

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Wednesday, November 5, 2025
5:00 PM

JoAnn Busenbark Boardroom

Community Advisory Committee (CAC)

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

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

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 94573100120
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 945 7310 0120 If asked for the participant ID or code, press #.

Public Comments

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

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov 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 via Zoom, click the "Raise Your Hand" button (click on the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to "Raise Your Hand" are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

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

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

Instructions on how to join a Zoom video conference meeting by phone are available at:

<https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

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

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

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

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Laura Sanderlin, NVTA Board Secretary, at (707) 259-8633 during regular business hours, at least 48 hours prior to the time of the meeting.

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

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8633. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA CAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang iny

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

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

6. PRESENTATIONS

6.1 NVTA Project Update (Grant Bailey)

Estimated Time: 5:10 p.m.

6.2 Michelin Mobility Intelligence (MMI) Final Report of Road Safety Risk Study (Diana Meehan)

Estimated Time: 5:20 p.m.

7. CONSENT AGENDA

7.1 Meeting Minutes of September 3, 2025 (Laura Sanderlin) (Pages 9-11)

Recommendation: CAC action will approve the meeting minutes of September 3, 2025.

Estimated Time: 5:30 p.m.

Attachments: [Draft Minutes](#)

8. REGULAR AGENDA ITEMS

8.1 Executive Director Report (Danielle Schmitz) (Pages 12-14)

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

Estimated Time: 5:45 p.m.

Attachments: [Staff Report](#)

8.2 Nomination and Election of Chair and Vice Chair for Calendar Year (CY) 2026 (Diana Meehan) (Pages 15-16)

Recommendation: That the Community Advisory Committee (CAC) nominate and elect a new Chair and Vice Chair for an annual term beginning January 2026.

Estimated Time: 5:50 p.m.

Attachments: [Staff Report](#)

8.3 2026 Community Advisory Committee (CAC) Work Plan and Meeting Calendar (Diana Meehan) (Pages 17-20)

Recommendation: That the Community Advisory Committee (CAC) provide input and approve the 2026 CAC Work Plan and receive the 2026 Meeting Calendar.

Estimated Time: 6:10 p.m.

Attachments: [Staff Report](#)

8.4 Vine Transit Update (Rebecca Schenck) (Pages 21-30)

Recommendation: That the Napa Valley Transportation Authority (NVTa) Community Advisory Committee receive the Vine Transit update.

Estimated Time: 6:15 p.m.

Attachments: [Staff Report](#)

8.5 Countywide Active Transportation Plan Update (Patrick Band)
(Pages 31-44)

Recommendation: Information only

Estimated Time: 6:25 p.m.

Attachments: [Staff Report](#)

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 The next Regular Meeting is Wednesday, January 7, 2026.

I, Laura M. Sanderlin, 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 Friday, October 31.

Laura Sanderlin

Laura M. Sanderlin, NVTa Board Secretary

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 Community Advisory Committee

Wednesday, September 3, 2025

5:00 PM

JoAnn Busenbark Board Room

1. Call To Order

Chair Baldini called the meeting to order at 5:03pm.

2. Roll Call

Present: 9 - Michael Baldini
Vincent Courtney
Jean Vincent Deale
Tom Kambe
Ashley Tenscher
Larry Kromann
Hans Korge
Patricia Lynch
Ron Richardson

Absent: 2 - Alex Crown
Gary Woodruff

3. Introductions

Chair Baldini introduced guest presenters: Andrew Butler and Joseph Panchesson.

4. Public Comment

None

5. Committee Member and Staff Comments

Member Korge extended his gratitude to the committee and staff for their support.

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

6. PRESENTATIONS

6.1 Napa Riverline Project - Flood Control (Andrew Butler & Joseph Panchesson)

Information only/No Action Taken

Presenters from the Napa County Flood Control and Water Conservation District reported Napa River/Napa Creek Flood Protection project updates.

7. CONSENT AGENDA

Motion MOVED by KAMBE, SECONDED by KORVE to APPROVE Consent Agenda Item 7.1 as amended to correct meeting minutes under Item 4. Motion passed unanimously.

Aye: 9 - Baldini, Courtney, Deale, Kambe, Tenscher, Kromann, Korve, Lynch and Richardson

Absent: 2 - Crown and Woodruff

7.1 Meeting Minutes of July 2, 2025 (Laura Sanderlin) (Pages 7-9)

Attachments: [Draft Minutes](#)

7.2 Community Advisory Committee Bylaws (Laura Sanderlin) (Pages 10-15)

Attachments: [Staff Report](#)

Motion MOVED by RICHARDSON, SECONDED by KAMBE to APPROVE Consent Agenda Item 7.2 CAC bylaws. Motion passed unanimously.

Aye: 9 - Baldini, Courtney, Deale, Kambe, Tenscher, Kromann, Korve, Lynch and Richardson

Absent: 2 - Crown and Woodruff

8. REGULAR AGENDA ITEMS

8.1 Executive Director Report (Danielle Schmitz) (Pages 16-17)

Attachments: [Staff Report](#)

Information only/No action taken

Report provided by staff member Diana Meehan in Executive Director's absence.

Committee requested for staff to share the makeup of judges for the electric bus naming contest.

8.2 Vine Transit Update (Libby Payan) (Pages 17-25)

Attachments: [Staff Report](#)

Information only/No action taken

Report provided by staff member Dexter Cypress in Libby Payan's absence.

Member Lynch encouraged staff to improve timing coordination to connect Vallejo Ferry and Vine Transit services.

Member Tenscher reported the need for effective communication between drivers, riders and dispatch to accommodate riders who are tardy to their bus.

8.3 V-Commute Program Update (Patrick Band) (Pages 26-31)

Attachments: [Staff Report](#)

Information only/No action taken

Member Kromann inquired about program outreach and marketing strategies to reach a broader range of employers.

9. FUTURE AGENDA ITEMS

- Roundabouts and safety
- 12/29 Carneros Intersection

10. ADJOURNMENT

Chair Baldini adjourned the meeting at 6:22pm.

10.1 The next Regular Meeting is Wednesday, November 5th.

Laura Sanderlin, NVTA Board Secretary



November 5, 2025
CAC Agenda Item 8.1
Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY

Community Advisory Committee Agenda Memo

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

RECOMMENDATION

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

BACKGROUND

Personnel

New Hire - On October 27th NVTA welcomed a new Bilingual Outreach Coordinator, Zaira Renteria. Zaira will be working under Rebecca Schenck in the Transit Department on various transit and transportation programs including transit travel training, and the VCommute program, etc. She will also be assisting with outreach events and working alongside communications. Zaira comes to NVTA from Abode services working as a Family Outreach Coordinator working with the unhoused. Welcome Zaira!

Local Update

- **Bus Animal Naming Contest** – NVTA is inviting elementary school students to name its electric fleet mascots - the owl, hawk, butterfly and bee. The contest will launch on September 15th with a winning name selected for each animal on October 31st. Winning students will be treated to a special bus experience, receive a basket of Vine Transit prizes, and celebrate with a pizza party for their class.

Regional Update

- MTC and the Association of Bay Area Governments (ABAG) have created a new Community Advisory Council which will replace the previous Policy Advisory Council. Made up of 27 residents with diverse perspectives, the Council advises

MTC and ABAG on issues related to housing and land use, transportation and the environment. Each county will have representation on the Council.

- MTC held their annual Commission Workshop on October 22nd and 23rd in Walnut Creek. Topics of discussion were the upcoming One Bay Area Grant cycle which is the federal surface transportation block grant, Surface Transportation Program and Congestion Management Air Quality (STP/CMAQ) funding that comes to the local jurisdictions through MTC. The overall funding is expected to be reduced from OBAG 3 due to dwindling highway trust fund receipts, as well as reduction in some additional one-time monies that were rolled into OBAG 3. The commission also spent a good amount of time discussing Transit Oriented Community policy, which is very controversial but is tied to some of the transportation funds MTC programs, so it was a lengthy discussion.

State Legislation

- SB 63 (Wiener/Arreguin) – On October 13th Governor Newsom signed the Transportation Revenue Measure enabling legislation – the legislation would authorize placement on the November 2026 ballot a 14-year ½ cent sales tax to sustain and improve public transportation. Even though the measure is focused on the 5 large counties, there are rider focused improvements included in the revenue measure that will be applied Bay Area wide. In addition, Vine transit service connects to many of the regional systems like BART that will benefit from this measure.
- Senate Bill 697 (Wilson) was signed by the Governor on October 8th, authorizing the State Route 37 Sears Point–Mare Island Improvement Project to proceed with limited take of fully protected species necessary for construction. This is a significant milestone for the corridor and reflects the strong partnership among the four North Bay counties, Caltrans, and MTC. Under this legislation, the construction window can extend beyond the previous 10–12 week seasonal limit, allowing work to continue without lengthy interruptions tied to fully protected species timelines. This will enable more efficient project delivery, shorten overall construction duration, and help advance long-awaited improvements to this critical corridor.

Federal Update

- Government Shutdown – The Federal Transit and Federal Highway Agency staff are funded through the Highway Trust Fund and those departments are still open and staff is not furloughed. Although standard operations are reported to be active, the US Department of Transportation relies on other departments to review and/or

approve transportation projects like the US Dept. of Labor which has to give approval for contracts, or the EPA which must provide environmental approval (NEPA). Many of the departments that intersect the Department of Transportation are furloughed right now, which will affect transportation projects. This is not our first government shutdown, we have weathered these storms before, over the long-term we are coordinating with our partners, Caltrans, and MTC to understand what long-term impacts this may have if the shutdown were to last beyond a couple months.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Memo

TO: Community Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Planning and Programming Manager
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Nomination and Election of Chair and Vice Chair for Calendar Year (CY) 2026

RECOMMENDATION

That the Community Advisory Committee (CAC) nominate and elect a Chair and Vice Chair for an annual term beginning January 2026.

EXECUTIVE SUMMARY

The CAC bylaws assign members to take on an active role to, among other things, oversee the proceedings of the Committee. The bylaws require that committee members appoint a new Chair and Vice Chair to serve at the beginning of each calendar year.

Michael Baldini has served as the Chair since the committee's inception in 2016. Hans Korge has served as the Vice Chair since January 2023.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND

The CAC Bylaws state:

Article V - OFFICERS AND DUTIES

The committee members will elect a committee Chair and Vice-Chair by a majority of the members present at the November/December meeting. A quorum is necessary to hold the elections. Offices will be held for one year or until their successors are elected.

The Chair will preside at all meetings. Should the Chair be absent, the Vice-Chair will

preside. In the unlikely event both Chair and Vice-Chair are absent; the remaining members will select an alternate member to preside.

The Chair may appoint ad hoc committees on an as-needed, non-scheduled basis to accomplish a specific task and report back to the full CAC. Ad hoc committees must have less than a quorum of CAC members and are exempt from the requirements of the Brown Act.

NVTa staff will provide the administrative support for the committee including providing minutes, mailing agendas to members, and any other related duties.

ATTACHMENT(S)

None



NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Memo

TO: Community Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Planning & Programming Manager
(707) 259-8327, Email: dmeehan@nvta.ca.gov
SUBJECT: 2026 Community Advisory Committee (CAC) Work Plan and Meeting Calendar

RECOMMENDATION

That the Community Advisory Committee (CAC) provide input and approve the 2026 Work Plan (Attachment 1) and receive the 2026 Meeting Calendar (Attachment 2).

EXECUTIVE SUMMARY

The draft 2026 CAC Work Plan (Attachment 1) includes regular agenda items, transportation planning and capital projects, and travel demand management programs. The intent of the work plan is to provide a guide for anticipated action and advisory items that the CAC will be tasked to advise on throughout the next calendar year.

Attachment 2 is the proposed 2026 NVTA calendar for regularly scheduled Board and committee meetings that will be brought for NVTA Board approval at the November 19th meeting. The proposed meeting dates for CAC are:

January 7
March 4
May 6
July 1
September 2
November 4

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND

The Napa Valley Transportation Authority (NVRTA) CAC serves as a community advisory committee to the NVRTA Board on issues relating to multimodal transportation planning and programs and the Vine Transit system. The 2026 CAC Work Plan will be used to keep the committee on track to approve and review critical planning and study documents, as well as receive informational updates throughout the calendar year. NVRTA staff envisions 2026 will include reviewing plan updates, including the Countywide Active Transportation Plan and Countywide Transportation Plan. In addition, the committee will periodically review work related to various capital projects such as SR 29 American Canyon Corridor Improvements and the Airport Intersection Improvements at SR 29/SR12/Airport Boulevard.

The CAC is encouraged to not only attend all CAC meetings, but other NVRTA meetings that may help inform CAC members about relevant discussion topics.

ATTACHMENTS

- (1) Draft CAC 2026 Work Plan
- (2) Proposed 2026 Meeting Calendar

**NVTA Community Advisory Committee (CAC)
202~~65~~ Work Plan**

Item	Period
1. Receive agency updates from the Executive Director	Bi-monthly
2. Review elements of the public outreach and marketing campaign(s) for various NVTA and Vine Transit programs	As needed
3. Review project submittals for various Regional, State and Federal funding programs	As needed
4. Receive regular briefings and provide input on the Vine Transit system, Vine Go and Community Shuttles	Bi-monthly
5. Receive updates on NVTA capital projects including Airport Intersection SR 29/SR 12/Airport Blvd., and SR 29 Improvements in American Canyon	As needed
6. Appoint chair and vice-chair for 202 76	November 202 65
7. Review and provide input on various V-Commute transportation demand management programs	As needed
8. Receive legislative updates on transportation <u>Federal and State legislative updates</u> funding	Ongoing
9. Provide community input on the development of various transportation projects <u>plans</u> and programs in particular the <u>NVTA Countywide Transportation Plans, (CTP, AT Plan, CBTP, ATNA, Vision Zero)</u>	Ongoing
10. Receive updates on various funding programs, their related projects and outreach campaigns, including but not limited to Measure UT (and its successor) and Regional Measure 3	Ongoing
11. Other items as required	As needed

Other topics and issues of interest for the CAC in 202~~65~~

- Highway 29 corridor improvements
- Highway 37 project(s) and updates
- Imola Corridor Projects
- ~~Travel Behavior Study~~
- Countywide Transportation Plan Update
- Countywide Active Transportation Plan Draft
- Vine Trail
- Silverado Trail and Monticello Intersection
- Napa Riverline Project
- Napa Forward
- Vision Zero biennial Report

Proposed 2026

NVT/NVTA Board of Directors and Committee Meeting Calendar

January

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

March

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

June

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

July

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

August

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

September

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

October

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

November

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

NVTA	NVTA-TA	TAC	PCC	ATAC	CAC	ITOC	HOLIDAY
1:30 PM	1:30 PM	2:00 PM	10:00 AM	5:30 PM	5:00 PM	2:00 PM	



November 5, 2025
CAC Agenda Item 8.4
Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY

Community Advisory Committee Agenda Memo

TO: Community Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Rebecca Schenck, Director of Transit
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Community Advisory Committee receive the first quarter of Fiscal Year 2025-2026 Vine Transit update.

EXECUTIVE SUMMARY

This report summarizes the Vine's operational performance during the first quarter of the current Federal Fiscal Year (FY) 2025-26, covering the period July 1 to September 30, 2025. The board memo compares the first quarter of FY 2025-26 to the same period of FY 2024-25 to provide context on year-over-year ridership levels and compares missed trips over the same two time periods. Finally, it includes a discussion of recent schedule changes and marketing efforts.

FISCAL IMPACT

None

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND**Future Schedule Changes**

The next tentatively planned schedule change is slated for January 11, 2026. Changes currently under consideration include:

- Adding a stop on Riversound Way on Route G to serve Costco & new housing developments
- Adding a new Southbound Route 10 Bus Stop located at approximately 1615 Lincoln Ave
- Adding a new stop on Route E by McPherson Elementary
- Timetable adjustments on Route 11X and Route 21

Federal Transit Administration Automatic Passenger Counters Three Year Benchmarking

NVTA is required to complete Automatic Passenger Counters Certification on the same triennial cycle with other transit agencies per the Federal Transit Administration. NVTA did a benchmarking study where manual counts were done as follows:

- (15) trips were sampled for Motor Bus (Routes A-G, 10, 11)
- (15) trips were sampled for Commuter Bus (Routes 11X, 21 and 29)

NVTA completed this certification process in 2025 and found that the APC system was overcounting. Therefore, NVTA worked with its APC contractor Urban Transportation Associated, Inc (UTA) to reprocess and recalibrate the passengers counts. This was applied starting on October 1st of 2024 and will be applied to all FY 2025-2026 data. The result is a ridership decrease of -1.5% on Motor Bus passenger trips and -5.8% decrease in Commuter Bus trips. This was applied to the first quarter of the current Federal Fiscal Year (FY) 2025-26 but did not impact first quarter ridership in the prior fiscal year. This recalibration played a significant role in the decrease of ridership in the most recent quarter on the commuter bus routes 11X, 21 and 29 and well as the motor bus routes 10 and 11.

Ridership

Table 1 compares the annual difference between first quarter of FY 2024-2025 (July, August & September) to first quarter of FY 2025-2026 to show the year-over-year ridership was relatively stagnant with a less than 1% (0.5%) decrease in the City of Napa. Routes A experienced the most significant growth year-over-year. Route A switched from a limited on-demand service to a fixed route as part of the January 12, 2025 schedule change. Ridership data indicates significant increases in usage as riders have shown a preference for the bus to operate on a schedule. The increase in Route A ridership is also partially responsible for a decrease in Route B ridership as the two route overlap on

Browns Valley Rd from Laurel St to Freeway Drive and riders now have the option of taking the Route A to get to the Soscol Gateway Transit Center instead of the Route B.

Table 1: City of Napa Ridership - Comparing Q1 of FY25 & Q1 of FY26

	Q1 FY25	Q1 FY26	% Difference	Numerical Difference
Napa Local On-Demand*/Route A	980	1,882	92.04%	902
Route B	7,945	5,619	-29.28%	-2,326
Route C	13,714	14,954	9.04%	1,240
Route D	2,805	3,026	7.88%	221
Route E	2,665	2,427	-8.93%	-238
Route F	3,409	3,204	-6.01%	-205
Route G	3,139	3,368	7.30%	229
Total	34,657	34,480	-0.51%	-177

*In Q1 of FY25, Route A was operating as an on-demand service. In Q1 of FY26, Route A operated as a fixed route service

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

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

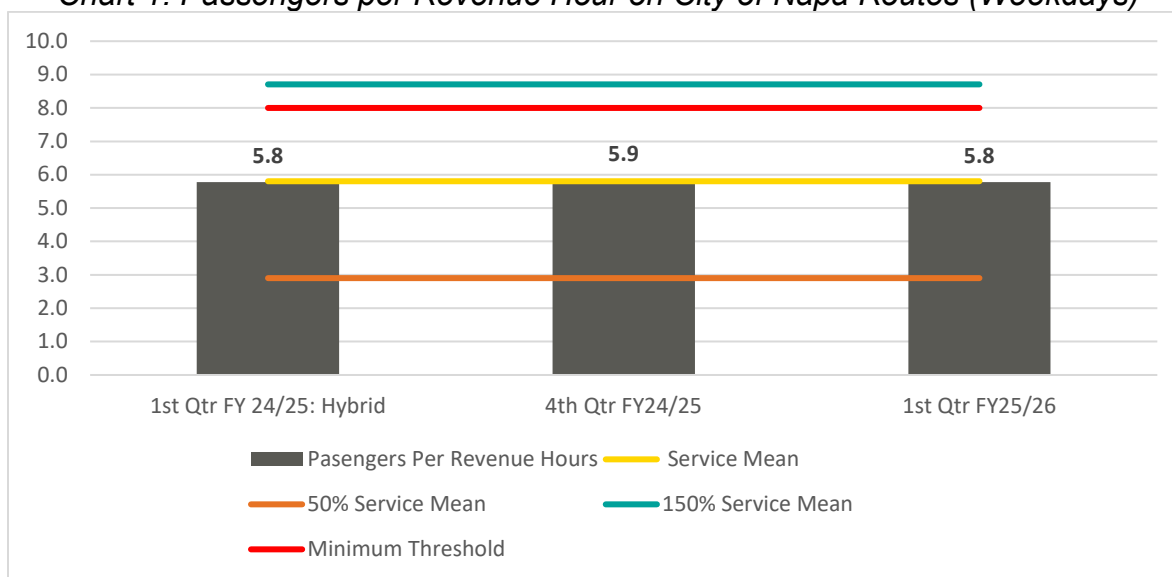


Chart 2 on the next page shows that the passengers per revenue hour varies by each individual local route. The Route C passengers per revenue hour continues to operate above the pre-COVID 8.0 minimum threshold measuring at 10.1. All other fixed routes were in the 3.1 to 8.1 range. The first quarter of Fiscal Year 2025-2026 is only the second full quarter that Route A operated as a fixed route service since March 2020. During the same time (Jul – Sep) one year ago, Route A had a passengers per revenue per hour of 1.6. In the fourth quarter of this FY25, that number increased to 3.2. This demonstrates the more efficient nature of operating a fixed route service compared to an on-demand service.

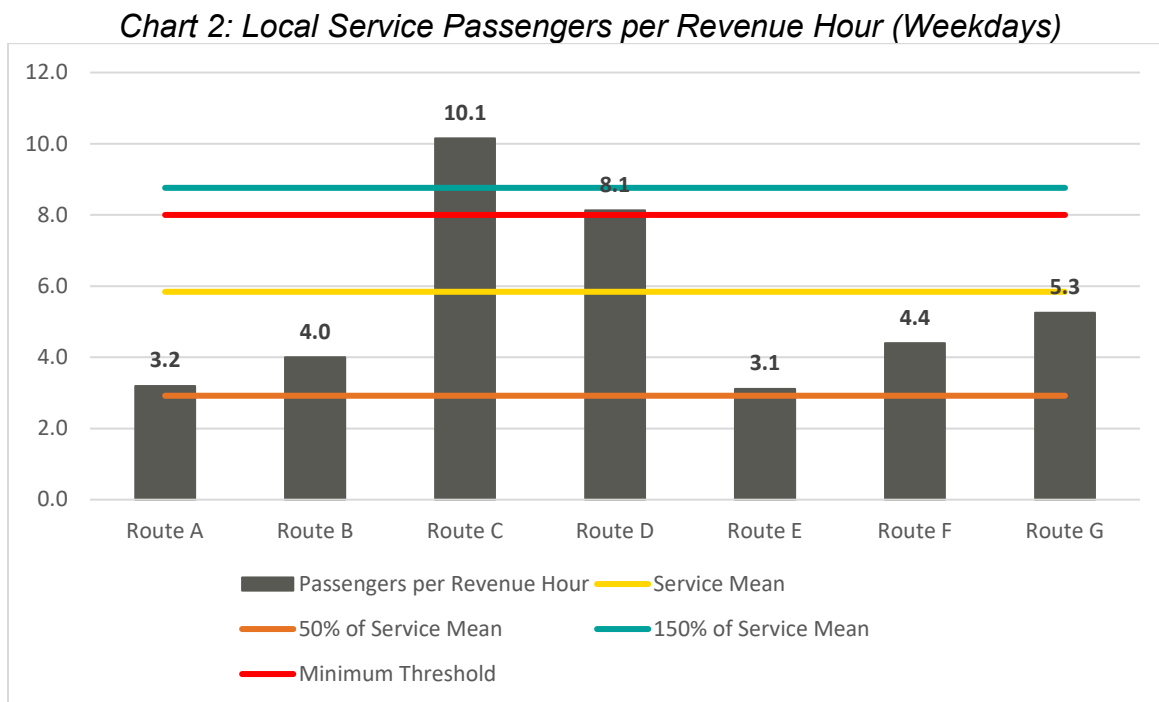


Table 2 on the next page shows overall ridership decrease of nearly 12% for the quarter on regional routes. While overall the 11X ridership fell in the first quarter from FY 25 to FY 26, ridership in September at 521 riders was higher than in July at 378 riders. Route 29 began operating on Saturdays as of August 16, which is reflected in the 9,602 ridership figure below. Staff will closely monitor ridership levels on Saturdays on Route 29 and the reimagined 11X to evaluate its effectiveness and popularity.

Table 2: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q1 of FY25 & Q1 of FY26

	Q1 FY25	Q1 FY26	% Difference	Numerical Difference
Route 10	44,838	37,580	-16.19%	-7,258
Route 11	33,521	30,905	-7.80%	-2,616
Route 11X	1,441	1,286	-10.76%	-155
Route 21	3,467	2,774	-19.99%	-693
Route 29*	10,044	9,602	-4.40%	-442
Total	93,311	82,147	-11.96%	-11,164

*Route 29 began operating Saturday service as of August 10, 2025, which is reflected in the Q1 FY26 ridership figure

Passenger per revenue hour data on the weekdays shows that Routes 10 and 11 continue to be the most efficient regional routes. As shown on Chart 3, the Routes 10 and 11 experienced passengers per revenue hour (PAX/HR) at 8.8 and 8.7 but are still below the pre-COVID minimum threshold of 12. Route 11X remains at a low 2.4. The route was previously geared towards Vallejo Ferry commuters, however a new version of Route 11X began operating on August 11, 2025 as an expedited version of the long Route 11 that serves the most popular stops. The passenger per revenue hour figure contains a mix of ridership before and after the change was implemented. Route 21 shows the lowest figure at 2.3. In addition to a more accurate schedule, staff are exploring the option of serving Solano Community College as part of its January 2026 schedule change.

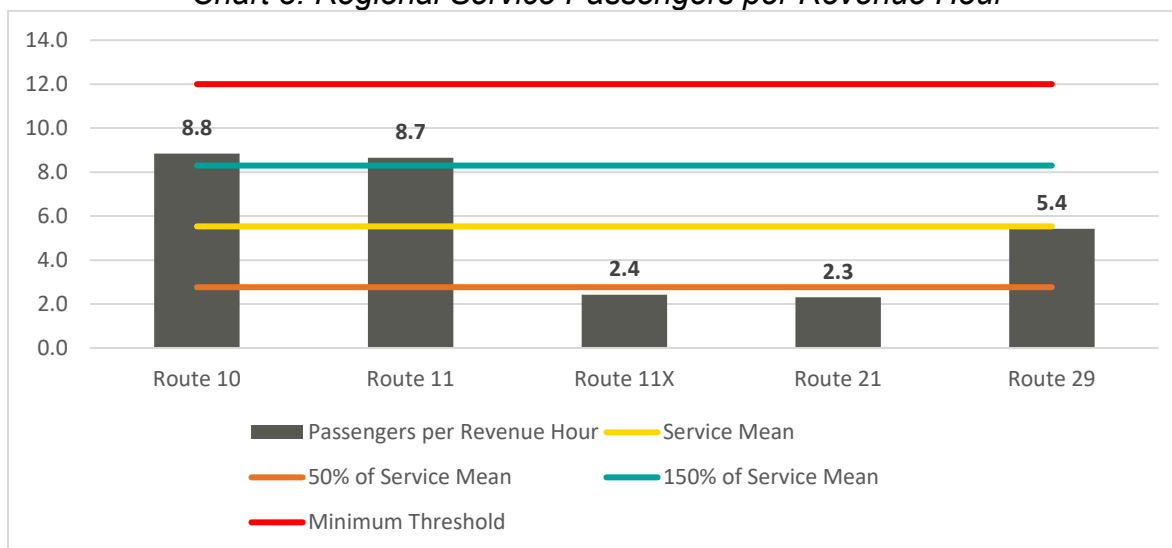
Chart 3: Regional Service Passengers per Revenue Hour

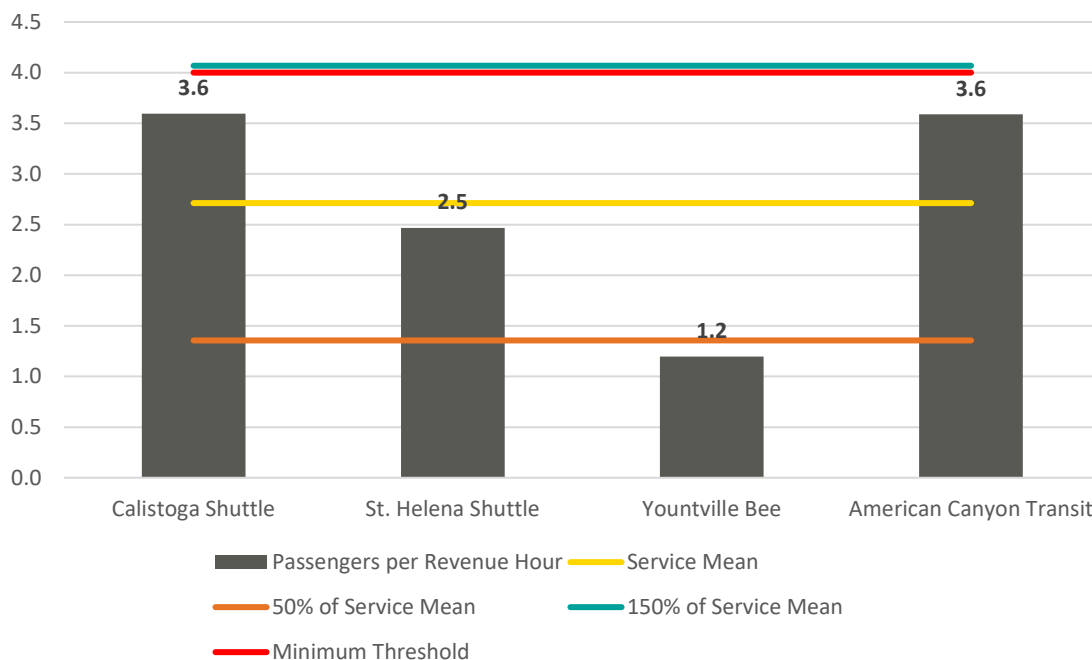
Table 3 shows ridership had a minor decrease on the community shuttles overall by about 4% compared to the same quarter last year. The Yountville Bee experienced the most significant decline among the community shuttles at approximately 25%. NVTA staff is working with Yountville staff to explore an expanded service area and other promotions to drive ridership and market the Yountville Bee. The St Helena shuttle experienced a ridership increase of approximately 16%. The increase can be attributed to summer camps in July & August utilizing the shuttle for transportation services and more residents taking trips. Additionally, NVTA increased shuttle hours with financial assistance from the City of St Helena during the summer to accommodate St Helena's Summer Concert Series to encourage residents to take the shuttle to and from Lyman Park.

Table 3: Community Shuttles– Comparing Q1 of FY25 & Q1 of FY26

	Q1 FY25	Q1 FY26	% Difference	Numerical Difference
Calistoga Shuttle	3,946	4,025	2.00%	79
St. Helena Shuttle	1,410	1,634	15.89%	224
Yountville Bee	1,413	1,060	-24.98%	-353
American Canyon Transit	4,313	3,930	-8.88%	-383
Total	11,082	10,649	-3.91%	-433

Chart 4 on the next page shows the passengers per revenue hour on the local community shuttles. American Canyon Transit continues to show the strongest ridership of the community shuttles and during Q1 of FY26, the Calistoga Shuttle ridership is matching American Canyon Transit's Passengers Per Revenue Hour at 3.6. Given the popularity of American Canyon Transit, feedback received from the Community Based Transportation Plan and a recommendation listed in NVTA's Accessible Transportation Needs Assessment, staff is planning to submit a Request for Proposals (RFP) for the California Public Utilities Commission's Access for All Program for funding to increase the hours of service. Staff will be submitting a proposal to increase weekday hours on American Canyon Transit to 7:00pm and implement Saturday and Sunday service that would operate from 8:30AM – 5:30pm.

Chart 4: Community Shuttle Service Passengers per Revenue Hour



VineGo ridership rose by about 19% over the last year as seen in Table 4. Staff continues to see steady increases in VineGo Ridership since the COVID-19 pandemic impacts have lessened and marketing efforts and partnerships with organizations, such as Molly's Angels, have increased.

Table 4: VineGo Ridership – Comparing Q1 of FY25 & Q1 of FY26

	Q1 FY25	Q1 FY26	% Difference	Numerical Difference
VineGo	4,055	4,811	18.64%	756

Finally, Tables 5 & 6 on the next page show the missed trips during the fourth quarter of the current fiscal year compared to the fourth quarter of last Fiscal Year. Beginning in January 2025, NVTA reinstated a liquidated damage against its contracted service operator, Transdev, which enforces a \$500 penalty for each missed trip. This requirement was initially waived during the COVID pandemic given the uncertainties of the transit landscape and employment market. Given that much time has passed and Vine Transit's schedules are more consistent, staff began enforcement and noticed a significant decline when compared to the same period last year.

Table 5: Missed trips Q1 of FY 2024-2025

	Regular Missed Trips	On-Demand Missed Trips
July	41	1
August	43	7
September	32	0
Total	116	8

Table 6: Missed trips Q1 of FY 2025-2026

	Regular Missed Trips	On-Demand Missed Trips
July	8	0
August	8	0
September	5	0
Total	21	0

Marketing Efforts

Staff made a concerted effort to attend more outreach events this year to raise general awareness of Vine Transit services, promote NVTA planning efforts and programs. Outreach events staff attended since our previous Vine Transit report presented in September include:

- Transit Month Pop-Up Event at the Redwood Park & Ride (Sep 11)
- Transit Month Pop-Up Event at the Soscol Gateway Transit Center (Sep 17)
- Tuesday Napa Farmer's Market (Oct 7)
- Napa Valley College Hispanic Resource Fair (Oct 14)
- St Helena Harvest Festival (Oct 18)

NVTA will be decorating the Yountville Bee bus for the holidays to help spread festive cheer around the Town of Yountville during the month of December. In addition, carolers are planning to serenade riders onboard on select days during the holiday season.

Computer Aided Dispatch/Automatic Vehicle Location and On-Demand Automated Dispatching Update

NVTA had a new CAD/AVL system installed on 18 new buses including the four cutaways and 14 Gillig Electric Buses. These installations include CradlePoint Routers, instead of

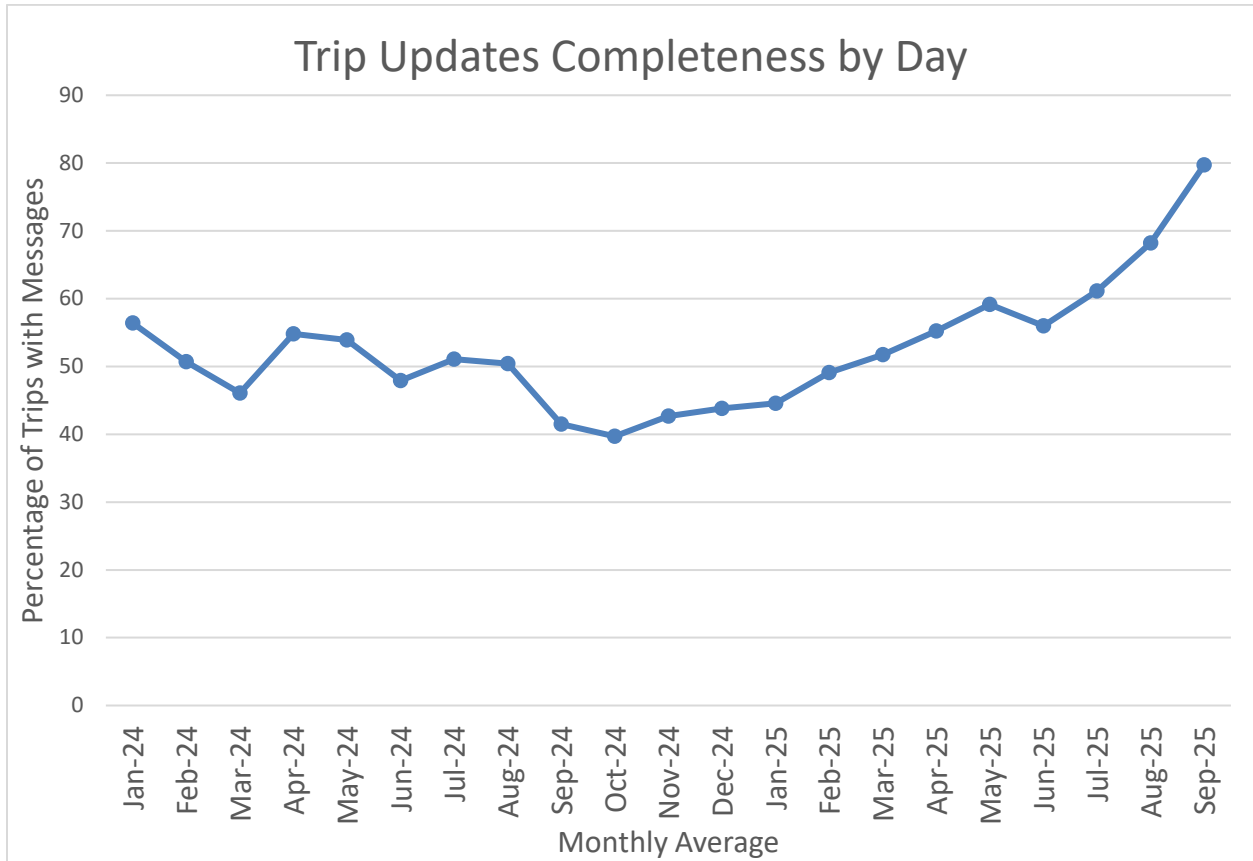
Digi Routers, and were tested by a third-party inspector from First Transit at the Gillig plant to ensure quality installation.

After releasing a Request for Information (RFI) for CAD-AVL and On-Demand Automated Dispatching on March 26, 2025, staff read through twelve proposals and requested six firms to conduct an oral presentation and demonstrate their product(s). Additionally, staff visited two local transit agencies to view their CAD-AVL systems in-person. Through this process, staff learned a lot of information that helped to shape a formal Request for Proposals (RFP).

NVTA released a Request for Proposals in October, and firms are required to submit their responses by November 30, 2025. Once submitted, staff will review and evaluate each one to try to find the product that will best meet the agency's needs. The contract for these services will be awarded in early 2026.

Trip Completeness

NVTA continues to track the percentage of trips sending real-time messages. Chart 5 below shows monthly averages of trip completeness across all routes. NVTA's trip completeness is trending upwards. NVTA would like to get to a level of 85% on-par with its neighbor Sonoma County Transit.



The most recent 14-days (October 7th to the 20th) published by the Cal ITP shows that on a given day anywhere between 63% and 98% of trips report real-time data

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Community Advisory Committee Agenda Memo

TO: Community Advisory Committee (CAC)
FROM: Danielle Schmitz, Executive Director
REPORT BY: Patrick Band, Associate Planner
(707) 259-8781 / Email: pband@nvta.ca.gov
SUBJECT: Countywide Active Transportation Plan Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

In August 2024 NVRTA initiated work on a Countywide Active Transportation Plan. This plan will serve as a comprehensive update to prior Countywide Bicycle Plan (2019) and Pedestrian Plan (2016). New and innovative approaches to active transportation policy and infrastructure, as well as changes in law necessitate periodic updates to ensure that planned improvements align with local and regional goals, and to better compete for limited funding to support the build-out of the active transportation network.

The project team has developed a Vision Statement, Countywide Goals, Objectives, and policies, as well as recommendations for future bicycle and pedestrian network build-out for public review. These materials are the result of extensive public engagement and input from local jurisdictions over the past 12 months. Draft materials were formally available through October 31st, after which comments are being reviewed for incorporation into a full draft plan, expected in February 2026.

BACKGROUND

Current Status

NVRTA staff and the consultant team led by GHD have made significant progress toward completion of the Countywide AT Plan in the past year. Comprehensive maps of existing bicycle and pedestrian facilities have been developed, along with a detailed Treatment Toolkit providing guidance in a wide range of active transportation facilities. Over 500 comments have been received from members of the public, including 199 online surveys

and 143 comments via an interactive web map. Two in-person open-house events were held in early 2025, in addition to multiple tabling opportunities at community events throughout the county, as well as a virtual open-house event in October 2025. Jurisdiction staff have provided valuable feedback on the overall direction and format of the plan. Table 1 below provides a review of each task in the plan development process, status, and target completion date.

Table 1 – Plan Tasks & Status Summary

Task	Status	Target Completion
Project Kickoff	Complete	Fall 2024
Existing Conditions Assessment	Complete	Winter 2024
Phase 1 Public Outreach/Engagement	Complete	Spring 2025
Treatment Toolkit	Public Draft	Summer 2025
Future Demand Assessment	In Progress	Fall 2025
Proposed Facilities	Public Draft	Fall 2025
Proposed Policies & Programs	Public Draft	Fall 2025
Implementation & Funding Plan	In Progress	Fall 2025
Final Document for Adoption	Not Started	Winter 2026

Plan Organization, Vision & Goals

The Countywide Active Transportation Plan will be formatted to include individual chapters specific to each of the six jurisdictions – the County of Napa, and Cities/Town of Calistoga, St. Helena, Yountville, Napa, and American Canyon. While each jurisdiction will have a separate chapter that can be adopted by jurisdictions, NVTA is structuring the Plan to have a single Vision Statement, Goals, Objectives and policies that are consistent across all communities.

Draft Countywide Goals have been proposed that address topics including Safety, Equity & Accessibility, Connectivity, Sustainability, Maintenance, and Data/Evaluation.

Draft Facilities & Countywide Policies

Building on prior planning efforts, data on roadway speeds and volumes, advanced modeling of active mode trips, and public comments received during earlier phases of the Plan process, a proposed Active Transportation network has been developed.

Proposed countywide policies were developed based on an analysis of existing planning documents, including local jurisdiction General Plans, Local Roadway Safety Plans (LRSP), Vision Zero Plan, as well as regional and statewide plans and policies, public comments, and issues or topics identified through discussions with local jurisdictions.

Proposed facilities and policies were provided to Public Works & Planning staff at each jurisdiction for review and comment. NVTA staff conducted both in-person and virtual meetings with all jurisdictions to discuss opportunities to better align draft documents with local needs, priorities, existing development patterns, and constraints.

Next Steps

Following robust community engagement on the Draft Facilities & Policies through October 31st, NVTA staff are currently working with jurisdiction Planning & Public Works teams, as well as our project consultants, to review comments and make changes to draft materials as appropriate.

The project team will then take the final proposed active transportation network and conduct analysis to prioritize projects based on a range of factors, including but not limited to estimated cost, community and jurisdiction interest, as well as safety and connectivity benefits. A funding plan will be developed to identify opportunities to support further planning, design, and construction of projects, and implementation of various programs and policies. A Greenhouse Gas Emissions (GHD) analysis will evaluate likely quantitative reductions in emissions resulting from latent and induced demand as a result of future planned projects.

A Draft Plan is expected in February 2026, with adoption by the NVTA Board of Directors to follow in March. Following NVTA Board adoption, local jurisdictions will have the opportunity to adopt the Plan to support a consistent countywide vision and strategy for the future of active transportation.

ATTACHMENTS

1. Draft Countywide Policies Memo

MEMORANDUM

This memorandum presents Napa County's long-term vision regarding active transportation, followed by the concrete goals and actionable objectives that will help realize this vision. The vision statement, goals, and objectives will frame the AT Plan and structure its infrastructure, policy, and program recommendations.

The second part of this document summarizes the policies and programs recommended as part of this planning process, which support the infrastructure recommendations and the Plan's goals. The programs and policies were informed by a thorough review of the policies and programs from existing, relevant County and jurisdictional plans. From there, a draft list of policies and programs was developed based on the vision, goals, and objectives of this current plan. These were reviewed by NVTa, revised accordingly, then reviewed by each of the local jurisdictions. This draft reflects the edits recommended by local jurisdictions.

Vision Statement

Napa County will be an active transportation-friendly community with a connected and comfortable network designed for all ages and abilities. This comprehensive active transportation network will provide residents and visitors with safe, convenient, and enjoyable access to destinations throughout Napa County and beyond, supporting everyday commuting, non-work trips, and recreation, and promoting a high quality of life.

Goals and Objectives

The goals and objectives are organized by the key AT Plan themes of safety; equity and accessibility; connectivity; and sustainability and mode shift.

Goals and Objectives

Theme	Goal	Objectives
Safety	Improve safety for all users of the transportation system, especially vulnerable road users (those who use active transportation).	▪ Reduce level of traffic stress (LTS) on the bicycle network by using LTS as a tool for facility design. For example, if a facility scores LTS 3 or 4 (high stress), use design to reduce to a low stress score of LTS 1 or 2. ▪ Improve safety for vulnerable users by enhancing roadway crossings, particularly intersections on the High Injury Network.¹ ▪ Achieve the Vision Zero goal of zero severe injuries and fatalities by 2035.
Equity and Accessibility	Develop an active transportation network that supports all ages and abilities and prioritize access for underserved communities .	▪ Strive for a bicycle network that is comfortable for the “interested but concerned” bicyclist by implementing new and enhanced low-stress facilities on the primary network. ▪ Prioritize funding for new and enhanced bicycle and pedestrian infrastructure for underserved communities, including communities where people rely on active and public transportation as their primary modes. ▪ Upgrade all pedestrian facilities to be ADA- and PROWAG-compliant so that users with disabilities can comfortably use the network.
Connectivity	Efficiently implement a connected network that allows active transportation users to directly access key destinations without interruption.	▪ Prioritize gap closures in the active transportation network over new infrastructure that do not connect to the existing network. ▪ Identify opportunities to use quick-build techniques to get projects on the ground in shorter timelines, and to test treatments before installing fixed infrastructure.

¹ As defined in the 2023 NVTA Vision Zero Plan.

Sustainability and Mode Shift	Invest in complementary programs to reduce greenhouse gas emissions and increase active transportation mode share .	▪ Partner with local businesses to create robust Transportation Demand Management programs that support the local economy while reducing VMT and greenhouse gas emissions. ▪ Achieve a countywide active transportation mode share² of 10% by 2040.
Maintenance, Evaluation & Data Collection	Support the longevity of the active transportation network through maintenance and evaluation .	▪ Develop and implement a maintenance program that includes all facilities within the public right-of-way, including shared facilities, dedicated active transportation facilities, and amenities. ▪ Utilize pre/post data collection to evaluate project success, including metrics such as volume, speed, mode, as well as qualitative community feedback. ▪ Maintain a publicly accessible record of past and planned active transportation projects and priorities.

Countywide Policies and Programs

Policies and programs, in tandem with state-of-the-practice infrastructure, will help Napa County achieve its vision of being an active transportation-friendly community with a connected and comfortable network for all ages and abilities. Inspired by the “Six E’s” framework developed by the Safe Routes Partnership³, the recommended policies and programs in this Plan are categorized into the following distinct implementation channels—engineering, education and engagement, encouragement, and evaluation. Since equity (one of the “Six E’s”) is one of the goals of this plan and not an “implementation channel”, the policies and programs that support the Equity and Accessibility goal are distributed among the other “E’s” categories.

Policies are typically set by local, county, regional, or state government, while programs are led by or executed in partnership with external organizations or agencies such as advocacy groups or school districts. The policies in this AT Plan build upon and complement policies developed in previous planning efforts (both countywide and local), and supersede any conflicting policies in previous plans, unless noted. The policies and programs in this section are intended to be applied countywide and adopted by each jurisdiction. The following section includes policies and programs specific to each jurisdiction.

The lead implementing agency for each policy and program is the local jurisdiction, unless otherwise noted.

² Active Transportation mode share is defined as the percentage of total trips taken that begin and/or end in Napa County, for all purposes, that utilize active modes including but not limited to walking, bicycling, e-bike, scooter, or other human-powered and battery-electric assisted mobility devices.

³ <https://www.saferoutespartnership.org/safe-routes-school/101/6-Es>

Engineering

Recommended policies and programs that support the build-out of a connected and comfortable active transportation network for all ages and abilities.

Topic	Policy or Program	Goal Themes
Active Transportation Network Implementation (Development Regulations)	Update development code to condition discretionary projects to provide bicycle and pedestrian facilities recommended in this Plan, where a nexus can be established. Improvements include, but are not limited to, easements, land dedication, route design and construction, maintenance, safety enhancements, and support facilities. With prior approval from the jurisdiction, construction may be deferred until a connection to an existing route can be made.	Connectivity
Bicycle Parking and End-of-Trip Facilities	Update municipal code to require the provision of long- and short-term bicycle parking in all new or redeveloped multifamily residential, office, public, and commercial buildings. Additionally require employers with 50 or more full-time exempt employees to provide end-of-trip facilities, such as showers and lockers. Refer to the Treatment Toolkit for best practices.	Sustainability and Mode Shift
Bikeways, Existing	Do not remove existing bikeways unless an improved bikeway is installed in its place.	Safety, Connectivity
Capital Improvements Program (CIP)	Include projects from this Plan's constrained project list in relevant implementing agency CIP list(s).	Connectivity, Sustainability and Mode Shift
Coordination with Caltrans	Proactively engage Caltrans to identify projects on Caltrans facilities that address issues such as collisions & speeding, or which advance other active transportation goals in this Plan.	Safety, Sustainability and Mode Shift
Complete Streets	Establish a timeline to update local engineering standards to incorporate complete streets per MTC guidance. ⁴ Complete streets serve not only vehicle operations, but also pedestrians, personal mobility device users, bicyclists, and transit riders of all ages and abilities in a form that is compatible with and complementary to adjacent land uses, and that promotes connectivity between uses and areas.	Equity and Accessibility, Connectivity, Sustainability and Mode Shift

⁴ MTC Complete Streets Checklist. https://mtc.ca.gov/sites/default/files/documents/2024-10/MTC_Administrative_Guidance_for_Complete_Streets_Checklist_2024.pdf

Topic	Policy or Program	Goal Themes
Crossings	Prioritize bicycle and pedestrian crossing enhancement projects located along the Vision Zero High Injury Network.	Safety
Curb Design	Discourage rolled curbs adjacent to sidewalks; they may increase frequency of vehicles parking on or blocking pedestrian path of travel.	Equity and Accessibility, Connectivity
Daylighting	Prioritize curb extensions and other daylighting improvements at key locations, such as near schools, parks, and on higher volume roads. Support driver education and proactive enforcement of parking restrictions.	Safety
Design Standards	Implement active transportation infrastructure to serve all ages and abilities. In the absence of local jurisdictional design guidelines, please refer to the Treatment Toolkit in this Plan. The Toolkit should be regularly updated by NVTa to reflect best practices.	Safety, Equity and Accessibility
Leading Pedestrian Interval	Install Leading Pedestrian Intervals (LPIs) at signals near key destinations such as schools, parks, hospitals, multi-family housing, retail hubs, transit, and at intersections along the High Injury Network.	Safety, Equity and Accessibility
Lighting	Prioritize pedestrian-scale lighting along primary active transportation corridors and at intersections along the High Injury Network. Primary active transportation corridors include Class I, II, and Class IV facilities in urbanized areas and arterials with bicycle facilities and/or sidewalks.	Safety, Sustainability and Mode Shift
Maintenance	Maintain bicycle facilities at the same or better condition as on-road facilities. Examples include pavement condition, signing and striping, street sweeping and debris removal, and trimming of vegetation. Consult the Treatment Toolkit for guidance.	Equity and Accessibility, Sustainability and Mode Shift
Maintenance Coordination	Recognizing that small jurisdictions may not have the resources to acquire costly maintenance equipment, jurisdictions should pursue opportunities to reduce costs through maintenance agreements (e.g., for sweeping, moving, bollard replacement) where feasible.	Equity and Accessibility, Sustainability and Mode Shift

Topic	Policy or Program	Goal Themes
Maintenance Reporting	Utilize digital tools to enable residents and visitors to easily report hazards or other maintenance issues, view issues reported in their community, and receive status updates as issues are addressed.	Equity and Accessibility, Sustainability and Mode Shift
Mode Hierarchy	Establish a mode hierarchy for land use, design and engineering decisions on key corridors or specific street typologies that identify where to prioritize improvements or enhancements for active modes, transit, and other road users.	Safety, Connectivity, sustainability and mode shift
Project Implementation	Review the projects identified in this AT Plan for inclusion in street resurfacing, construction projects, and development application review, to advance buildout of the active transportation network.	Connectivity, Sustainability and Mode Shift
Quick Build	Evaluate opportunities for a countywide Quick-Build Program to select, fund, and implement small-scale active transportation improvements.	Safety, Connectivity
Regional Active Transportation Network	Enhance safety by prioritizing bike and pedestrian connectivity to regional bicycle trail facilities such as the Vine Trail, Bay Trail, and Ridge Trail.	Connectivity, Sustainability and Mode Shift
Right on Red	Evaluate existing signalized intersections for locations where Right on Red may be prohibited to improve safety.	Safety
Safe Routes to School – Bicycle Parking	Partner with the local school district to provide safe, secure, covered bicycle, scooter, and/or skateboard parking. Parking should be provided at a rate of 1 space per every 20 students. ⁵	Sustainability and Mode Shift
Safe Routes to School - Crosswalks	Enhance all school zone crosswalks at collector or arterial intersections within 0.25 miles of a school with yellow, higher-visibility continental or ladder-style markings.	Safety
Safe Routes to School - Sidewalks	Strive to provide sidewalks of at least 6' wide within 250' of the school entrance. If a school has only one entrance, strive to provide sidewalks of at least 8' wide within 250' of that entrance.	Equity and Accessibility

⁵ Association of Pedestrian and Bicycle Professionals, Bicycle Parking Guidelines, 2nd Ed, 2010.

Topic	Policy or Program	Goal Themes
Sidewalk Gaps	Support safe and convenient access for pedestrians of all ages and abilities by eliminating sidewalk network gaps. Prioritize filling gaps (1) along arterials and collectors, (2) proximate to key destinations such as schools, parks, hospitals, multi-family housing, or transit, and (3) in areas that are identified as a neighborhood/community priority. ⁶	Equity and Accessibility, Connectivity
Sidewalks as Shared-Use Paths	Install signage and pavement markings (such as thermoplastic decals) along all existing wide or “jumbo” sidewalks to satisfy the facility requirements of shared-use paths. Consider directional pavement markings near intersections or where volumes may be higher.	Connectivity, Sustainability and Mode Shift
Speed Enforcement Technology	Evaluate technology innovations to enforce posted speed limits and other moving vehicle violations to support the safety goals of this Plan.	Safety
Speed Limits (General)	Consistent with the CA Manual for Setting Speed Limits, further Vision Zero objectives to lessen the severity and frequency of crashes by reducing roadway design speed and associated posted speed limits on arterial and collector roadways.	Safety
Speed Limits (School Zone)	Per California Vehicle Code Section 22358.8, evaluate the reduction of speed limits in School Zones, which may be lowered to 15 mph on all two-way residential streets under local jurisdiction within 500 feet of schools and 25 mph up to 1,000 feet from schools.	Safety
Transit First	Prioritize active transportation to/from transit stops, transit hubs, and park and rides, particularly within Equity Priority Communities.	Equity and Accessibility, Connectivity

⁶ There are some exceptions to this policy, including rural residential zones and the Town of Yountville Old Town Historic District. See Town of Yountville General Plan, Mobility Element MO-3.2 – Old Town Historic District, which states “Maintain the Old Town Historic residential neighborhood with minimal traffic improvements and without curb, gutter, and sidewalks.”

Education and Engagement

The policies and programs recommended below are intended to educate and increase awareness of active transportation-related best practices among the public.

Topic	Policy or Program	Goal Themes
Bike Rental Education	Promote bicycle safety and reduce conflicts by coordinating with businesses that provide bike rentals, tours, and/or loaner bikes (including local retailers, hotels, and tour companies) to promote user education/etiquette. Consider developing preferred route guides to provide to those who borrow or rent equipment.	Safety
Construction Detours	Provide designated detours with an LTS equivalent to the existing bicycle/pedestrian facility so that construction projects (whether public or private) do not unnecessarily impact active transportation facilities. Develop and enforce guidance for contractors regarding appropriate location of signage to minimize hazards in and around work zones.	Safety
Micromobility	Consistent with state law, update local ordinances and develop educational materials to address where e-bikes and other micromobility devices are and are not authorized for use. Coordinate with advocacy organizations to perform educational outreach in specific locations or to specific populations.	Safety, Equity and Accessibility, Sustainability and Mode Shift
Road Safety Education	Promote roadway safety events, programs, and leverage regional/state/federal campaigns such as those developed by the Office of Traffic Safety.	Safety
Safe Routes to School Education	Support and expand Safe Routes to School programs, including classroom-based curriculum and on-bike education for all Napa County K-12 students by identifying consistent long-term funding for education programs.	Safety, Connectivity, Sustainability and Mode Shift
Safe Routes to School Engagement	Partner with local schools & nonprofit organizations to provide Safe Routes to Schools materials and communications in commonly spoken languages to reach diverse populations.	Equity and Accessibility
Waste Hauling	Develop an awareness program and/or educational materials that discourage placing waste bins in bike lanes and within the pedestrian clear space of the sidewalk. This information could be communicated through the local jurisdictions' websites, via utility bills, and directly to waste hauling companies. Once this message has been effectively communicated, develop a policy to support compliance.	Safety, Equity and Accessibility
Wayfinding	In coordination with NVTa and regional trail organizations (eg: Vine Trail, Bay Trail, Ridge Trail) support development of countywide wayfinding & bikeway identification standards.	Connectivity

Encouragement

The policies and programs described below are intended to encourage residents and visitors alike to choose active transportation as a means of traveling throughout Napa County.

Topic	Policy or Program	Goal Themes
Bicycle Events	Encourage events that familiarize the public with bicycling and walking such as Bike to Work Day, Bike to School Day, Bike Fest, and commute challenges.	Sustainability and Mode Shift
Bike Parking at Large Events	Enforce the California Green Building Standards Code (CALGreen) which requires large events (those with 5,000+ projected attendees) and recurring community events (such as farmers markets) to provide safe/secure bike parking on-site.	Sustainability and Mode Shift
Bicycle Friendly Community Status	In coordination with local advocacy organizations such as the Napa County Bicycle Coalition, pursue “Silver” level or higher Bicycle Friendly Community status from the League of American Bicyclists.	Sustainability and Mode Shift
Bikes for Low-Income Residents	Provide free or low-cost bicycles and helmets to those who qualify for CalFresh by collaborating with local bike shops, nonprofits, and advocacy groups to source bikes and helmets at discounted rates or through donations.	Equity and Accessibility, Sustainability and Mode Shift
24-Hour Low Stress Network	Evaluate existing policies and revise as necessary to support legal 24-hour access to low-stress (Class I) active transportation facilities.	Safety, Equity and Accessibility, Connectivity, Sustainability and Mode Shift
Micromobility	Encourage e-bike mode shift among low-income California residents with targeted outreach to promote programs such as state-administered e-bike vouchers, and NVTA’s “Bucks for Bikes” program.	Equity and Accessibility, Sustainability and Mode Shift
Safe Routes to School	Support local schools in offering age-appropriate Safe Routes to School programming. This may include walking school buses and bike rodeos for elementary students, bike safety and “walk and roll to school” events for all ages, bike repair workshops for middle and high schoolers, and student-led encouragement (through events or affinity groups) for high schoolers.	Safety, Sustainability and Mode Shift
Social Walks/Rides & Family Biking Workshops	Support development of recurring social walking/biking events, family biking workshops, Walk-with-a-Doc programs, and other activities to introduce/encourage active transportation.	Sustainability and Mode Shift

Transportation Demand Management (TDM)	Support development of a countywide TDM program to oversee projects with conditioned TDM requirements and identify funding strategies for monitoring.	Sustainability and Mode Shift
TDM Programs	Support/expand TDM programs that encourage or incentivize active transportation as an alternative to solo vehicle commutes.	Sustainability and Mode Shift

Evaluation

The policies and programs described below help track progress towards developing a connected and comfortable active transportation network for all ages and abilities. NVTa has set aside resources to regularly evaluate the outcomes of this plan, whether that be annually or biannually; therefore, NVTa would be the implementing agency for many of the following evaluation recommendations.

Topic	Policy or Program	Goal Themes
ADA Compliance	Develop a countywide program to track ADA compliance of new and redeveloped curb ramps and sidewalks, consistent with PROWAG (Public Right-of-Way Accessibility Guidelines) and the Treatment Toolkit.	Equity and Accessibility
Fixed Location Bicycle and Pedestrian Counts	Establish a bicycle and pedestrian counts program and continue to install multimodal counters along key corridors and other locations countywide and leverage data collection available through existing intersection control programs (eg: MioVision).	Sustainability and Mode Shift, Maintenance, Evaluation & Data Collection
Countywide Database	Establish a one-stop comprehensive countywide GIS database that includes collision data, bicycle and pedestrian network segment information (facility type, mileage, LTS score where applicable, planned infrastructure), counts, and other relevant data. Update countywide GIS database annually to assess progress toward network build-out and mode share.	Safety, Equity and Accessibility, Connectivity, Sustainability and Mode Shift
Pre/Post Project Data Collection	Collect and analyze vehicle and active mode data, including volumes, speeds, time-of-day, and other characteristics to determine pre- and post-project measurements for major bikeway and pedestrian improvement projects, and large-scale development projects.	Sustainability and Mode Shift
Equity Priority Communities	Strive to implement at least five (5) projects per year in identified Equity Priority Communities countywide, as identified in the most recent NVTa Community Based Transportation Plan (CBTP).	Equity and Accessibility

LTS	Utilize Level of Traffic Stress (LTS) tools to evaluate whether proposed new or enhanced bicycle facilities are likely to achieve a “Low Stress” score of LTS 1 or 2.	Safety
Measure U Coordination	In developing a five-year project list for Measure U, include on-street bike facilities, sidewalks, and other eligible projects from the active transportation recommendations in this Plan where feasible.	Sustainability and Mode Shift
Safe Routes to School	Foster a partnership between Napa County Bicycle Coalition and local schools to conduct student travel tallies twice per year at all elementary, middle and high schools to track how students are traveling to school. This may inform whether encouragement programs and active transportation network improvements are contributing to mode shift.	Sustainability and Mode Shift
Vision Zero	Track active transportation fatalities and severe injuries with the goal of reaching zero by 2035.	Safety