

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Thursday, May 1, 2025  
2:00 PM

JoAnn Busenbark Boardroom

### Technical Advisory Committee (TAC)

The Napa Valley Transportation Authority (NVTA) Technical Advisory Committee (TAC) meeting will be held in person. A Zoom option will be available for members of the public to participate for convenience only and in the event that the Zoom teleconference connection malfunctions for any reason, the Technical Advisory Committee reserves the right to conduct the meeting without remote access and take action on any agenda item. 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 Technical Advisory Committee (TAC) are posted on the NVTA website at:

<https://nctpa.legistar.com/Calendar.aspx>

#### PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 97545900346
- 2) To join the Zoom meeting by phone dial 1-669-900-6833, enter meeting ID: 975 4590 0346 If asked for the participant ID or code, press #.

#### Public Comments

Members of the public may comment on matters within the TAC's purview 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. While members of the public are welcome to address the TAC, under the Brown Act, TAC members may not deliberate or take action on items not on the agenda, and generally may only listen.

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

Members of the public may submit a public comment in writing by emailing [info@nvta.ca.gov](mailto:info@nvta.ca.gov) with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to [info@nvta.ca.gov](mailto:info@nvta.ca.gov) after 9 a.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 "React" tab, then click on the "Raise Your Hand" button 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.
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.

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 Technical Advisory Committee (TAC) are posted on the NVTa website at: <https://nctpa.legistar.com/Calendar.aspx>

The agenda will be posted 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 4:30 p.m., except for NVTa holidays. Should the office be closed and staff is working remotely due to a declared emergency, you may email [info@nvta.ca.gov](mailto:info@nvta.ca.gov) to request a copy of the agenda.

Materials distributed to the members of the TAC present at the meeting will be made available to the public following 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.

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

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

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

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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 County Transportation Agency Report (Danielle Schmitz)
- 6.2 Project Monitoring Funding Programs\* (Addrell Coleman)
- 6.3 Caltrans' Report\* (Amani Meligy)
- 6.4 Vine Trail Update (Eric Janzen)
- 6.5 Measure T Update (Addrell Coleman)

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 **Road Reconfiguration Projects - Lessons from Washington DC  
DDOT (Patrick Band)**

**Recommendation:** Information only

## **8. CONSENT AGENDA**

- 8.1 **Meeting Minutes of the April 3, 2025 Technical Advisory  
Committee (TAC) Meeting (Kathy Alexander) (Pages 8-11)**

**Recommendation:** TAC Action will approve the April 3, 2025 Meeting Minutes.

**Estimated Time:** 2:50 p.m.

**Attachments:** [Draft Minutes.pdf](#)

## **9. REGULAR AGENDA ITEMS**

**9.1 Countywide Transportation Plan and Supporting Plans Update  
(Diana Meehan) (Pages 12-17)**

- a. Countywide Transportation Plan
- b. Travel Behavior Study
- c. Community Based Transportation Plan
- d. Active Transportation Plan

**Recommendation:** Information only

**Estimated Time:** 2:50 p.m.

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

**9.2 Transportation Development Act Article 3 (TDA 3) Call for  
Projects and Guidelines Review (Patrick Band) (Pages 18-29)**

**Recommendation:** That the Technical Advisory Committee (TAC) review TDA 3 Program Guidelines and recommend the Napa Valley Transportation Authority (NVTa) Board approve and open a Call for Projects at its May 21, 2025 meeting.

**Estimated Time:** 3:00 p.m.

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

**9.3 Vine Transit Update (Libby Payan) (Pages 30-34)**

**Recommendation:** That the Napa Valley Transportation Authority (NVTa) Technical Advisory Committee receive the third quarter Fiscal Year (FY) 2024-25 Vine Transit Update.

**Estimated Time:** 3:10 p.m.

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

**9.4 Legislative Update\* (Kate Miller)**

**Recommendation:** That the TAC receive the state and federal legislative updates. Information only

**Estimated Time:** 3:20 p.m.

**9.5 May 21, 2025 NVTa-TA Board Meeting and NVTa Board Meeting  
Draft Agendas\* (Kate Miller)**

**Recommendation:** That the TAC receive the May 21, 2025 NVTa Board and NVTa-TA Board meeting draft agendas. Information only

**Estimated Time:** 3:30 p.m.

**10. FUTURE AGENDA ITEMS**

## **11. ADJOURNMENT**

### **11.1 The next regularly scheduled meeting for the NVTA Technical Advisory Committee is Thursday, June 5, 2025 at 2:00 p.m.**

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on April 24, 2025.

*Kathy Alexander*

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Kathy Alexander, Deputy Board Secretary

\*Information will be available at the meeting

## Glossary of Acronyms

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

## Glossary of Acronyms

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

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

May 1, 2025  
TAC Agenda Item 8.1  
Continued From: New Action  
Requested: Approve

## Meeting Minutes - Draft Technical Advisory Committee (TAC)

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Thursday, April 3, 2025

2:00 PM

JoAnn Busenbark Boardroom

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### 1. Call To Order

Chair Rayner called the meeting to order at 2:02 P.M.

### 2. Roll Call

**Present:** 14 - Ahmann Smithies  
Chairperson Derek Rayner  
Lucido  
Clark  
Lowe  
Arias  
Lederer  
Hecock  
Janzen  
Ramirez  
Meligy  
Kaplan  
Javandel  
Sweigert

**Absent:** 2 - Cooper  
DeRosa

### 3. Public Comment

None

### 4. Committee Member Comments

None

### 5. Staff Comments

Kate Miller introduced Ellen Sweigert, the new Paratransit Coordinating Council Member representative on the TAC.

Diana Meehan announced that the NVTa Board Retreat, focusing on the Countywide Transportation Plan, will be Wednesday, April 16th from 11 am - 3 pm in the Redwood Credit Union Napa Community Room. Additionally, the Federal Highway Administration released a Notice of Funding Opportunity for Safe Streets and Roads. Grant applications for planning and infrastructure projects are due June 26, 2025.

Grant Bailey noted NVTa will be offering virtual brown bag session on "National Trends in Multimodal Planning and Design" - and the connection between national trends and Caltrans initiatives. Email will be forthcoming.

### 6. STANDING AGENDA ITEMS



## 6.1 County Transportation Agency Report (Danielle Schmitz)

Report by Danielle Schmitz.

The Metropolitan Transportation Commission (MTC) is strongly encouraging project sponsors to submit their fund obligations to Caltrans as there is still uncertainty at the federal level on funding.

MTC is working on the One Bay Area Government (OBAG) 4 guidelines, and is working with the county transportation agencies on the funding formulas. The formulas may be similar to previous cycles, however, there may be more emphasis on transit oriented communities (TOCs) over land uses such as priority development areas (PDAs). Napa doesn't have any TOCs, but it should not affect funding in this cycle, however, it could in future cycles.

Recommendations for SB-1 funding grants will be released in June, and the 2026 State Transportation Improvement Program (STIP) will kick off with workshops and guideline discussions - stay tuned.

Caltrans provided an overview of Caltrans System Investment Strategy (CSIS), which is the process in assessing how projects meet the Climate Action Plan for Transportation Infrastructure (CAPTI) plan.

## 6.2 Project Monitoring Funding Programs\* (Addrell Coleman)

Addrell Coleman reviewed the Project Monitoring Spreadsheets.

Mr. Coleman reminded the TAC that the 2025 California Statewide Local Streets and Roads Needs Assessment Survey is live. Jurisdictions need to complete the survey by May 15th. Instructions were sent to the TAC yesterday.

## 6.3 Caltrans' Report (Amani Meligy)

Amani Meligy reviewed the Caltrans Report.

Steve Lederer inquired if Caltrans was seeing an impact from Federal funding issues.

Ms. Meligy responded that Caltrans has not received any funding information to provide to the TAC at this time.

Jessica Lowe asked if the PSE for Project EA1Q620 Pavement rehab is still on target for May 2025.

Ms. Meligy confirmed at this point the information will be released the end of May.

## 6.4 Vine Trail Update (Eric Janzen)

Juan Arias reported that work continues on the environmental phase for the Yountville to St. Helena segment. There is a potential funding issue for the environmental phase but they will complete as much work as possible. There are funding shortfalls for design and construction.

## 6.5 Transit Update (Rebecca Schenck)

Libby Payan provided the following updates:

- The \$20 Summer Youth pass (18 years and under) returns, and will be valid from June 1 - August 31.
- Vine Transit will be free to all riders during BottleRock and La Onda.

- The Vine summer schedule starts June 8.
- NVTa is partnering with the Napa Tourism Improvement District on "Vine Late Night", a pilot program to provide a way for employees of downtown businesses who can't use Vine Transit because they get off work after Vine Transit service hours to take Vine Transit to work and still get home.

## 6.6 Measure T Update (Addrell Coleman)

Report by Addrell Coleman.

- Thanked the jurisdictions for submitting their semi-annual progress reports on time.
- City of Napa is scheduled to present at the June 4 Independent Taxpayer Oversight Committee meeting.
- Please provide information on your upcoming projects - NVTa plans to increase sharing updates about upcoming road projects.

Danielle Schmitz noted that staff will send out the clean draft Master Agreement to the jurisdictions to take to their governing body. The Master Agreement will be presented at the May NVTa-TA Board for approval to circulate to authorize the Executive Director to sign the agreements with the jurisdictions. Additionally, Antonio Onorato is reviewing finance staff comments on the auditing reporting and accounting guidelines and will re-circulate it to jurisdiction finance staff.

## 7. PRESENTATIONS

### 7.1 Caltrans Vehicle Miles Traveled Mitigation Bank Presentation (Mark Leong)

Mark Leong of Caltrans provided an overview of the Caltrans' Vehicle Miles Traveled (VMT) Mitigation bank that included background, guidance, program development, and bank/exchange considerations.

Information Only / No Action Taken

### 7.2 Michelin Mobility Intelligence (MMI) Overview (Nishant Pareek)

Joel Fuziol and Nishant Pareek an overview of the data project objectives, scope, project insights, deliverables, timeline and key milestones.

Eric Janzen asked if there would be any data duplicated from the Vision Zero efforts for crash related issues.

Diana Meehan responded that this data will be used for predictive purposes, to assist staff in being proactive in safety measures.

Information Only / No Action Taken

## 8. CONSENT AGENDA

### 8.1 Meeting Minutes of February 6, 2025 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 8-12)

Motion by Lederer, Second by Janzen to approve the February 6, 2025 TAC minutes as

presented. Motion approved unanimously.

## **9. REGULAR AGENDA ITEMS**

### **9.1 Countywide Transportation Plan and Supporting Documents Update (NVTA Staff) (Pages 13-18)**

- a. Countywide Transportation Plan
- b. Travel Behavior Study
- c. Community Based Transportation Plan
- d. Active Transportation Plan

Staff provided updates on the Travel Behavior Study, Community Based Transportation Plan, and the Active Transportation Plan.

Information Only / No Action Taken

### **9.2 Legislative Update (Kate Miller)**

Kate Miller reviewed the Legislative Update.

Information Only / No Action Taken

### **9.3 April 16, 2025 NVTA-TA Board Meeting and NVTA Board Meeting Draft Agendas (Kate Miller)**

Kate Miller reviewed the April 16, 2025 NVTA-TA and NVTA Board Meeting agendas that included a brief review of the retreat agenda.

Information Only / No Action Taken

## **10. FUTURE AGENDA ITEMS**

None

## **11. ADJOURNMENT**

**11.1 The next regularly scheduled meeting for the NVTA Technical Advisory Committee is Thursday, May 1, 2025 at 2:00 p.m.**

Meeting adjourned at 3:33 p.m.

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Kathy Alexander, Deputy Board Secretary



## NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

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**TO:** Technical Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Principal Planner  
(707) 259-8321 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Countywide Transportation Plan and Supporting Plans Update

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

Staff will provide an overview of the various countywide plans/studies underway. This recurring agenda item serves to provide timely updates on each effort, inform TAC members of opportunities for input or feedback, and to stay abreast of high-level milestones and decision points.

### **BACKGROUND AND DISCUSSION**

#### **Countywide Transportation Plan**

The Metropolitan Transportation Commission (MTC) requires Bay Area County Transportation Agencies (CTAs) to develop long-range transportation plans (typically spanning 25 years) that align with the region's broader long-range transportation strategy—now in its third iteration, known as Plan Bay Area 2050+.

A minor update to the regional plan's Blueprint was completed in 2024, refining the framework and vision for the Bay Area's climate and equity goals. The Blueprint includes:

- Forecasts and assumptions about the Bay Area's future, such as population growth, job trends, sea-level rise, financial needs, and revenue projections.
- Strategies for public investment and policy reforms.
- Guidance on geographic focus areas for future housing and job growth in alignment with the plan's strategies.

## **Current CTP & Performance Review**

NVTA's current Countywide Transportation Plan (CTP), Advancing Mobility 2045, was adopted in May 2021. It was the first CTP to incorporate performance metrics based on the plan's key priorities: equity, safety, congestion, economic stability, sustainability, and maintenance.

A mid-plan performance review conducted in 2023 assessed progress on 14 key metrics. Since the plan's adoption, five metrics have been achieved, mainly due to changing travel conditions resulting from the COVID-19 pandemic.

## **Upcoming CTP Update & Alignment with Plan Bay Area 2050+**

In preparation for the next iteration of Plan Bay Area, OBAG 4—launching in early 2026—NVTA is updating its CTP to align with new target forecasts for 2050. NVTA has contracted with Fehr & Peers to assist with this update. The project team kicked off the 14-month planning process with an initial meeting on February 4th.

## **NVTA Board Retreat: Intersections: Land Use, Transportation and Community**

NVTA held a Board Retreat on April 16 focused on the CTP update, with an emphasis on the connections between land use, transportation, and community. Dave Vautin, the Director of Regional Planning with MTC provided the keynote presentation with details addressing why we develop long-range plans and the impacts and benefits long-range planning can have on the community. Some key takeaways regarding the development and usefulness of successful plans are:

- Provide a clear vision and objectives
- Be willing to wrestle with trade-offs
- Link priorities to implementation
- Ensure that all linkages beyond transportation (land uses, housing, economic development etc.) are being addressed
- Connect policy to budgets

The Retreat was facilitated by the Fehr & Peers team, and included overviews of:

- Transportation funding complexities
- Travel behavior
- What has changed since 2021
- Aligning links between Land Use and Transportation
- Shifts in regional policies affecting land use and transportation
- A review of the current plan Vision & Goals

The Board was asked to participate in a voting exercise related to a series of themes and asked to rate the importance of those things using high, moderate or low priority color cards. The majority of the Board was in agreement across most themes rating many as high or moderately important.

A discussion among the Board, staff, and attendees brought forth suggestions for improving the goals and objectives for the plan. Staff will bring a revised set of goals and objectives to the Board for approval at the May meeting.

### **Travel Behavior Study**

The Travel Behavior Study will build upon data collected in the 2020 Travel Behavior Study as well as present new ideas/technologies to identify different data points to inform various upcoming planning efforts. The travel behavior study will focus on work/school, non-work, and visitor trips in Napa Valley, identify entry and exit points, number of trips, and destinations, and evaluate predominant modes of travel, vehicle occupancies, and times of day/week when the system is most used. The study will take seasonal variations into consideration, and trips related to visitors, workers and students, and will include weekday and weekend travel.

NVTA distributed an employer survey to study travel patterns across Napa County, focusing on travel days, times, and routes, while comparing the findings to pre-pandemic trends. The survey was promoted through multiple channels, including the V-Commute Employer List, the County's Chardonnay site, Napa Valley College, Visit Napa Valley newsletters, Chambers of Commerce, and direct outreach to individual employers. We ended with 684 responses in English and 18 responses in Spanish for a total of 702 responses. The survey is now closed. The survey team is beginning to summarize the results.

In addition, RSG, collected traffic count data in early November at key gateway intersections, along various roadway segments throughout the County, and utilized data from the City of Napa's Miovision-equipped intersections. Additional data from Replica and StreetLight has been gathered and is currently under analysis. More detailed updates on the Travel Behavior Study will be provided at future TAC meetings as the study progresses.

### **Community Based Transportation Plan (CBTP)**

The CBTP is a community-driven process which engages residents and community organizations in shaping recommendations. The focus will be to identify transportation solutions that will improve mobility within 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.

Currently, there are five EPCs in Napa County identified by MTC, as highlighted on Table 1. Since 2001, MTC has been using data from the American Community Survey to identify communities (census tracts) that may have historically faced disadvantage and underinvestment due to their background or socioeconomic status. MTC used Bay Area-wide regional data to identify the five census tracts listed below.

Table 1: MTC-Identified Napa Equity Priority Communities (EPCs)

<b>Census Tract</b>	<b>Neighborhood Name</b>
2002.02	South Downtown Napa
2003.01	Southeast Downtown Napa
2008.04	Westwood Neighborhood
2009.00	East Imola
2020.00	Calistoga

In addition to these five MTC-identified EPCs, staff evaluated recent Napa County data provided by MIG to identify four additional census-tracts that have high concentrations of low-income and at least three other demographics that have higher concentrations than Napa County's average in specific underserved populations. The four locally identified census tracts are listed in Table 2 on the next page.

Table 2: Locally-Identified Census Tracts

<b>Census Tract</b>	<b>Neighborhood Name</b>
2016.01	South St. Helena
2012.00	Unincorporated area near Yountville
2007.04	City of Napa/Pueblo Park
2010.04	American Canyon (Southeast)

MIG reviewed related planning documents and projects in the EPCs and drafted a Community Profiles Report that examines each of the nine identified EPCs and highlights key findings, means of transportation to work, key data points and a community profile that highlights traits including: population, income, rent burden, race & ethnicity, age, residents with disabilities, language proficiency, vehicle ownership, travel mode to work and work locations and commute times.

Additionally, MIG conducted nine interviews with key stakeholders to help inform the CBTP:

- Napa County Housing and Homeless Services
- Community Action of Napa Valley
- Napa Valley Farmworker Foundation
- Molly's Angels

- Rianda House
- UpValley Family Centers
- Napa Valley Vine Trail Coalition
- Napa County Bike Coalition
- Puertas Abiertas

MIG and NVTa are in the process of scheduling and attending outreach events with a focus on locations within each EPC. The list below contains the currently planned locations to conduct outreach:

- Napa Valley College Events & an event directly at the student housing complex
- Attending UpValley Family Center's Adult Education Programs
- Conducting a focus group with Molly's Angels Drivers to gain a sense of the most common locations seniors go to and from (This outreach event occurred on March 14, 2025)
- Attending Rianda House's Lunch & Learn (Scheduled for May 21)
- Focus Groups with the Farmworker Foundation
- Pop-up events at the Soscol Gateway Transit Center to directly engage with bus riders who may reside in an EPC
- Direct outreach events at mobile home parks in the EPCs
  - Outreach event at Las Casitas Mobile Home Park in American Canyon occurred on March 26, 2025 & April 15, 2025
- Direct outreach events at low-income housing complexes in the EPCs
- Rohlf's Manor direct outreach (Scheduled for April 29)
- Veteran's Home direct outreach
- Napa County Hispanic Chamber of Commerce Mixers
- Puertas Abiertas Community Events
- Community markets & laundromats (such as La Tapatia Market, Lola's Markets, My Familia Market, etc.) directly in EPCs

The bulk of the outreach is expected to continue through this Spring and is targeting completion by late spring/early summer. The outreach plan for these events is to take poster boards that contain maps of the EPC and Napa County at large and ask residents to place stickers or talk about areas that they experience transportation barriers and what projects can be initiated to help close those barriers. The events will be open house style, so residents can visit us at any time during the 1-3 hour blocks we will be there. To help entice attendance, staff will strive to bring food/refreshments when applicable.

Once the outreach has concluded, MIG will gather all feedback, summarize it, and incorporate it into the draft plan which is tentatively slated for release in late Summer, therefore setting up the approval of the final plan around early Fall.



## Active Transportation Plan (AT Plan)

Development of a countywide Active Transportation Plan is proceeding on-schedule. Current priority tasks include public outreach, policy and program framework development, and analysis of active transportation trip origins/destinations utilizing advanced data modeling.

The following table represents the status of each task of the project:

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

Examples of upcoming AT Plan events and public engagement activities include:

- Up Valley Farmers Market – To support greater engagement and public input on possible projects in the AT Plan from residents of smaller jurisdictions, the project team will be tabling at both St Helena and Calistoga Farmers Markets this Spring and Summer.
- Napa BikeFest – The project team will be tabling at the event, as well as leading a 7-mile bicycle ride of past and future active transportation improvements in the vicinity of South Napa. The ride seeks to more deeply engage with the bicyclist community and share insights regarding how projects are developed and implemented.
- Planning Commission & Council/Board Presentations – Several jurisdictions have responded favorably to offers to provide updates on development of the AT Plan at meetings later this Summer. NVTA staff will be coordinating directly with jurisdictions to provide relevant and timely updates, to ensure that decision makers are aware of the plan, and can get questions answered early in the process.

## **ATTACHMENTS**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY

### **Technical Advisory Committee Agenda Memo**

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**TO:** Technical Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Patrick Band, Associate Program Planner  
(707) 259-8781 / Email: pband@nvta.ca.gov  
**SUBJECT:** Transportation Development Act Article 3 (TDA-3)  
Call for Projects & Guidelines Review

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#### **RECOMMENDATION**

That the Technical Advisory Committee (TAC) review TDA 3 Program Guidelines and recommend the Napa Valley Transportation Authority (NVTA) Board approve and open a Call for Projects at its May 21, 2025, meeting.

#### **EXECUTIVE SUMMARY**

The TDA-3 program provides grants for local bicycle and pedestrian projects. NVTA conducted a 3-Year Call for Projects in Spring 2024, resulting in \$300,000 in applications, all of which were approved for funding by the NVTA Board at the July 17, 2024 meeting. Staff is recommending opening a call for projects for FY 2025-26 and 2026-27. Minor changes have been made to local program guidelines to clarify the eligibility and requirements associated with Quick Build projects and clarify application requirements.

TDA-3 projects will be due to NVTA by 5:00pm on Monday, July 7<sup>th</sup>, 2025. Pursuant to MTC requirements, the NVTA ATAC would review and recommend approval of TDA-3 funding requests at their July 28<sup>th</sup>, 2025 meeting. Following ATAC approval, the list of projects will go to the NVTA Board on September 17<sup>th</sup>.

#### **FISCAL IMPACT**

Is there a Fiscal Impact? No

## **BACKGROUND & DISCUSSION**

The TDA-3 program provides grants for local bicycle and pedestrian projects. The program is funded by approximately 2% of the ¼ cent Statewide Sales Tax generated in Napa. This generates approximately \$165,000 per year in revenue for Napa jurisdictions. Unused funds are accumulated and rolled over to future programming cycles.

TDA-3 funds may be used for capital infrastructure, maintenance, and/or Quick Build purposes, as well as limited safety education programs, as outlined in Attachment 1. In 2018, the NVTA Board requested a change to NVTA policy that prioritized infrastructure projects for TDA-3 funds.

As of February 2025, the MTC fund estimate for FY 2025-26 is \$221,487. NVTA is estimating \$471,262 for a 2-year cycle.

**Table 1. Simplified Napa County TDA-3 Fund Estimate**

	<b>As of 6/30/2024</b>	<b>2-Year Revenue Estimate</b>	<b>Outstanding Commitments*</b>	<b>Available for Programming**</b>
<b>FUND BALANCE</b>	\$685,262	\$386,000	(\$600,000)	\$471,262
*This amount includes \$500,000 programmed through FY 2024-25, as well as \$100,000 in funding in FY 2025-26.				
**Actual funding available is based upon statewide sales tax receipts through FY 2026-27. NVTA staff will provide updates as needed should revenue projections come in lower than anticipated.				

Quick Build projects can significantly improve safety and accessibility at the neighborhood level, and staff recommend prioritizing TDA-3 funding for these efforts, consistent with objectives of the Napa Countywide Vision Zero Plan, Local Roadway Safety Plans, Safe Routes to School Plans, and related efforts. Quick Build projects are expected to be delivered on an expedited basis and will have a TDA-3 funding limit of \$50,000 per project. Jurisdictions are welcome to apply for multiple Quick Build projects but are required to submit a separate application for each project.

Applicants considering Quick Build projects are advised to consult the following guidelines and resources to ensure eligibility:

- Manual on Uniform Traffic Control Devices:  
[https://mutcd.fhwa.dot.gov/kno\\_2009r1r2.htm](https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm)
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide: <https://nacto.org/publication/urban-bikeway-designguide/>
- Active Transportation Resource Center (ATRC) Quick Build Dropdown:  
<https://caatpresources.org/index.cfm/1510>

- Alta Planning and California Bicycle Coalition Quick Build Guide:  
<https://altago.com/wpcontent/uploads/Quick-Build-Guide-White-Paper-2020-1.pdf>
- People for Bikes: Quick-Build for Better Streets:  
<https://www.peopleforbikes.org/reports/quick-builds-for-better-streets-a-new-projectdelivery>
- Urban Street Design Guide - Interim Design Strategies:  
[https://nacto.org/publication/urban- %20street-design-guide/interim-design-strategies/](https://nacto.org/publication/urban-%20street-design-guide/interim-design-strategies/)

To give jurisdictions adequate time to assess project eligibility, prepare applications, and consult NVTA staff as needed, the following timeline is proposed for this funding cycle:

**Table 2. Timeline**

ITEM	DATE
NVTA Board – Issue Call for Projects	May 21, 2025
TDA-3 Applications - Due to NVTA by 5:00 PM	July 7, 2025
Draft Program Review by ATAC	July 28, 2025
Draft Program Review by TAC	September 4, 2025
Board Approval – Program of Projects	September 17, 2025

## **ATTACHMENTS**

- (1) Draft Local Guidelines for TDA-3 Program
- (2) TDA-3 Application Template



**Guide and Application for**  
**Transportation Development Act Article 3 (TDA-3)**  
**Funds for Napa County**

**FY 2025-26 & FY 2026-27**  
**Applications Due to NVTA:**  
**Monday, July 7, 2025 by 5:00 p.m.**

NVTA  
625 Burnell Street  
Napa, CA 94559  
Phone: 707-259-8631  
Fax: 707-259-8638  
[www.nvta.ca.gov](http://www.nvta.ca.gov)

The Napa Valley Transportation Authority (NVTA) is pleased to announce a Call for Projects for Transportation Development Act, Article 3 (TDA-3) funds available to Napa County jurisdictions.

TDA-3 is a grant program under the Metropolitan Transportation Commission (MTC), funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$165,000 per year in revenues for jurisdictions in Napa County. The purpose of the TDA-3 program is to provide funding for local bicycle and pedestrian projects.

The TDA-3 program can fund a wide range of project types including:

- Construction and/or engineering of a bicycle or pedestrian capital project
- Capital purchases for maintenance of a Class I or Class IV facilities
- Enhancement of Class II bicycle lanes
- Bicycle safety education programs (no more than 5% of county total)
- Development of a comprehensive bicycle and/or pedestrian facilities plan (once every 5 years)
- Quick Build Projects

This packet has been created to help guide local jurisdictions in submitting a successful application for funding.

The available funding for Napa County TDA-3 projects for FY 2025-26 through FY 2026-27 will be approximately \$471,000 dollars. Applications are due to NVTA by 5:00 PM on Monday, July 7, 2025.

If you have any questions, you may contact Patrick Band, TDA-3 Program Manager at:

NVTA  
625 Burnell Street  
Napa, CA 94559  
Phone: 707-259-8631

Sincerely,

Kate Miller  
Executive Director  
Napa Valley Transportation Authority

### **The TDA-3 Program**

The California State Legislature passed the Transportation Development Act (TDA) in 1971, which was subsequently signed into law by Governor Reagan. The TDA provides one of the major funding sources for public transportation in California. These funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA is a set-aside of approximately 2% of those monies. Under Article 3 of the TDA, funds allocated to Napa County are available to local jurisdictions for bicycle and pedestrian projects.

The Metropolitan Transportation Commission (MTC) administers TDA 3, which is distributed based on population. Each year, an annual fund estimate or “entitlement” is developed for each County. A county’s claim in any given year cannot exceed the sum of their accumulated funds plus their projected entitlement for the following two years.

Funds are obtained by local jurisdictions via a three-step process: (1) apportionment, (2) allocation, and (3) payment (reimbursement). Apportionment in the San Francisco Bay Area follows a Metropolitan Transportation Commission (MTC) formula based upon population. Allocation is the discretionary action by MTC that designates funds for a specific claimant for a specific purpose. NVTA submits TDA allocation requests to MTC on a regular basis, and unused TDA funds allocated to any project may be rolled over from one fiscal year to the next. No matching funds are required, but the project must meet the funding objectives and be developed in cooperation with the community. The basic objectives of the grant source are to fund projects that increase the safety, security, and efficiency of bicycle and pedestrian travel, and to provide for a coordinated system. MTC requires supporting resolutions from the sponsoring Council.

This “Call for Projects” will be issued on May 21, 2025 upon approval by the NVTA Board of Directors. In addition to the application, project sponsors must provide documentation of environmental clearance and maps/documents showing project locations and design parameters. Projects must be approved by MTC.

TDA 3 projects are required to meet Caltrans safety design criteria and CEQA requirements; be completed within two years; be maintained; be consistent with adopted active transportation plans; and be authorized by a governing council or board. Local authorization is not required at time of application submission, but shall be due within 90 days of NVTA Board project approval and prior to annual submission of the Countywide TDA-3 claim to MTC.

As part of the grant process, MTC also requires the City Council to adopt a resolution making certain findings as follows:

- (i) There are no legal impediments regarding the project.
- (ii) Jurisdictional or agency staffing resources are adequate to complete the project.
- (iii) There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
- (iv) Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.

- (v) Adequate local funding is available to complete the project.
- (vi) The project has been conceptually reviewed to the point that all contingent issues have been considered.

### **Basic Eligibility for TDA-3 Funding**

TDA Article 3 funds may be used for the following activities relating to pedestrian and bicycle facilities, including):

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle amenities such as:
  - secure bicycle parking,
  - benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.
- Maintenance of Class I shared-use path or Class IV separated bikeways.
- Restriping of Class II bikeways. Countywide, the total funds allocated to Class II bikeway maintenance cannot exceed 20% of the total countywide TDA estimate
- Bicycle Safety Education Programs (and not more 5% of the countywide TDA Article 3 funds). Pursuant to NVTB Board policy, infrastructure projects are prioritized.
- Comprehensive Bicycle & Pedestrian Facilities Plans (not more than once per jurisdiction every 5 years)
- Projects identified in a recent (within 5 years) comprehensive local bicycle or pedestrian plan
- Quick-Build (also known as interim capital infrastructure) projects
- Capital purchases for maintenance of Class I or Class IV facilities (compact sweeping machine, blower, etc)
- Annual Audits in fiscal years funds are disbursed. Can be part of annual audit program, but must comply with additional TDA-3 requirements.

TDA Article 3 funds may not be used to fully fund the salary of any one person working on these programs.

### **Active Transportation Advisory Committee Requirement**

Cities and counties may not receive TDA Article 3 funds for projects unless the jurisdiction has established an Active Transportation Advisory Committee (ATAC) and the project is included in an adopted plan as stipulated in the MTC TDA Article 3 Policies and Procedures, Resolution 4108. For Napa County, the NVTB Active Transportation Advisory Committee fulfills this requirement.



Note that for those jurisdictions with a local Active Transportation Advisory Committee, the approval of that committee is also required.

### **Recent TDA-3 Project Examples in Napa County**

<b>Project Name</b>	<b>Sponsor</b>	<b>TDA-3 Funds</b>	<b>Total Project \$</b>
Lincoln & Brannan Crosswalk	Calistoga	\$150,000	\$440,000
Eucalyptus Dr. Sidewalk Gap Closure	American Canyon	\$53,000	\$113,000
Pratt/Elmhurst Crosswalk Improvements on Main St./SR29	St. Helena	\$50,000	\$80,000

### **Project Selection Process**

The project selection process is as follows:

- NVTA staff will review prospective projects for eligibility based on TDA-3 requirements, and conduct a preliminary evaluation of cost-effectiveness, project readiness, potential to reduce serious/fatal collisions, and increase active transportation use. Staff will present their findings to the NVTA Active Transportation Advisory Committee (ATAC) which will serve as the initial selection and prioritization committee.<sup>1</sup>
- The ATAC recommendations will be forwarded to the NVTA Technical Advisory Committee (TAC) for their review and recommendation.
- The recommendation from both Committees will be forwarded to the NVTA Board for their decision.

### **TDA-3 Project Selection Criteria for Napa County**

For All Applications:

- The project provides a gap closure connecting two or more existing facilities.
  - Note that this criteria does not apply to Quick Build safety projects.
- The project is listed in the jurisdiction's adopted Bicycle or Pedestrian Plan, Local Roadway Safety Plan, the Countywide Vision Zero Plan, Safe Routes to School Plan, and/or related traffic safety or traffic calming program.

Preference will be given to projects that meet the following criteria:

- Provides a safe route to school and/or transit are located at or along an identified High Injury Network intersection or corridor
- Provide additional local matching funds (not required)

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<sup>1</sup> Pursuant to MTC Memorandum on TDA-3 Bicycle Pedestrian Advisory Committee (BPAC) review dated October 6, 2014, jurisdictions that have a local BPAC or similar advisory committee are generally required to have that body review and prioritization of projects. See [https://mtc.ca.gov/sites/default/files/TDA3\\_BAC\\_Guidance.pdf](https://mtc.ca.gov/sites/default/files/TDA3_BAC_Guidance.pdf)

NVTA intends to prioritize applications for Quick Build projects for funding. Applicants with eligible Quick Build projects are advised to consult Caltrans guidelines for such projects.<sup>2</sup> NVTA staff are available to provide additional resources and consultation regarding such projects.

Additional screening criteria for Quick Build projects include:

- Limit of \$50,000 per project application
  - Multiple applications for Quick Build projects may be submitted by a single jurisdiction
- Jurisdiction commitment to complete the project within 12 months
  - Failure to complete project within this timeframe may result in recission of funds
- Jurisdiction commitment to maintain Quick Build improvements until permanent improvements are made (generally within 3 years). Removal of the project resulting in a return to prior conditions or functional equivalent require prior justification to MTC and NVTA.

### **Application Instructions:**

TDA-3 project applications for FY 2025-26 through FY 2026-27 must be submitted to NVTA no later than 5:00 pm on Monday, July 7<sup>th</sup>, 2025. Applications may be emailed to Patick Band at pband@nvta.ca.gov

Applications must include:

- MTC project application
- 8.5x11 map of the project area clearly showing extent of project improvements
- Minimum of 3 representative photographs of existing conditions

As noted elsewhere in this document, a Resolution of Local Support, identification of approved bicycle, pedestrian or other relevant supporting plan, and other materials will be required subsequent to application submittal for successful projects/programs.

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<sup>2</sup> <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/atp/cy6/cy-6-finalquickbuild-supplementalguidance-v2.pdf>

### **What Happens After Submission of the TDA-3 application?**

After applications are submitted to NVTa the evaluation process will begin. NVTa plans on the following action timeline:

<b>ITEM</b>	<b>DATE</b>
NVTa Board – Issue Call for Projects	May 21, 2025
TDA-3 Applications - Due to NVTa by 5:00 PM	July 7, 2025
Draft Program Review by ATAC	July 28, 2025
Draft Program Review by TAC	September 4, 2025
Board Approval – Program of Projects	September 17, 2025

### **Contact Information**

Napa County TDA-3 Program Manager:  
Patrick Band  
625 Burnell Street  
Napa, CA 94559  
Phone: (707) 259-8781  
[pband@nvta.ca.gov](mailto:pband@nvta.ca.gov)

MTC  
Luis Garcia  
Transit Operations Funding Coordinator  
MTC, Funding Policy and Programs  
375 Beale St., Suite 800  
San Francisco, CA 94105  
Phone: (415) 778-6616  
[lgarcia@bayareametro.gov](mailto:lgarcia@bayareametro.gov)

Attachment B**TDA Article 3 Project Application Form**

page \_\_\_\_\_ of \_\_\_\_\_

1. <b>Agency</b>			
2. <b>Primary Contact</b>			
3. <b>Mailing Address</b>			
4. <b>Email Address</b>		5. <b>Phone Number</b>	
6. <b>Secondary Contact</b> (in the event primary is not available)			
7. <b>Mailing address</b> (if different) N/A <input type="checkbox"/>			
8. <b>Email Address</b>		9. <b>Phone Number</b>	
10. <b>Send allocation instructions to</b> (if different from above):			
11. <b>Project Title</b>			
12. <b>Amount requested</b>		13. <b>Fiscal Year of Claim</b>	

**14. Description of Overall Project:**

--

**15. Project Scope Proposed for Funding:** (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

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**16. Project Location:** A map of the project location is attached or a link to a online map of the project location is provided below:

--

**Project Relation to Regional Policies** (for information only)

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

## 19. Project Budget and Schedule

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				
PA&ED				
PS&E				
ROW				
CON				
Total Cost				

### Project Eligibility

- A.** Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes ☐ No ☐  
 If "YES," identify the date and provide a copy or link to the agenda.  
 If "NO," provide an explanation).
- B.** Has the project been approved by the claimant's governing body? Yes ☐ No ☐  
 If "NO," provide expected date: \_\_\_\_\_
- C.** Has this project previously received TDA Article 3 funding? Yes ☐ No ☐  
 (If "YES," provide an explanation on a separate page)
- D.** For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)? Yes ☐ No ☐
- E. 1.** Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes ☐ No ☐
- 2.** If "NO" above, is the project is exempt from CEQA for another reason? Yes ☐ No ☐  
 Cite the basis for the exemption. \_\_\_\_\_  
 If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate. N/A ☐
- F.** Estimated Completion Date of project (month and year): \_\_\_\_\_
- G.** Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement. Yes ☐ No ☐
- H.** Is a Complete Streets Checklist required for this project? Yes ☐ No ☐  
 If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Technical Advisory Committee Council Agenda Memo

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

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#### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Technical Advisory Committee receive the third quarter Fiscal Year (FY) 2024-25 Vine Transit update.

#### **BACKGROUND**

##### Upcoming Schedule Changes

The next schedule change will occur on Sunday June 8, 2025 to coincide with the conclusion of the 2024-2025 school year. The following changes will go into effect:

- Pausing the school trippers in American Canyon and St Helena
- Adding one additional Route C trip on weekdays for the summer
- Route 11 time adjustments to weekday and to make Saturday & Sunday schedules align
- Changing weekday trips on Route D to accommodate the Camille Creek Community School's Summer School schedule
- Adjusting the Route 21 schedule to incorporate extra trip time as buses now navigate around the CHP weigh stations on Interstate 80

##### Ridership

Table 1 compares the annual difference between third quarter of FY 2023-2024 (January, February & March) to third quarter of FY 2024-2025 to show the year-over-year ridership increase of approximately 8% in the City of Napa. Routes A, D and G experienced the

most significant growth year-over-year. Route G ridership growth is attributable to extending the route to serve Napa Valley College, the Napa County Soscot Campus, and Health & Human Services. Increased in ridership on the Route D is mainly driven by students traveling to and from Camille Creek Community School. Route A switched from a limited on-demand service to a fixed route as part of the January 12, 2025, schedule change. Early ridership data indicates significant increases in usage as riders typically prefer the bus to operate on a predictable schedule.

*Table 1: City of Napa Ridership - Comparing Q3 of FY24 & Q3 of FY25*

	<b>Q3 FY24</b>	<b>Q3 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Napa Local On-Demand/Route A</b>	1,050	1,661	58.19%	611
<b>Route B</b>	5,289	5,328	0.74%	39
<b>Route C</b>	13,636	13,136	-3.67%	-500
<b>Route D</b>	1,564	2,257	44.31%	693
<b>Route E</b>	2,235	2,516	12.57%	281
<b>Route F</b>	3,909	4,491	14.89%	582
<b>Route G</b>	2,409	3,244	34.66%	835
<b>Total</b>	<b>30,092</b>	<b>32,633</b>	<b>8.44%</b>	<b>2,541</b>

Table 2 shows overall ridership remained relatively stagnant with growth of 2.83% for the quarter on regional routes. Lower ridership on Route 21 may be due to considerable delays on multiple trips as Vine buses are being subjected to random California Highway Patrol Inspection with passengers on board at the weigh station on Interstate 80. NVTa and Soltrans are working with the California Transit Association and CHP to have the additional inspections done at NVTa's facility instead of at the CHP weigh station. In the interim, Vine Transit has re-routed both the eastbound and westbound trips to avoid the weigh stations. This added time on the trip will be worked into the June 8, 2025 schedule change so riders can predictably know how long a Route 21 trip will take.

*Table 2: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q2 of FY24 & Q2 of FY25*

	<b>Q3 FY24</b>	<b>Q3 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Route 10</b>	33,330	35,111	5.34%	1,781
<b>Route 11</b>	29,653	30,511	2.89%	858
<b>Route 11X</b>	963	983	2.08%	20
<b>Route 21</b>	3,732	3,001	-19.59%	-731
<b>Route 29</b>	8,307	8,530	2.68%	223
<b>Total</b>	<b>75,985</b>	<b>78,136</b>	<b>2.83%</b>	<b>2,151</b>

Table 3 shows ridership decreased on the community shuttles overall by about 6% compared to the same quarter last year. The Yountville Bee experienced the highest decline at nearly 22% while Calistoga and American Canyon transit also experienced declines. The new Calistoga shuttles that will be deployed in the next few months should help with Calistoga ridership as the existing shuttles in Calistoga are past their useful life.

*Table 3: Community Shuttles– Comparing Q3 of FY24 & Q3 of FY25*

	<b>Q3 FY24</b>	<b>Q3 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Calistoga Shuttle</b>	3,445	3,130	-9.14%	-315
<b>St. Helena Shuttle</b>	1,542	1,743	13.04%	201
<b>Yountville Bee</b>	1,325	1,030	-22.26%	-295
<b>American Canyon Transit</b>	5,269	4,932	-6.40%	-337
<b>Total</b>	<b>11,581</b>	<b>10,835</b>	<b>-6.44%</b>	<b>-746</b>

VineGo ridership rose by about 7% 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.

*Table 4: VineGo Ridership – Comparing Q2 of FY24 & Q2 of FY25*

	<b>Q3 FY24</b>	<b>Q3 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>VineGo</b>	4,032	4,330	7.39%	298

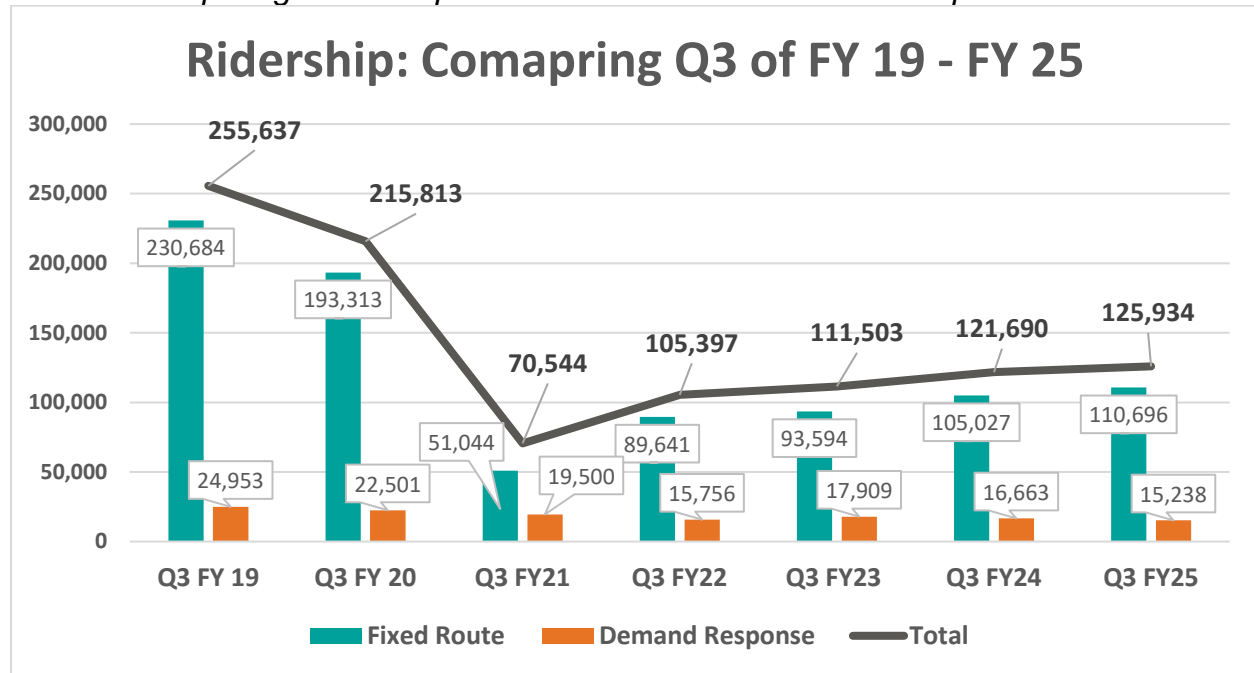
Finally, Table 5 and Chart 1 compares the time period of January – March of the current Federal Fiscal Year to the same time period over the previous six fiscal years to provide additional context to current ridership trends and how they compare over time pre and post COVID.

*Table 5: Comparing the third quarter of the current Fiscal Years to prior Fiscal Years*

	<b>Q3 FY 19</b>	<b>Q3 FY 20</b>	<b>Q3 FY21</b>	<b>Q3 FY22</b>	<b>Q3 FY23</b>	<b>Q3 FY24</b>	<b>Q3 FY25</b>
<b>Fixed Route</b>	230,684	193,313	51,044	89,641	93,594	105,027	110,696
<b>Demand Response</b>	24,953	22,501	19,500	15,756	17,909	16,663	15,238
<b>Total</b>	<b>255,637</b>	<b>215,813</b>	<b>70,544</b>	<b>105,397</b>	<b>111,503</b>	<b>121,690</b>	<b>125,934</b>



Chart 1: Comparing the third quarter of the current Fiscal Years to prior Fiscal Years

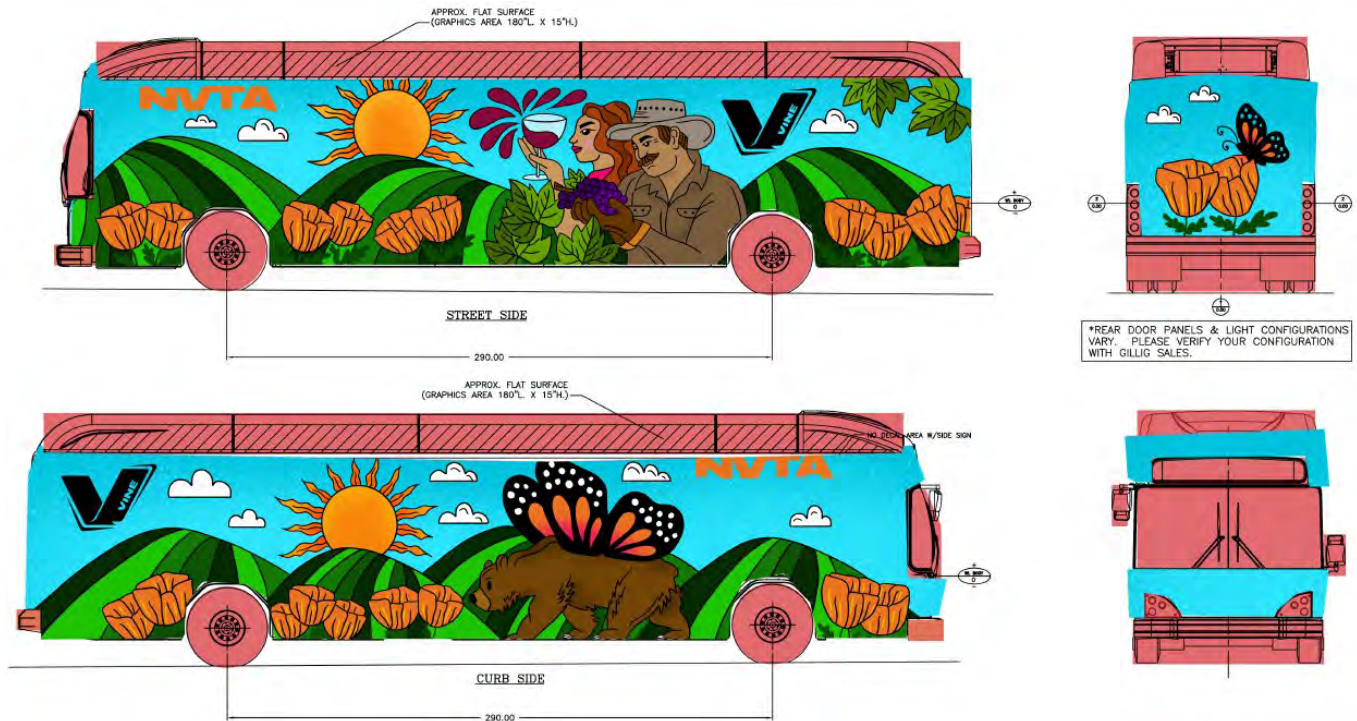


### Marketing Efforts

As the weather warms up and Spring commences, more events are held throughout the valley and NVTa is working to increase its presence out in the community to help raise awareness of all the services we provide and solicit feedback on different planning efforts. Events attended during the third quarter of the Fiscal Year include:

- Culinary Institute of America's Health and Wellness Fair (February 12)
- Bel Aire Elementary School Presentations to a pair of kindergarten classes (February 26)
- 8<sup>th</sup> Grade Career Fair (March 13)
- Browns Valley Career Fair (March 21)

The most significant marketing campaign Vine Transit is actively promoting is the “Design a Bus” contest. Earlier this year, Vine Transit invited artists from across the North Bay to design a rolling work of art on one of our new 40-foot electric Gillig buses (currently slated to arrive in June). Entries celebrated zero-emission transportation and/or Napa County and were reviewed by a panel of judges. The winning artist, Blanca Molina, and her design was announced as the winner in late April. As the winner, Blanca will receive \$5,000 and NVTA is planning an unveiling event in the coming months.



### BottleRock & La Onda

To accommodate festival attendees, Vine Transit will once again offer free rides all weekend long during both BottleRock (May 23 - 25) and La Onda (May 31 – June 1). These free rides are available to all riders and routes, regardless of trip purpose courtesy of BottleRock and Visit Napa Valley. This includes all VineGo rides and community shuttles. Additionally, Vine Transit will offer free late-night rides after the conclusion of the festivals at the Soscol Gateway Transit center, which is located right across from the festivals.

### ATTACHMENTS

None