mobility	\$
K2	Provide more frequent or express service from Calistoga and neighboring communities to BART station	Improved Mobility	\$\$
K3	Provide shuttle service/ connections between local city shuttles in St Helena and Calistoga	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
∞∞	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



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Patrick Band, Senior Planner
(707) 259-8781 / Email: pband@nvta.ca.gov
SUBJECT: Approval of Special Meeting for February 23, 2026.

RECOMMENDATION

That the Active Transportation Advisory Committee approve holding a Special Meeting on February 23, 2026.

EXECUTIVE SUMMARY

In August of 2024, Napa Valley Transportation Authority (NVTA) kicked off the process of developing a Countywide Active Transportation Plan. After more than a year of effort, NVTA staff are planning to bring a full draft of the Plan to the NVTA Board of Directors on February 18, 2026. Public comments will be accepted on the plan prior to anticipated adoption by the NVTA Board on March 18, 2026.

Staff are committed to ensuring that the NVTA ATAC has an opportunity to review the plan, hear from the project team, ask questions and provide a recommendation to the NVTA Board of Directors on adoption of the full plan. Due to the bimonthly Regular Meeting schedule of the ATAC, a Special Meeting is needed to accommodate Committee review and action on a possible recommendation prior to the March 18th Board meeting.

BACKGROUND

Public Outreach & Engagement

A key element of developing the Countywide Active Transportation Plan has been deep engagement with the local agency partners, community stakeholders, and the public. Over the plan development process, NVTA staff attended over 30 events in the community, sharing information about the Plan, soliciting feedback, and engaging in

dialogue about the needs and priorities of residents and visitors. Staff conducted both general public outreach and local committee/commission updates for each jurisdiction multiple times over the course of the planning process.

Highlights of public engagement include:

- 33 unique events, tabling opportunities, and community group presentations
- 18 presentations to public agency boards, committees, and commissions
- 199 responses to a bilingual online survey
- 463 comments on interactive web maps

Anticipated Adoption Process & Schedule

Staff will bring a draft plan to the NVTA Board of Directors on February 18th for an initial review and to publish the draft for public review and comment. Jurisdiction review will occur concurrently. Following NVTA Board adoption of the final Plan anticipated for March 2026, local jurisdictions will be invited to adopt their relevant chapters of the Plan. Local adoption of the Plan is essential to project and program competitiveness for future grant applications and provides a basis for incorporating improvements as part of future development projects.

Table 1: Anticipated Adoption Schedule

Item	Date
NVTA Board – Packet Published with Full Plan	2/11/26
NVTA Board – Public Meeting	2/18/26
Jurisdiction Comments Due	3/2/26
Final Plan Published	3/11/26
Final Plan Adopted	3/18/26
Jurisdiction Adoptions	May 2026

Each jurisdiction will also have an opportunity to identify locally relevant policies to supplement the Vision, Goals, Objectives and Countywide policies included in the Countywide AT Plan. Local policies may build on or strengthen countywide policies or address unique local needs that are not adequately captured at a countywide scale.

Next Steps

Following adoption of the AT Plan, NVTA staff will continue to work closely with jurisdictions to identify funding opportunities to implement elements of the plan and track progress toward identified Goals and Objectives.. Staff anticipate completing a brief annual summary of countywide active transportation accomplishments, and will work closely with the County of Napa Geographic Information Systems (GIS) team to update and host publicly viewable map layers showing existing and proposed facilities. 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.

Longer term, NVTA staff will seek to implement and expand the existing active transportation counts program, which installs permanent bike/ped counting equipment along key active transportation corridors, in partnership with local jurisdictions.

ATTACHMENT(S)

None.



NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Rebecca Schenck, Director of Transit
(707) 259-8636/ Email: rschenck@nvta.ca.gov
SUBJECT: Complete Streets Checklist Review – Vine Transit Forward Project

RECOMMENDATION

That the Active Transportation Advisory Committee (ATAC) review and approve Complete Streets Checklist for Vine Transit Forward Project.

EXECUTIVE SUMMARY

The Complete Streets (CS) Checklist is required pursuant to Metropolitan Transportation Commission (MTC) guidelines to ensure that projects funded within the Bay Area consider the accommodation of pedestrians, cyclists, and public transit users as part of project planning, design, funding, and construction. County Transportation Agencies (CTAs) are required to review and seek approval from the designated ATAC to ensure accommodation needs are incorporated early in the project development process.

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND AND DISCUSSION

In March 2022, the Metropolitan Transportation Commission adopted a new Complete Streets Policy ([MTC Resolution No. 4493](#)). The goal of the policy is to make sure that people who are biking, walking, rolling, and taking transit are safely accommodated within the transportation network. The Complete Streets Policy requires that projects funded with regional discretionary funds implement local Complete Streets plans and implement All Ages and Abilities design guidelines on the Active Transportation Network.

This checklist is required for all projects requesting \$250,000 or more in discretionary funds.

Vine Transit Forward Project

Vine Transit Forward is a strategic regional mobility investment designed to deliver faster, more frequent, and more reliable transit service across Napa Valley’s busiest corridors. Through this initiative, the Napa Valley Transportation Authority (NVTA) will make a targeted capital investment in Transit Signal Priority (TSP) at six congested intersections along Trancas Street—one of the City of Napa’s most heavily traveled corridors and a critical junction for regional transit operations. Trancas Street is where Vine Regional Routes 10 and 11 converge, providing continuous north–south service along the entire length of Napa Valley, from Calistoga in the north, to Vallejo just beyond the Napa County border. The intersections that will receive Transit Signal Priority hardware are as follows:

- Trancas St. and California Blvd.
- Trancas St. and Claremont Way
- Trancas St. and Jefferson St.
- Trancas St. and Beard Rd.
- Trancas St. and Villa Lane
- Trancas St. and Soscol Ave.

The implementation of TSP will significantly improve travel time reliability, on-time performance, and schedule adherence for Routes 10 and 11, which currently have the highest ridership of all 12 Vine routes despite operating on one-hour headways. These operational improvements, combined with additional operating assistance, will allow NVTA to cut headways in half to 30 minutes and double the number of weekday connections between Routes 10 and 11—using NVTA’s existing fleet. This project directly advances the service enhancements identified in MTCs Transit 2050+ strategies, strengthening regional connectivity, improving transfers, and modernizing transit operations. Vine Transit Forward prioritizes transit through congested areas, reduces delays for riders, and delivers a more competitive, dependable regional transit system that supports mobility, economic vitality, and long-term sustainability throughout Napa Valley.

Funding for the project would come from both local and regional sources. NVTA applied for \$2 million in from the MTC Transit Performance Initiative (TPI) FY 2025-26 from the Low Carbon Transit Operations Program (LCTOP) to complete the project. As part of this grant application, NVTA submitted a Complete Streets (CS) Checklist and must have the project reviewed by ATAC no later than March 8, 2026 to support alignment with regional transportation policies and priorities.

ATTACHMENTS

- (1) MTC CS Checklist –Vine Transit Forward Project

1. Contact Name	Rebecca Schenck
2. Email Address	rschenck@nvta.ca.gov
3. Contact Phone Number	707259-8636
4. Project Sponsor	Napa Valley Transportation Authority (NVTA)
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. If you are unsure, please email completestreets@bayareametro.gov.	Transit Performance Initiative through Low-Carbon Transit Operations
10. Project Name/Title	Vine Transit Forward
11. Project Location	Napa
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.	Vine Transit Forward_NVTA_Map
13. Project Description (200 character limit). Please include scope of project, project extents, length of segment(s), street names, transit stop/stations, etc.	This project will cut wait times in half on regional Routes 10 and 11 by significantly reducing headways, while implementing transit signal priority at six of the City of Napa's most congested intersections.
14. Please choose the project phase(s).	Operating and Maintenance (O&M)
15. Please check all the modes that the project includes:	Roadway Transit (bus, light rail, streetcar)
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.	Community-Based Transportation Plan Transit Plan Plan Bay Area 2050+
18. Please provide details on the Plan recommendation(s) affecting the project	CBTP:"Expand and promote transportation options to healthcare and

area, if any, with Plan adoption date. If the project is inconsistent with adopted plans, please provide explanation.

other community service facilities. Continue to adjust transit and shuttle routes, timing and frequency to reflect the needs of those who travel outside of the bounds of the 9-to-5 business schedule, such as seniors, students, and essential workers"
Plan Bay Area 2050+: Transportation Project List 25-T11-151, Local Bus | Service Frequency Upgrades | NVTA

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."

This project will only impact the signal boxes and corresponding signal timing and will not change the ROW for pedestrians or bicyclists.

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

Yes

22. If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the Mobility Hubs Playbook Play 1.

Additional bus service to the Redwood Park and Ride, which is a MTC Mobility Hub

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

Yes

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

The project should not impact existing traffic safety conditions

Please check all the infrastructure elements that will be included in this phase of the Project:

Transit Signal Priority

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.

Additional transit service to 200301 and 200900

Will the Project integrate green infrastructure?

N/A

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

25. Please describe the transit routes, stations, etc., and include information about transit-supportive design elements included in the project.

Mainly Routes 10 and 11 which travel the length of Napa Valley from Calistoga down to Vallejo in neighboring Solano County. Transit Signal Priority through 6 congested intersections along these routes will increase speed and improve on-time performance.

26. If yes, list transit facilities (stop, station, and route) and all affected agencies.

Routes 10, 11, C and E all operated by NVTA, the project sponsor.

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

Yes

Please upload the email documentation from the transit operator(s). Please save the files as "Project Name_YourJurisdictionName_TransitEmail" Add the name of the file being uploaded below. Then Click Here to upload your file.

NVTA is the transit operator

Is this project in compliance with MTC Complete Street's Policy (Resolution 4493)?

Yes

Has a local Bicycle and Pedestrian Advisory Committee/Commission (BPAC) reviewed this Checklist?

The Checklist is being submitted to send to the BPAC for review.

Please provide the meeting date(s).	February 23rd
Please provide a summary of meeting comments.	Will do after the meeting
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	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
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	No
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	No
Describe condition(s) that prohibit implementation of CS policy requirements.	N/A
Name of department director or equivalent for exceptions.	Rebecca Schenck, Director of Transit

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