

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

**Thursday, January 8, 2026  
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 870 2288 4249
- 2) To join the Zoom meeting by phone dial 1-669-900-6833, enter meeting ID: 870 2288 4249. 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@npta.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@npta.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, the 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 NPTA 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 NPTA holidays. Should the office be closed and staff is working remotely due to a declared emergency, you may email info@npta.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 Titulo VI: La NPTA 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 NPTA 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 TAC. 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 County Transportation Agency Report (Diana Meehan)**

#### **6.2 Project Monitoring Spreadsheets (Addrell Coleman) (Pages 8-9)**

*Recommendation:* That the TAC review the current Project Funding Monitoring Spreadsheets.

*Attachments:* [6.2 Project Monitoring Funding Programs.pdf](#)

#### **6.3 Measure U Updates (Addrell Coleman)**

#### **6.4 Caltrans Report\* (Amani Meligy)**

#### **6.5 Vine Trail Update (Eric Janzen)**

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 (None)**

## **8. CONSENT AGENDA**

#### **8.1 Meeting Minutes of the November 6, 2025 Technical Advisory Committee (TAC) Meeting (Kathy Alexander) (Pages 10-13)**

*Recommendation:* TAC Action will approve the November 6, 2025 Meeting Minutes.

*Estimated Time:* 2:30 p.m.

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

## **9. REGULAR AGENDA ITEMS**

**9.1 Countywide Transportation Plan Progress Update (Diana Meehan) (Pages 14-19)**

**Recommendation:** That the TAC receive an update on the Countywide Transportation Plan. Information only

**Estimated Time:** 2:30 p.m.

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

**9.2 Countywide Active Transportation Plan (AT Plan) Update (Patrick Band) (Pages 20-22)**

**Recommendation:** That the TAC receive an update on the Countywide Active Transportation Plan. Information only

**Estimated Time:** 2:40 p.m.

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

**9.3 Vine Transit Update - First Quarter Fiscal Year 2025/2026 (Libby Payan) (Pages 23-30)**

**Recommendation:** That the TAC receive and update on Vine Transit operations for the first quart of Fiscal Year 2025/2026. Information only

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

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

**9.4 Legislative Update\* (Danielle Schmitz)**

**Recommendation:** That the TAC receive the monthly Legislative Update. Information only

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

**9.5 Draft January 21, 2026 NVTA-TA and NVTA Board Meeting Agendas\* (Danielle Schmitz)**

**Recommendation:** Information only

**Estimated Time:** 3:05 p.m.

## **10. FUTURE AGENDA ITEMS**

## **11. ADJOURNMENT**

**11.1 The next regularly scheduled meeting for the NVTA Technical Advisory Committee is Thursday, February 5, 2026 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 December 31, 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
<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

Federal At Risk Report Federally-Funded Locally-Sponsored Napa County Projects								
Index	TIP ID	Sponsor	Project Title					
			Source	Programmed Amount (\$x 1,000)	Phase	FY	Required Activity	Date Required By
<b>Red Zone Projects</b>								
1	NAP130001	City of Napa		Vine Trail Gap Closure - Soscol Avenue Corridor				
	STP	\$650		CON	15-16	Submit Invoice	ASAP	N/A
2	NAP130001	City of Napa		PDA Planning Program Funds				
	STP	\$275		PE	19-20	Submit Invoice	ASAP	N/A
<b>Yellow Zone Projects</b>								
<b>Green Zone Projects</b>								
3	NAP170005	St Helena		Main Street Pedestrian Improvements				
	CMAQ-OBAG 3	\$1,206		CON	24-25	Request Obligation	FHWA approved RFA, sent E-76 on 9/8/25.	
4	NAP170006	American Canyon		Green Island Road Class 1 Facility				
	CMAQ-OBAG 3	\$1,000		CON	24-25	Request Obligation	American Canyon received their E-76 letter from FHWA and approved QAP from Caltrans on 7/30/25.	
5	NAP170006	County of Napa		Chiles Creek Bridge Replacement				
	HBP-T4-L	\$746		PE		Submit Invoice	N/A	Project in Good Standing
6		County of Napa		Dry Creek Bridge Road Replacement				
	HBP-T4-L	\$899		PE		Submit Invoice	N/A	Project in Good Standing
7		County of Napa		Garnett Bridge Greenwood Ave				
	HBP-T4-L	\$650		PE		Submit Invoice	N/A	Project in Good Standing
8	NAP230202	NVTA		SR-29 American Canyon Operational and Multimodal				
	OBAG 3	\$3,000		PAED	23-24	Submit Invoice	N/A	Project in Good Standing
9	NAP230201	Napa County - Napa Valley Vine Trail		Vine Trail: St. Helena - Yountville				
	EARMARK	\$4,000		PE	23-24	Submit Invoice	N/A	Project in Good Standing
10	VAR170002	Napa County		Napa Valley Vine Trail Vista Carneros				
	CMAQ-OBAG 3	\$750		PE	25-26	Submit Invoice	The NVVT Vista Carneros Project will complete design, environmental studies, and right-of-way for a three-mile Class I path linking Napa to the Vine Trail south of Airport Boulevard. The project advances through preliminary design, NEPA/CEQA documentation, and 65% PS&E to prepare the corridor for construction.	
11	NAP170009	City of Napa		Silverado Trail Five-Way Intersection Improvements				
	CMAQ-OBAG 3	\$2,000		ROW	26-27	Request Obligation	11/1/2026	The \$2M in OBAG funds were sucessfully reprogrammed for FFY26-27 to the ROW phase.
11	NAP170009	American Canyon		Melvin Road Pavement Rehabilitation				
	STP	\$1,333		CON	25-26		This project will rebuild about 3,225 feet of roadway on Poco Way, Melvin Road, and James Road in American Canyon using a recycled in-place paving method. Work includes fixing the road surface, updating curb ramps, managing stormwater and traffic during construction, repaving, and adding new striping for parking, centerlines, and "share-the-road" bike markings.	
12	VAR170002	American Canyon		Funding Set-Asides for Guardrail Upgrades				
	HSIP-Cycle 11	\$252		CON			Upgrade/replace existing guardrail systems on American Canyon Road approx. 400 feet east of Via Firenze.	
13	VAR170002	City of Napa		Pedestrian crossing enhancements at 6 uncontrolled crossing locations				
	HSIP-Cycle 11	\$639		CON			Various uncontrolled crossing locations throughout City of Napa. Project includes installing Rectangular Rapid Flashing Beacons, ADA curb ramps, curb extensions, signage, and striping.	
14	VAR170002	City of Napa		Improve pavement friction at 10 locations across two corridors				
	HSIP-Cycle 11	\$465		CON			Install High Friction Surface Treatments. Improve pavement friction at 10 locations along Brown Valley Road/First Corridor and Lincoln Avenue.	
15	VAR170002	Napa County		Napa County Guardrail Upgrades				
	HSIP-Cycle 11	\$1,000		PE/CON			Guardrail and end treatment upgrades.1.1 miles of guardrail upgrades within Napa County, with 4 sections on Silverado Trail, 1 section on Petrified Forest Rd, 5 sections on Deer Park Rd, 1 section on Howell Mountain Rd, and 2 sections on Tubbs Ln.	
16	VAR170002	Napa County		Napa County Silverado Trail Intersection Improvements				
	HSIP-Cycle 11	\$996		PE/CON			Intersections of Silverado Trail/Oak Knoll Ave, Silverado Trail/Zinfandel Ln, and Silverado Trail/the Strawberry Patch	
17	VAR170002	City of Napa		HSIP Cycle 12 - 16 signalized intersection				
	HSIP-Cycle 12	\$381		CON			Provide one protected left-turn phase, install one pedestrian countdown signal head, and modify signal phasing for fourteen intersections to implement a leading pedestrian interval (LPI)	
18	VAR170002	City of Napa		California Blvd and Pueblo Ave Intersection Upgrades				
	HSIP-Cycle 12	\$45		CON			Install upgraded stop signs and intersection pavement markings	
19	VAR170002	Napa County		HSIP Cycle 12				
	HSIP -Cycle 12	\$999		PE/CON			Upgrade guardrails and end treatments	

STIP At Risk Report

STIP Locally-Sponsored Napa County Projects

Index	PP No.	Sponser	Project Title		Source	Programmed Amount (\$x 1,000)	Phase	FY	Required Activity	Date Required By	Updates		
<b>Red Zone Projects</b>													
<b>Yellow Zone Projects</b>													
<b>Green Zone Projects</b>													
<b>1</b>		<b>City of Napa</b>	<b>Silverado Five-Way Intersection Improvements</b>										
			\$1,153	ROW	26/27	Request Obligation		11/1/2025		The \$1.1M in STIP funds were successfully reprogrammed for FFY26-27 to the ROW phase.			
<b>2</b>	<b>FMS 10044</b>	<b>NVTA</b>	<b>Soscol Junction</b>										
	EARMARK		\$500	CON	25/26					The City of St. Helena improve the pedestrian crosswalks at the uncontrolled intersection of Main Street (SR 29) and Spring Street. To enhance safety, the City plans to install bulb-out sidewalk extensions at each crosswalk, rectangular rapid flashing beacons (RRFBs), improved lighting, pavement markings, ADA-compliant curb ramps, and additional advisory and warning signage. Construction is scheduled to begin in July 2025 with an estimated completion date of October 2025.			
<b>3</b>	<b>FMS 10044</b>	<b>County of Napa</b>	<b>Vine Trail: St. Helena - Yountville</b>										
	STIP		\$2,000	CON	26/27					N/A			

January 8, 2025  
TAC Item 8.1  
Continued From: New  
Action Requested: Approve

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

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

Thursday, November 6, 2025

2:00 PM

JoAnn Busenbark Boardroom

### 1. Call To Order

Chair Rayner called the meeting to order at 2:02 p.m.

### 2. Roll Call

**Present:** 10 - Chairperson Derek Rayner

Arias  
Ahmann Smithies  
Clark  
Lowe  
Lederer  
Janzen  
Oneal  
Ramirez  
Ebach

**Non-Voting:** 2 - Javandel

Melogy

**Absent:** 2 - Cooper  
Kaplan

### 3. Public Comment

None

[Member Arias in attendance at this time]

### 4. Committee Member Comments

Member Lederer introduced Daniel Basore, Engineering Supervisor with the County of Napa, who will be attending TAC meetings in the future.

[Members Lederer, Janzen and Oneal in attendance at this time]

### 5. Staff Comments

Ms. Meehan introduced Zaira Renteria, NVTA's new Bilingual Outreach Coordinator.

Diana Meehan reported that the Draft Community Based Transportation Plan is open for public comment. The comment period closes November 17, 2025.

Ms. Meehan also reported that the Michelin Mobility team is still finalizing the maps and data for the website and should be published within two weeks.

Ms. Meehan noted that the County of Napa is working on their baseline data report for its upcoming General Plan update and will have workshops on November 12, 13, 19 and 20.

Addrell Coleman thanked the jurisdictions who submitted their Countywide Transportation Plan project worksheets, and reminded the TAC that the worksheets are due Friday, November 7, 2025.

Mr. Coleman reported that the 2025 Travel Behavior Study will be presented to the NFTA Board for approval at its November 19 meeting.

Mr. Coleman also noted that the Solano Napa Activity Based Model (SNABM) update is underway. The SNABM will reflect current conditions of land use, housing, employment and travel throughout Solano and Napa counties and align with the Metropolitan Transportation Commission's (MTC's) next regional transportation update that kicks off next year. Mr. Coleman invited the TAC members to participate in the SNABM Technical Advisory Committee, noting that the first meeting is tentatively scheduled for Friday, November 21 at 8:30 a.m.

## **6. STANDING AGENDA ITEMS**

### **6.1 County Transportation Agency Report (Diana Meehan)**

Report by Diana Meehan.

- Caltrans announced a Notice of Funding Opportunity for Sustainable Communities grants, applications are due November 21, 2025.

- Caltrans provided an update on the Bay Area Transit Plan needs assessment. Comments are due Friday, November 7, 2025.

- The U.S. Department of Transportation released a final interim ruling on that the disadvantaged business program (DBE program) that race and sex-based presumptions do not comply with the equal protection laws and have removed them.

- MTC provided an update on the Community Action Resource and Empowerment Program (CARE Program), formerly known as the Lifeline Transportation Program, which is designed to address ongoing barriers to transportation for low-income communities. The first Call for Projects for Community Power, Building and Engagement was released, 143 applications totaling \$18.9 million were received. They will move 16 projects forward that total \$1.5 million.

- MTC's legislative team is working with three other large metropolitan planning organizations (MPOs) on core priorities with a focus on protecting state of good repair funding for highways and transit.

- MTC held a workshop on October 29 that focused on the One Bay Area Grant Cycle 4 (OBAG 4). MTC anticipates releasing OBAG 4 in Spring 2026.

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

Addrell Coleman provided an update on the Project Monitoring Spreadsheets.

## **6.3 Caltrans Report (Amani Meligy)**

Amani Meligy provided the Caltrans report.

Member Lederer asked if there was a start date on the culvert repairs on SR 29.

Ms. Meligy replied they were still working on the project design and will share the construction Schedule when she receives it.

## **6.4 Vine Trail Update (Eric Janzen)**

Eric Janzen reported that the design team is still working on a solution for Bale Slough. Additionally, the Napa Valley Vine Trail Coalition (NVVTC) is working on a cost share agreement between the City of St. Helena, Town of Yountville, County of Napa, and the NVVTC for the St. Helena to Yountville segment.

## **6.5 Measure T/Measure U Updates (Addrell Coleman)**

Addrell Coleman noted that the City of American Canyon is schedule to present at the December 3 Independent Taxpayer Oversight Committee meeting.

## **7. PRESENTATIONS**

### **7.1 Ten-Year State Highway Operation and Protection Program (SHOPP) Project Review (Jon Stanton)**

Jon Stanton provided an overview of the Caltrans State Highway Operations and Protection Program (SHOPP), that included projects in Napa County.

## **8. CONSENT AGENDA**

### **8.1 Meeting Minutes of October 2, 2025 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 8-11)**

Motion by Lederer, Second by Ahmann Smithies to approve the October 2, 2025 Technical Advisory Committee Meeting Minutes as presented. Motion passed with Member Lowe abstaining.

## **9. REGULAR AGENDA ITEMS**

### **9.1 Nomination and Election of Technical Advisory Committee (TAC) Chairperson and Vice Chairperson for Calendar Year 2026 (Kathy Alexander) (Pages 12-13)**

Report by Kathy Alexander.

Juan Arias volunteered to serve as Chair and Lorien Clark volunteered to serve as Vice Chair for Calendar Year 2026.

Motion by Ahmann Smithies, Second by Rayner to appoint Juan Arias as Chair and Lorien Clark as Vice Chair of the Technical Advisory Committee for Calendar Year 2026. Motion was unanimously approved.

**9.2 Draft 2026 Technical Advisory Committee (TAC) Work Plan and 2026 Meeting Calendar (Diana Meehan) (Pages 14-18)**

Report by Diana Meehan.

The Vision Zero Biennial Report and Vine Trail were added to the 2026 Work Plan.

Motion by Lederer, Second by Janzen to approve the 2026 Draft Work Plan as amended, and accept the 2026 Meeting Calendar. Motion passed unanimously.

**9.3 Plan Bay Area 2050+ Review (Diana Meehan) (Pages 19-22)**

Diana Meehan provided an overview of Plan Bay Area 2050+.

Information Only/No Action Taken

**9.4 Legislative Update\* (Diana Meehan)**

Diana Meehan provided the Legislative Update.

Information Only/No Action Taken

**9.5 November 19, 2026 NVTA-TA and NVTA Board Meeting Draft Agendas\* (Diana Meehan)**

Diana Meehan reviewed the November 19, 2025 Draft NVTA-TA and NVTA Meeting agendas.

Information Only/No Action Taken

**10. FUTURE AGENDA ITEMS**

None

**11. ADJOURNMENT**

Meeting adjourned at 2:54 p.m.

**11.1 The next regularly scheduled meeting for the NVTA Technical Advisory Committee is Thursday, December 4, 2025 at 2:00 p.m.**

Kathy Alexander (e-sign)

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Kathy Alexander, Deputy Board Secretary



January 8, 2026  
TAC Agenda Item 9.1  
Continued From: July 2025  
**Action Requested: INFORMATION**

## NAPA VALLEY TRANSPORTATION AUTHORITY

### Technical Advisory Committee Agenda Memo

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**TO:** Technical Advisory Committee

**FROM:** Danielle Schmitz, Executive Director

**REPORT BY:** Diana Meehan, Planning and Programming Manager  
(707) 259-8327 / Email: [dmeehan@nvtac.ca.gov](mailto:dmeehan@nvtac.ca.gov)

**SUBJECT:** Countywide Transportation Plan Progress Update

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#### **RECOMMENDATION**

Information only

#### **EXECUTIVE SUMMARY**

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

#### **FISCAL IMPACT**

Is there a Fiscal Impact? No

#### **BACKGROUND**

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

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

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

### **Data Collection and Baseline Assessment**

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

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

### **Emerging Needs Assessment**

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

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

## Community Engagement

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

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

## Goals, Strategies & Performance Measures

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

## CTP Projects Review-Update

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

## Next Steps (Winter/Spring 2026)

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

**ATTACHMENTS**

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

## 2050 CTP Goals and Objectives

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

**2050 CTP Performance Metrics\***

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

\*Revised December 17 2025



January 8, 2025  
TAC Agenda Item 9.2  
Continued From: July 2025  
**Action Requested: INFORMATION**

## NAPA VALLEY TRANSPORTATION AUTHORITY **TAC Agenda Memo**

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**TO:** Technical Advisory Committee  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Patrick Band, Senior Planner  
(707) 259-8781 / Email: [pbard@nvtac.ca.gov](mailto:pbard@nvtac.ca.gov)  
**SUBJECT:** Countywide Active Transportation Plan (AT Plan) Update

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

In August of 2024, Napa Valley Transportation Authority (NVTa) kicked off the process of developing a Countywide Active Transportation Plan, updating prior active transportation planning efforts into a single countywide planning document.

Since that time, NVTa staff have worked closely with local jurisdictions, stakeholders, and the public to develop a plan that charts a path forward for active transportation investments throughout Napa County. Staff anticipate bringing a full plan to the NVTa Board of Directors for review and adoption in the coming months.

This item serves to provide TAC members with information regarding public outreach and engagement performed over the plan development process, anticipated adoption schedule including coordination with jurisdiction staff on local adoption, and efforts moving forward to ensure consistent and accurate tracking of investments and facility improvements under the new Countywide Active Transportation Plan.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

## **BACKGROUND AND DISCUSSION**

### **Public Outreach & Engagement**

A key element of developing the Countywide Active Transportation Plan has been deep engagement with the local agency partners, stakeholders, and the public. Over the plan development process, NVTA staff attended over 30 events in the community, sharing information about the Plan, soliciting feedback, and engaging in dialogue about the needs and priorities of residents and visitors. Staff conducted both general public outreach and local committee/commission updates for each jurisdiction multiple times over the course of the planning process.

Highlights of public engagement include:

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

### **Anticipated Adoption Process & Schedule**

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

Table 1 below provides additional detail.

**Table 1: Anticipated Adoption Schedule**

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

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

NVTA staff will be available to assist with any presentations, documentation, or other information necessary to support local adoption.

### **Next Steps**

Following adoption of the AT Plan, NVTA staff will continue to work closely with jurisdictions to identify funding opportunities to implement elements of the plan, as well as track progress toward identified Goals and Objectives from the plan. Staff anticipate completing a brief annual summary of countywide active transportation accomplishments, as well as working closely with the County of Napa Geographic Information Systems (GIS) team to update and host publicly viewable layers showing existing and proposed facilities. This ongoing work will require close coordination with jurisdiction staff, likely in the form of an annual survey or questionnaire that will seek to capture information about improvements completed in the prior calendar year.

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

### **ATTACHMENTS**

None



January 8, 2026  
TAC Agenda Item 9.2  
Continued From: New  
**Action Requested: INFORMATION**

## NAPA VALLEY TRANSPORTATION AUTHORITY Technical Advisory Committee Agenda Memo

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

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### **RECOMMENDATION**

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

### **EXECUTIVE SUMMARY**

This report summarizes the Vine's operational performance during the first quarter of the Federal Fiscal Year (FY) 2025-26, covering the period July 1 to September 30, 2025. The 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 upcoming schedule changes and marketing efforts.

### **FISCAL IMPACT**

None

### **BACKGROUND & DISCUSSION**

#### Upcoming Schedule Changes

The next schedule change is slated for January 11, 2026. The changes include:

- Adding a new Southbound Route 10 Bus Stop located at approximately 1615 Lincoln Ave
- Adding new stops on Route E by McPherson Elementary

- Timetable adjustments and eliminating the Redwood Park & Ride stop on Route 11X
- Reducing the hours of service on the Yountville Bee to 7pm on Friday & Saturday (Currently, service is scheduled until 9pm)

The next schedule change will occur on June 14, 2026 to coincide with the conclusion of the 2025-2026 school year.

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

\*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.

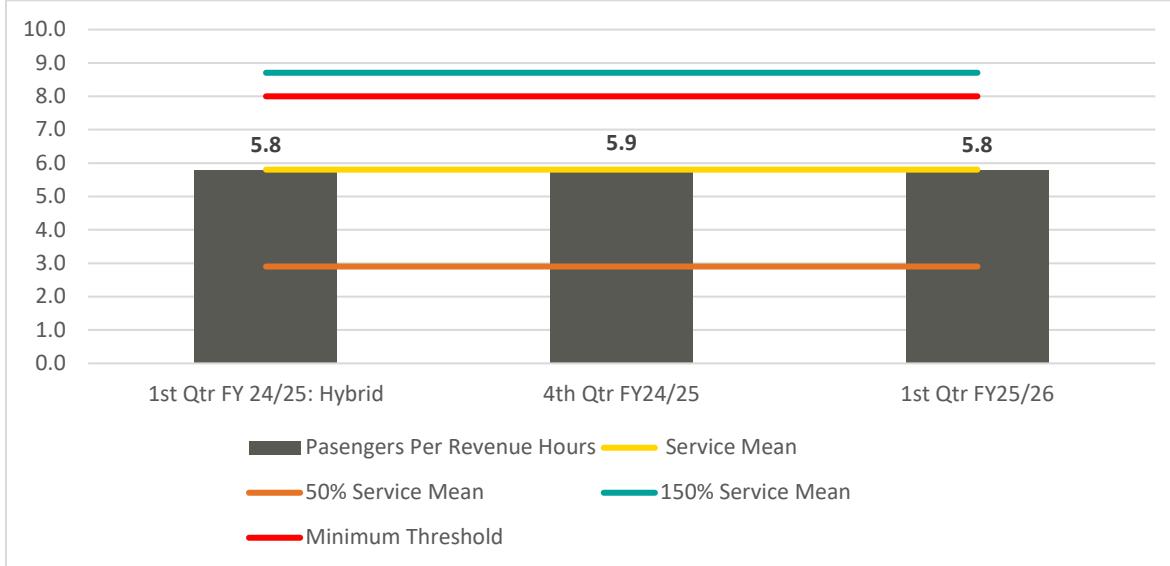
*Chart 1: Passengers per Revenue Hour on City of Napa Routes (Weekdays)*

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 FY 25, that number increased to 3.2. This demonstrates the more efficient nature of operating a fixed route service compared to an on-demand service.

Chart 2: Local Service Passengers per Revenue Hour (Weekdays)

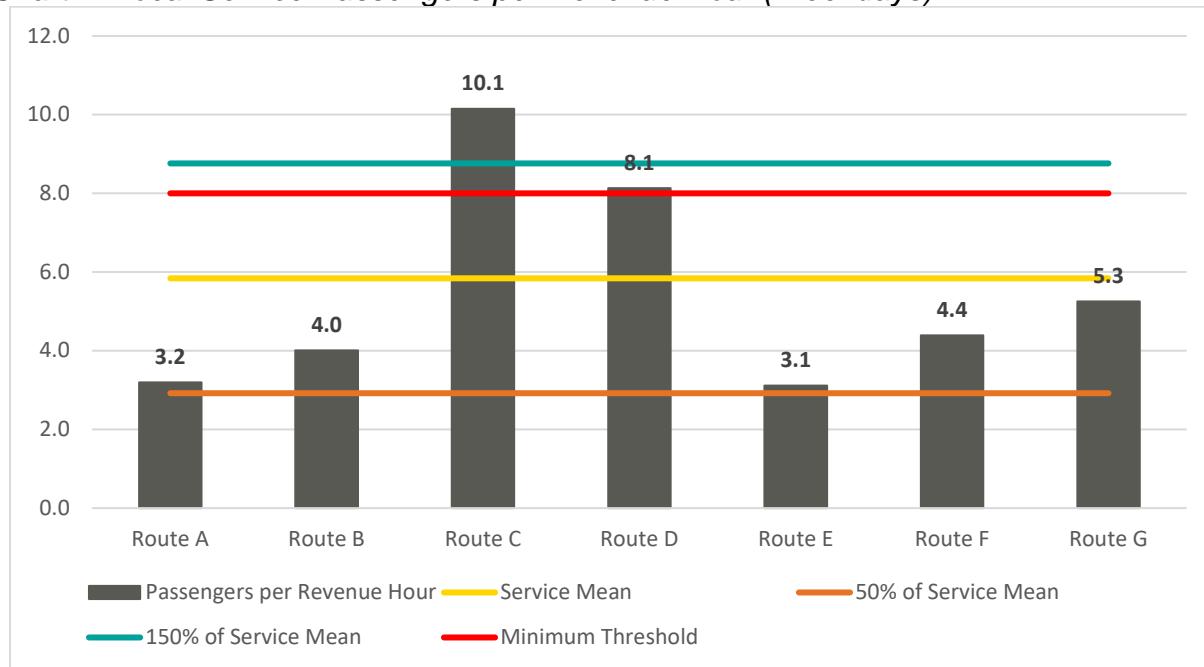


Table 2 on the next page shows overall ridership decrease of nearly 12% for the quarter on regional routes. While overall the 11X ridership fell in the first quarter from FY 25 to FY 26, ridership in September at 521 riders was higher than in July at 378 riders. Route 29 began operating on Saturdays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

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

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

\*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, 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.

*Chart 3: Regional Service Passengers per Revenue Hour*

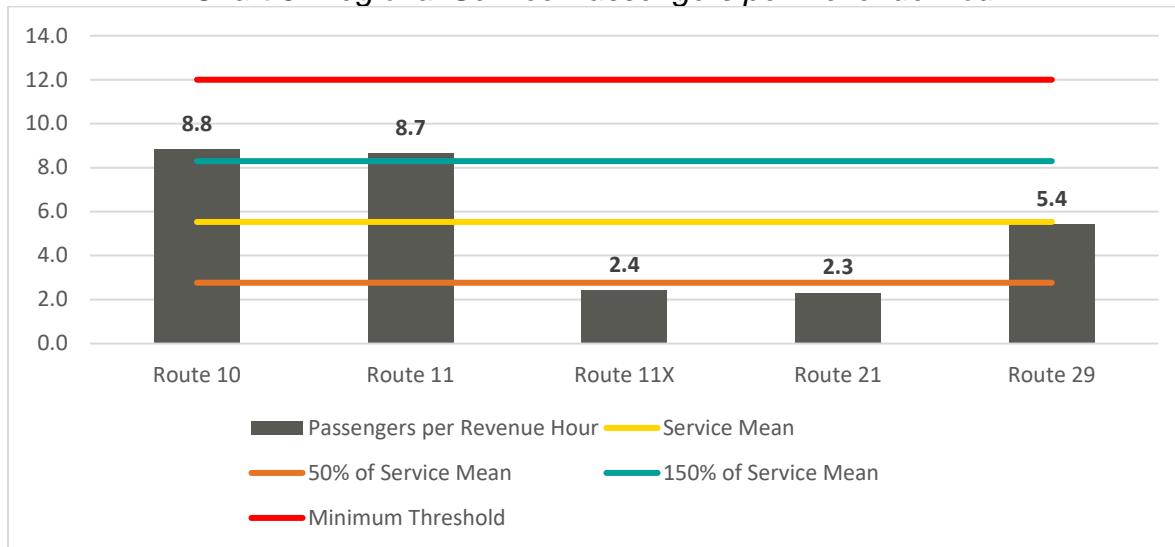


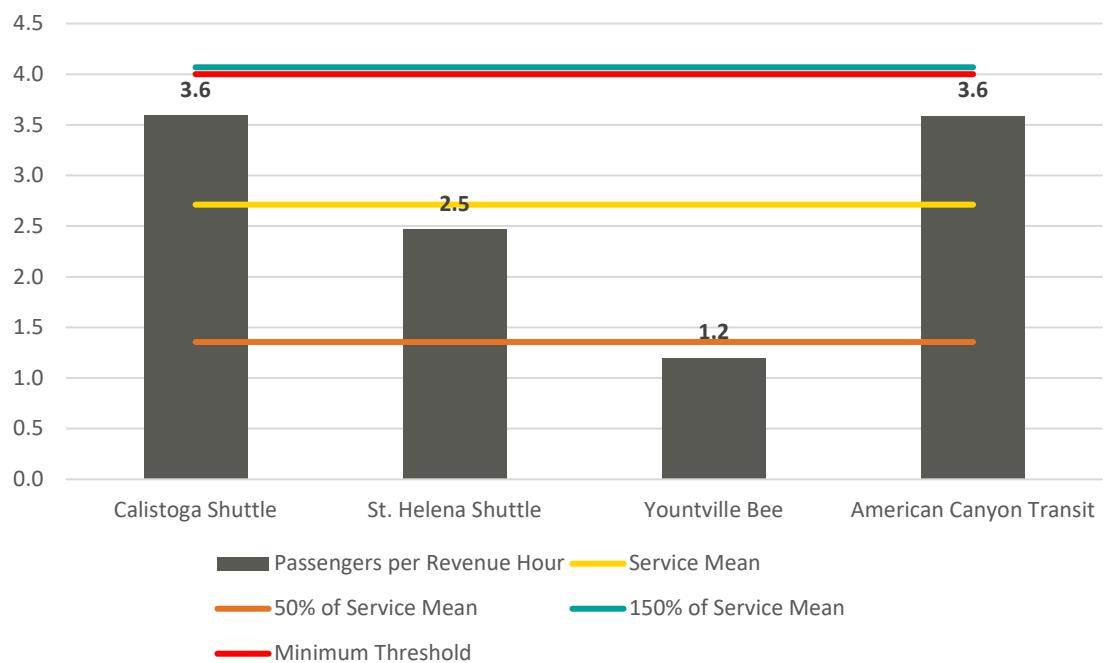
Table 3 shows ridership had a minor decrease on the community shuttles overall by about 4% compared to the same quarter last year. The Yountville Bee experienced the most significant decline among the community shuttles at approximately 25%. NVTA staff is working with Yountville staff to explore an expanded 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
<b>Calistoga Shuttle</b>	3,946	4,025	2.00%	79
<b>St. Helena Shuttle</b>	1,410	1,634	15.89%	224
<b>Yountville Bee</b>	1,413	1,060	-24.98%	-353
<b>American Canyon Transit</b>	4,313	3,930	-8.88%	-383
<b>Total</b>	<b>11,082</b>	<b>10,649</b>	<b>-3.91%</b>	<b>-433</b>

Chart 4 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 FY 26, 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 submitted a Request for Proposals (RFP) to the California Public Utilities Commission's Access for All Program to fund increased service hours on the shuttle. The proposal is to increase weekday hours on American Canyon Transit to 7:00pm and implement Saturday and Sunday service that would operate from 8:30AM – 5:30pm.

*Chart 4: Community Shuttle Service Passengers per Revenue Hour*



VineGo ridership rose by about 19% over the last year as seen in Table 4. Staff continue 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*

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

*Table 6: Missed trips Q1 of FY 2025-2026*

	<b>Regular Missed Trips</b>	<b>On-Demand Missed Trips</b>
<b>July</b>	8	0
<b>August</b>	8	0
<b>September</b>	5	0
<b>Total</b>	<b>21</b>	<b>0</b>

### 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 the previous Vine Transit report 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)



In January 2025, NVTA launched a “Design a Bus” contest where artists from across the North Bay were invited to submit a portfolio of their artwork. A panel of judges, including NVTA staff members, a CAC member, a PCC member and a Transdev staff member, selected their top three favorite artists and requested that they submit their artwork to be applied to one of Vine Transit’s new 40-foot electric Gillig buses. The panel selected Blanca Molina as the winning design and NVTA publicly unveiled the

art bus at the City of Napa Holiday Parade on December 6, 2025

September was transit month, and to celebrate staff launched a Bus Animal Naming Contest with participation from school-aged students. NVTA invited elementary school students to name its electric fleet mascots - the owl, hawk, butterfly and bee. Winning students were treated to a special bus experience, received a basket of Vine Transit prizes, and celebrated with a pizza party for their class. The winning animal names are:

Poppy the Bee – named by Genesis – 5<sup>th</sup> grade, Calistoga Elementary

Talon the Hawk – named by Cody – 5<sup>th</sup> grade, Willow Elementary

Mari (short for Mariposa) the Butterfly – named by Eleanor – 5<sup>th</sup> grade, St. Helena Elementary

Ollie the Owl – named by Kimber – 2<sup>nd</sup> grade, Alta Heights Elementary



## **ATTACHMENTS**

None