

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, November 6, 2025
10:00 AM

JoAnn Busenbark Board Room

Paratransit Coordinating Council (PCC)

The Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council (PCC) meeting will be held both in person with a Zoom option available for members of the public to participate. All committee members are expected to participate in person and follow the traditional Brown Act rules.

All materials relating to an agenda item for an open session of a regular meeting of the Paratransit Coordinating Council (PCC) 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, iP 882 3261 2915
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 882 3261 2915 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 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 5 p.m. the day before the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button (click on the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to "Raise Your Hand" are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

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

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 PCC 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 Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8627 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) 259-8627. 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 PCC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

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

6. STANDING AGENDA ITEMS

6.1 NVTA Board Meeting Report (Devereaux Smith)

6.2 Transdev Update

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 Aging & Disability Resource Connection (ADRC)/Connections Presentation (Tiffanie Walker)

Recommendation: That the PCC receive an overview of the ADRC/Connections program. Information only

Estimated Time: 10:20 a.m.

8. CONSENT AGENDA

8.1 Meeting Minutes of July 10, 2025 Paratransit Coordinating Council (PCC) Meeting (Kathy Alexander) (Pages 8-10)

Body: PCC action will approve the July 10, 2025 Meeting Minutes.

Estimated Time: 10:40 am

Attachments: [8.1 Draft Minutes.pdf](#)

9. REGULAR AGENDA ITEMS

9.1 Nomination and Election of Chairperson, Vice Chairperson and Paratransit Coordinating Council (PCC) Representative to the NVRTA Board for Calendar Year 2026 (Kathy Alexander) (Page 11)

Recommendation: That the Paratransit Coordinating Council (PCC) elect a chair and vice chair for calendar year 2026, starting in January 2024 and provide a recommendation on the PCC representative to the NVRTA Board of Directors.

Estimated Time: 10:40 am

Attachments: [Staff Report 9.1.pdf](#)

9.2 Draft 2026 Paratransit Coordinating Council (PCC) Work Plan and 2026 Meeting Calendar (Kathy Alexander) (Pages 12-14)

Recommendation: That the Paratransit Coordinating Council (PCC) provide input and approve the 2026 PCC Work Plan (Attachment 1) and review the 2026 Meeting Calendar (Attachment 2).

Estimated Time: 10:45 a.m.

Attachments: [Staff Report 9.2.pdf](#)

9.3 Vine Transit Update (Rebecca Schenck) (Pages 15-24)

Recommendation: That the Napa Valley Transportation Authority (NVRTA) Paratransit Coordinating Council receive the first quarter of Fiscal Year 2025-2026 Vine Transit update. Information only

Estimated Time: 10:50 am

Attachments: [Staff Report 9.3.pdf](#)

9.4 Active Transportation Plan Update (Patrick Band) (Pages 25-38)

Recommendation: That the PCC receive an update on the Active Transportation Plan. Information only

Estimated Time: 11:00 a.m.

Attachments: [Staff Report 9.4.pdf](#)

9.5 Accessible Transportation Needs Assessment Implementation Progress Update (Diana Meehan) (Pages 39-42)

Recommendation: That the PCC receive an update on the Accessible Transportation Needs Assessment implementation. Information only

Estimated Time: 11:10 a.m.

Attachments: [Staff Report 9.5.pdf](#)

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 The next regularly scheduled meeting for the NVTA Paratransit Coordinating Council is Thursday, January 8, 2026 at 10:00 a.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., by October 31, 2025.

Kathy Alexander

Kathy Alexander, Deputy 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 - Draft Paratransit Coordinating Council (PCC)

Thursday, July 10, 2025

10:00 AM

JoAnn Busenbark Board Room

1. Call To Order

Chair Sweigert called the meeting to order at 10:03 a.m.

2. Roll Call

Present: 3 - Ellen Sweigert
Devereaux Smith
Heather Stanton
Absent: 2 - Lisa DeRose-Hernandez
Lylla Abbott

3. Public Comment

None

4. Committee Member Comments

None

5. Staff Comments

Diana Meehan reported that NVTa had a booth at the “Meet Me in the Street” event in American Canyon. Ms. Meehan received a lot of input for the Countywide Transportation Plan as well as comments and questions on the transit system.

Ms. Meehan also noted that NVTa is in the process of forming an Implementation Working Group that will work on the top six strategies of the Accessible Transportation Needs Assessment report. She will continue to provide updates to the PCC.

6. NVTa Board Meeting Report (Devereaux Smith)

Devereaux Smith provided an overview of items covered at the June 18, 2025 NVTa Board meeting.

7. PRESENTATIONS

7.1 County of Napa Health and Human Services Agency (HHSA) Be Well Program Presentation (Casey Rockwood, HHSA)

Casey Rockwood from the County of Napa Health & Human Services Agency provided an overview of the new Be Well program that included:

- Their assessment survey process with Queen of the Valley/Providence and findings.
- Action steps to enhance partnerships with agencies, organizations and non-profit service providers throughout the county to ensure that each client is provided services or a "warm handoff" to appropriate service providers.
- Be Well Mobile services vehicle; services to include medical, mental health, behavioral health, and food as well as services for older adults.
- Identify and mitigate language and accessibility barriers to services.

In addition to Diana Meehan's offer to host the Be Well Mobile Services bus at NVRTA, Rebecca Schenck suggested that transit staff table at some of their events or train Be Well staff on available transit services.

Diana Meehan asked if they plan on serving rural areas such as Lake Berryessa, Angwin and Pope Valley, and noted it may be difficult with a 33-foot bus.

Mr. Rockwood replied that they still need to determine if they can access those areas with the bus.

8. CONSENT AGENDA

8.1 Meeting Minutes of May 1, 2025 Paratransit Coordinating Council (PCC) Meeting (Kathy Alexander) (Pages 7-8)

Motion by Smith, Second by Sweigert to approve the May 1, 2025 Meeting Minutes. Motion passed.

9. REGULAR AGENDA ITEMS

9.1 Travel Behavior Study Update (Addrell Coleman) (Pages 9-10)

Addrell Coleman provided an overview of the Travel Behavior Study, types of data collected, and how it will be used future planning efforts.

Devereaux Smith asked when information on hospital trips would be available.

Mr. Coleman responded that due to HIPPA laws and privacy concerns, trips to hospitals were not tracked.

TC Hulsey asked if the study included trips to Costco.

Mr. Coleman replied the study was done before Costco opened.

9.2 Vine Transit Update (Libby Payan) (Pages 11-14)

Libby Payan reported on recent and upcoming Vine schedule changes, outreach efforts and

events, transit services during BottleRock and La Onda and the 5310 Program grant opportunity as well as NVTAs grant application.

Chair Sweigert noted that the North Bay Regional Center is holding their big summer/fall event on July 25th and suggested that NVTAs host a table. Ms. Sweigert will send an event flyer to staff.

10. FUTURE AGENDA ITEMS

None

11. ADJOURNMENT

11.1 The next regularly scheduled meeting for the NVTAs Paratransit Coordinating Council is Thursday, September 4, 2025 at 10:00 a.m.

Meeting adjourned at 11:17 a.m.

Kathy Alexander

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY Paratransit Coordinating Council (PCC) Memo

TO: Paratransit Coordinating Council (PCC)
FROM Kate Miller, Executive Director
REPORT BY: Kathy Alexander, Deputy Board Secretary
(707) 259-8627, Email: kalexander@nvta.ca.gov
SUBJECT: Nomination and Election of Chairperson and Vice Chairperson for the
2026 Calendar Year and PCC Representative to the NVTA Board

RECOMMENDATION

That the Paratransit Coordinating Council (PCC) elect a chair and vice-chair for calendar year 2026, starting in January 2026, and provide a recommendation on the PCC representative to the NVTA Board.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND

Each year the PCC elects a chair and vice chair before the end of the calendar year to serve the following year. The chair facilitates meetings and works with staff collaboratively to build and review agendas. The vice chair serves as the chair when the chair is unable to attend meetings. Ellen Sweigert is currently the chair and Lyall Abbott is the vice chair. Devereaux Smith is the PCC representative to the NVTA Board.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Council Agenda Memo

TO: Paratransit Coordinating Council
FROM: Danielle Schmitz, Executive Director
REPORT BY: Kathy Alexander, Deputy Board Secretary
(707) 259-8627, Email: kalexander@nvta.ca.gov
SUBJECT: Draft 2026 Paratransit Coordinating Council (PCC) Work Plan and 2026 Meeting Calendar

RECOMMENDATION

That the Paratransit Coordinating Council (PCC) provide input and approve the 2026 PCC Work Plan (Attachment 1) and review the 2026 Meeting Calendar.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

The Napa Valley Transportation Authority (NVTA) was created under a Joint Powers Agreement (JPA) that specifically delineates the many roles and responsibilities of the agency and its advisory bodies. In addition, each advisory committee has its own bylaws and areas of focus.

NVTA staff must delineate committee objectives, maintain agency programs and complete projects within available financial and human resources. To optimize available resources, staff have developed a draft Work Plan for each committee.

The draft 2026 PCC Work Plan (Attachment 1) includes regular agenda items, transit planning and program review. The intent of the work plan is to provide a guideline for anticipated action and advisory items that staff will bring before the PCC throughout the next calendar year.

ATTACHMENTS

- (1) Draft NVTA PCC 2026 Work Plan
- (2) Draft 2026 Meeting Calendar

2026 Draft PCC Work Plan

Attachment 1
PCC Item 9.2
November 6, 2025

Item	Anticipated Date
Review service statistics for all NVRTA's transit services and programs	On-going
Review/propose changes to VineGo, Taxi-Scrip, Transit Ambassador, Shared Vehicle programs, and Vine fixed route service	As needed
Review bus stops/facilities related to access issues	As needed
Make recommendations regarding the submission of claims for certain TDA and FTA funds and allocations consistent with its priorities, and address coordination of paratransit services within Napa County	As needed
Review various transit projects and studies	As needed
Review Vine transit system updates and performance standards	Bi-monthly
Receive updates on various plans and reports, such as the Active Transportation Plan, Community Based Transportation Plan, Countywide Transportation Plan, Short Range Transit Plan, and transit specific studies	As needed
Review vehicle procurements	As needed
Review the NVRTA Annual Report	March
<u>Express Bus Study Project Implementation</u>	<u>Ongoing</u>
<u>Review and make recommendations on Vine Transit plans such as the Comprehensive Operational Analysis and Short-Range Transit Plan updates</u>	<u>January – December 2026</u>
Receive updates on the Accessible Transportation Needs Assessment	January – December 2026
Elect PCC Chair and Vice Chair and NVRTA representative for CY 2027	November 2026

Proposed 2026

NVTA/NVTA-TA Board of Directors and Committee Meeting Calendar

January

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
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February

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March

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July

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September

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October

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November

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
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December

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NVTA

1:30 PM

NVTA-TA

1:30 PM

TAC

2:00 PM

PCC

10:00 AM

ATAC

5:30 PM

CAC

5:00 PM

ITOC

2:00 PM

HOLIDAY



NAPA VALLEY TRANSPORTATION AUTHORITY Paratransit Coordinating Council Agenda Memo

TO: Paratransit Coordinating Council
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 (NVRTA) Paratransit Coordinating Council 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)

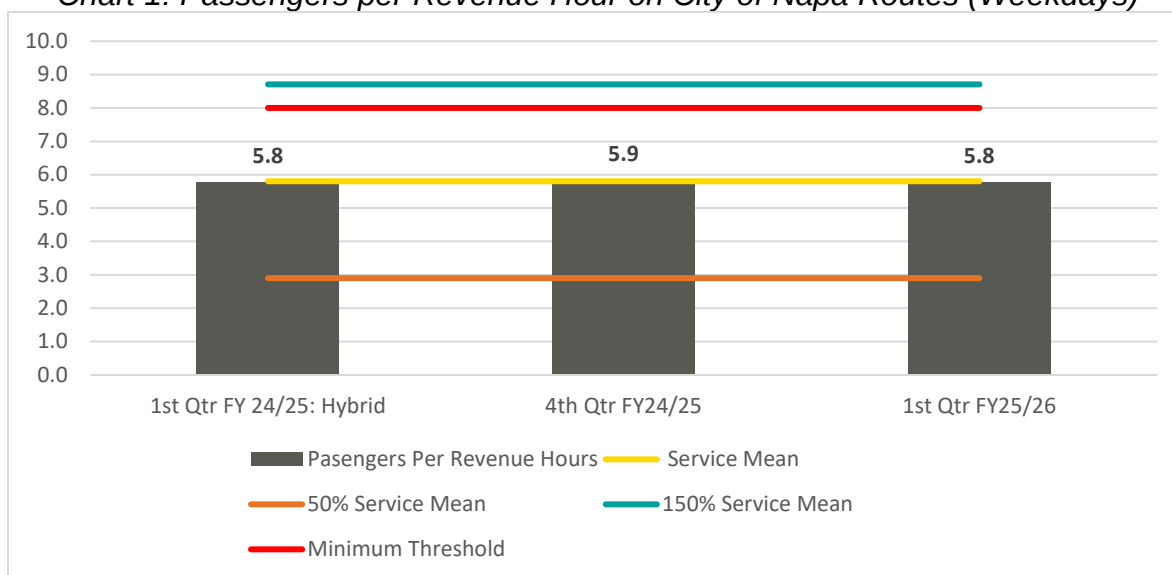


Chart 2 on the next page shows that the passengers per revenue hour varies by each individual local route. The Route C passengers per revenue hour continues to operate above the pre-COVID 8.0 minimum threshold measuring at 10.1. All other fixed routes were in the 3.1 to 8.1 range. The first quarter of 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.

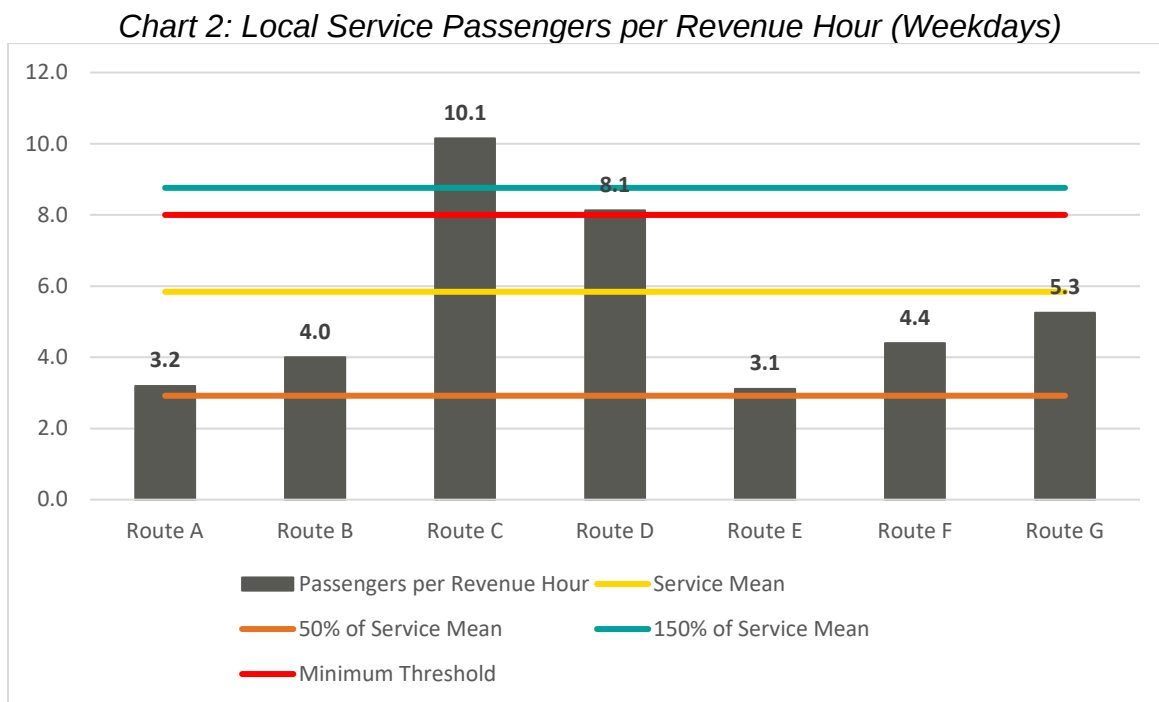


Table 2 on the next page shows overall ridership decrease of nearly 12% for the quarter on regional routes. While overall the 11X ridership fell in the first quarter from FY 25 to FY 26, ridership in September at 521 riders was higher than in July at 378 riders. Route 29 began operating on Saturdays 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.

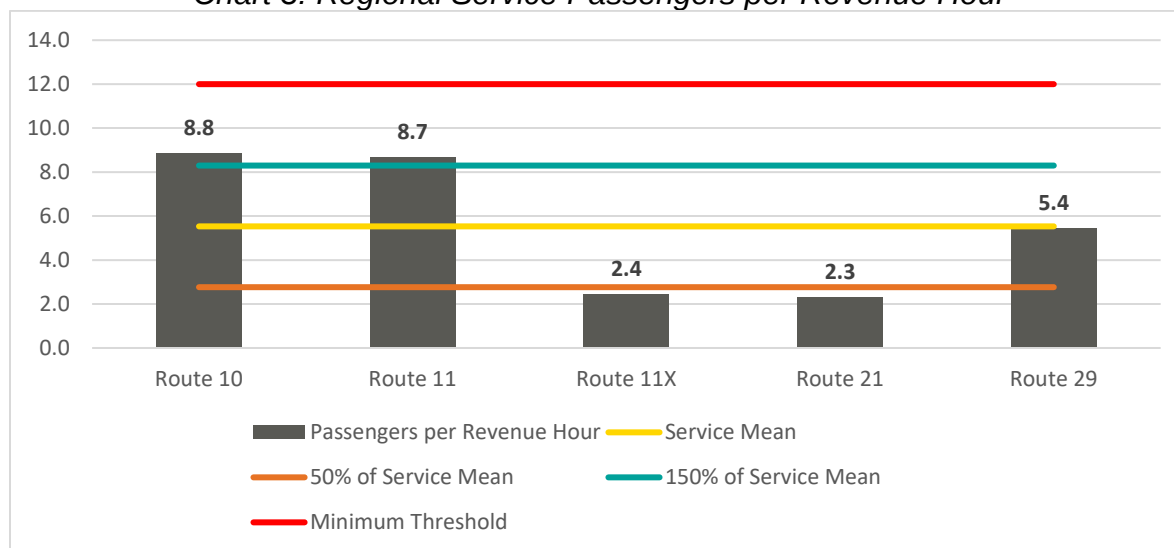
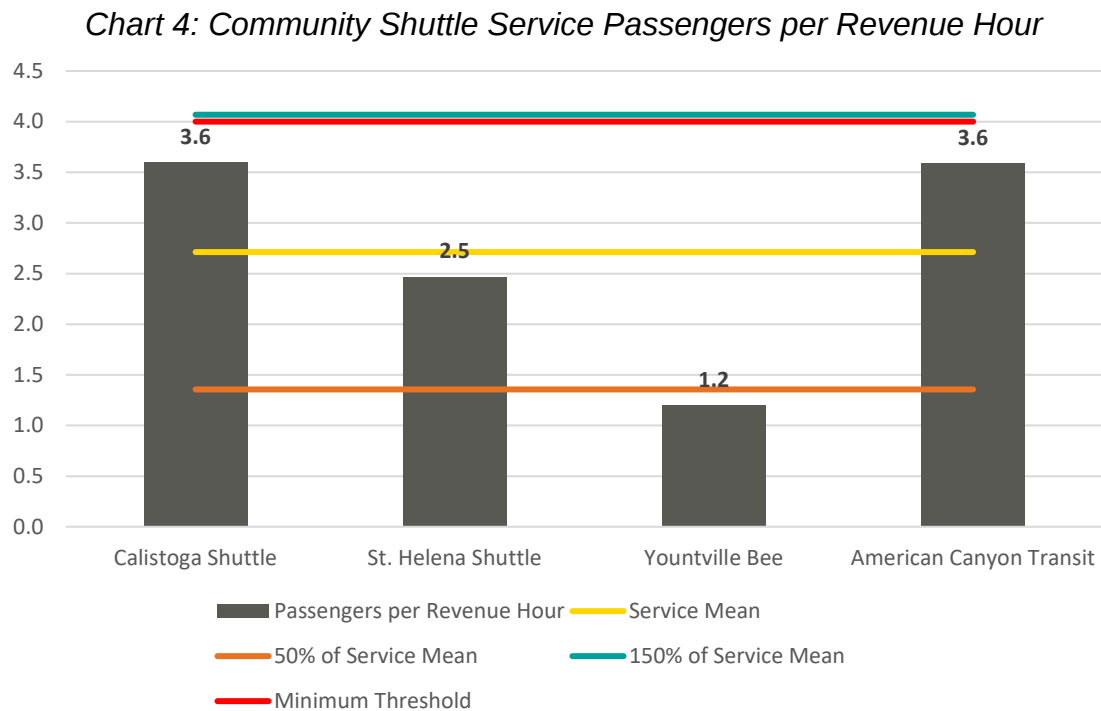
Chart 3: Regional Service Passengers per Revenue Hour

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.



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

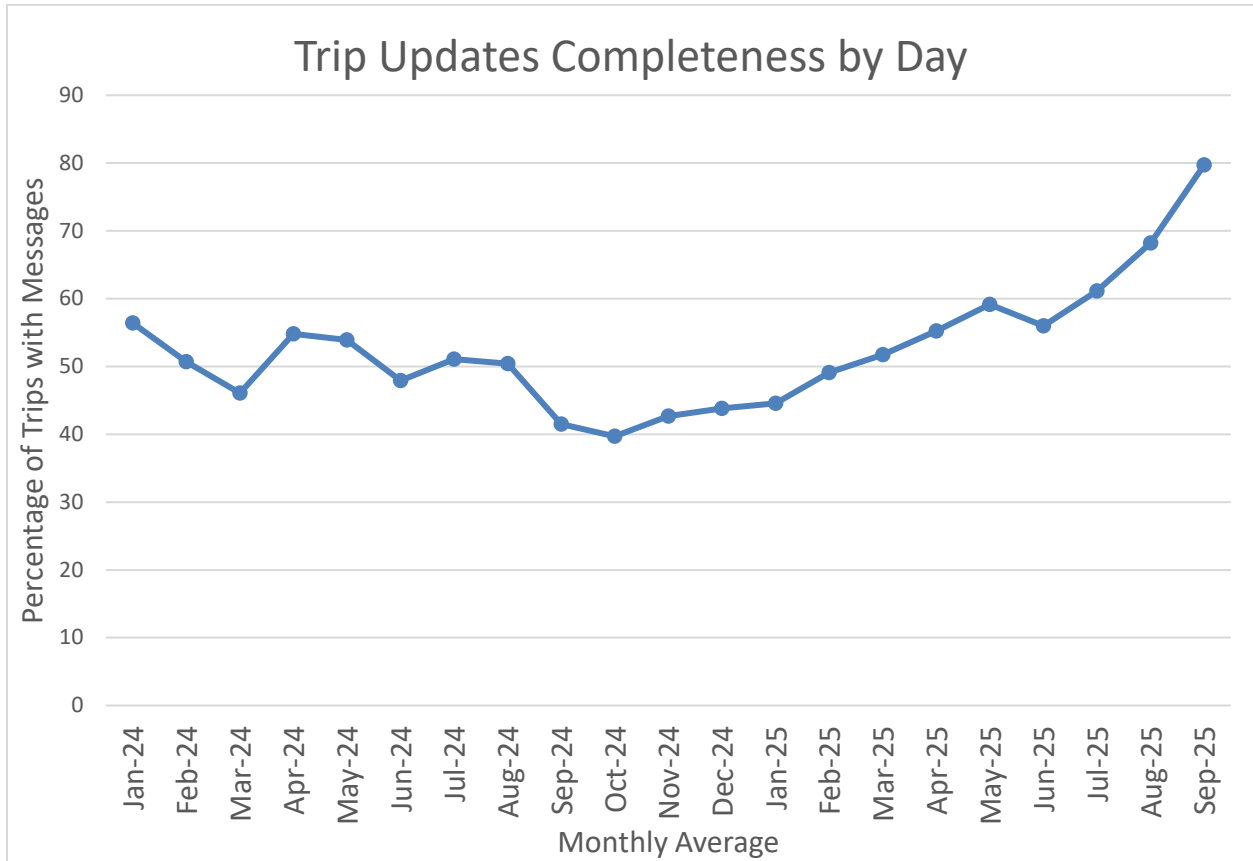
Digi Routers, and were tested by a third-party inspector from First Transit at the Gillig plant to ensure quality installation.

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

Paratransit Coordinating Committee Agenda Memo

TO: Paratransit Coordinating Committee (PCC)
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 NVTA initiated work on a Countywide Active Transportation Plan. This plan will serve as comprehensive update to the 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

NVTA 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 750 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, NVT A 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. NVT A 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, NVT A 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 because of future planned projects.

A Draft Plan is expected in February 2026, with adoption by the NVT A Board of Directors to follow in March. Following NVT A 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



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OAKLAND, CA 94612

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TOOLEDESIGN.COM

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



NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Council (PCC) Agenda Memo

TO: Paratransit Coordinating Council
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Planning and Programming Manager
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Accessible Transportation Needs Assessment Implementation
Progress Update

RECOMMENDATION

Information Only

EXECUTIVE SUMMARY

The Accessible Transportation Needs Assessment (ATNA) study identifies barriers to mobility for seniors and individuals with disabilities across Napa County and proposes strategies to enhance equitable and accessible transportation options. The plan was adopted by the NVTA Board in May.

NVTA staff has convened an Implementation Working Group (IWG) made up of decision-makers from multiple stakeholder organizations to work towards advancing strategies in the plan.

One of the six primary strategies identified under the ATNA was to establish a dedicated mobility manager. The Metropolitan Transportation Commission (MTC) is drafting guidance for a countywide mobility manager in each of the nine Bay Area counties. NVTA has provided input on the guidance and is advocating for funding for this designation.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND

Four key goals and eleven strategies associated with these goals were identified in the Accessible Transportation Needs Assessment. Six of the eleven goals were identified as high priority based on feedback from stakeholders, public outreach, survey data and associated priorities from other plans, such as the Napa Older Adults Assessment (NOAA). Each of the high priority strategies overlap with at least one of the following goals:

- **Coordination:** To collaborate and strengthen relationships and to make decisions on which organizations are best suited to lead
- **Education:** Educating Napa County's older adults and disabled residents about NVTA's transportation services to improve awareness and accessibility
- **Funding:** Securing grant funds and leveraging funding opportunities to meet the transportation needs of target populations
- **Connectivity:** Thoughtful planning of new transit connections, increasing affordability, and reducing physical barriers

The following six priority strategies were identified for phased implementation as funding becomes available with associated goals shown in parenthesis:

- **Partner with healthcare providers** to enhance transportation access. (Coordination, Education, Connectivity)
- **Expand non-NVTA transportation options** to increase service availability. (Coordination, Education, Connectivity)
- **Improve access to medical facilities in neighboring counties.** (Coordination, Connectivity)
- **Establish a dedicated mobility manager** and formalize an ongoing implementation committee. (Coordination, Education)
- **Enhance public awareness and outreach** to seniors and individuals with disabilities. (Coordination, Education)
- **Expand Vine Go service** to improve mobility options. (Connectivity, Funding)

These six priority strategies will be the starting focus of the Implementation Working Group (IWG). Staff convened the first IWG on July 23, 2025, to review the ATNA process, and priority strategies for the next year, and held a second meeting in early October to review a draft work plan for 2026. This group will meet quarterly to assign strategy action leaders to ensure progress continues.

Some priority strategies are already underway. Staff will bring regular updates to the PCC on strategy progress and for feedback.

Progress to date includes:

- Dedicated Mobility Manager:
 - o NVTA and Molly's Angels staff met with Metropolitan Transportation Commission (MTC) staff to discuss the next steps for establishing a County Mobility Manager. MTC is currently developing guidance for this process. Some draft recommendations for a County Mobility Manager include:
 - Assistance for riders to access transportation services
 - Work directly with transit agencies, non-profit and private transportation providers to better coordinate all available services
 - Ensure information and referral services are provided countywide on available ADA paratransit services
 - Provide travel training services and trip planning
 - Information and referral services
 - Gap service development
 - o MTC had not finalized the draft recommendations for County Mobility Managers. Once the draft recommendations are finalized, and funding is identified, NVTA will work with MTC and local providers to establish a county mobility manager.
 - o Recurring meetings: NVTA has established a regular quarterly meeting schedule and is developing a workplan for the group.
- Partnerships with Healthcare Providers:
 - o Kaiser, Partnership Health and Adventist Health have dedicated staff to participate in the IWG. The IWG requested adding a representative from Ole Health
- Improve transportation awareness and access through targeted outreach to older adults:
 - o As part of NVTA's regular marketing strategy and parallel planning efforts (Active Transportation Plan, Community Based Transportation Plan, Countywide Transportation Plan), staff are involved in regular outreach to the community to inform target populations about transportation options.
 - o The formation of the Aging & Disability Resource Connection (ADRC)/Connections will enhance information access and resources for

older adults through both the website and a printed resource guide using a “no wrong door policy” where all information is shared across sectors to provide needed information no matter where they start.

- o NVTA has submitted a partnership agreement with the ADRC

ATTACHMENTS

None