

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@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 9 a.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment during a virtual meeting (Zoom), click the "React" tab, then click on the "Raise Your Hand" button to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted.
2. To comment by phone, press "*9" to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself by pressing "*6" when it is your turn to make your comment, for up to 3 minutes. After the allotted time, you will be re-muted.

Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed. All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) are posted on the NVTa website at: <https://nctpa.legistar.com/Calendar.aspx>

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

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

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

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

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

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 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

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

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

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	Project Details	Project Status Information
Red Zone Projects								
1	NAP130001	City of Napa	Vine Trail Gap Closure - Soscol Avenue Corridor					
	STP	\$650	CON	15-16	Submit Invoice	ASAP	N/A	N/A
2	NAP130001	City of Napa	PDA Planning Program Funds					
	STP	\$275	PE	19-20	Submit Invoice	ASAP	N/A	N/A
Yellow Zone Projects								
Green Zone Projects								
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.	Project in Good Standing
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.	Project in Good Standing
5	NAP170006	County of Napa	Chiles Creek Bridge Replacement					
	HBP-T4-L	\$746	PE		Submit Invoice		N/A	Project in Good Standing
6	NAP170006	County of Napa	Dry Creek Bridge Road Replacement					
	HBP-T4-L	\$899	PE		Submit Invoice		N/A	Project in Good Standing
7	NAP170006	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.	Project in Good Standing
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.	Project in Good Standing
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.	Project in Good Standing
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.	Project in Good Standing
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	Project in Good Standing
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.	Project in Good Standing
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.	Project in Good Standing
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	Project in Good Standing
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)	Project in Good Standing
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	Project in Good Standing
19	VAR170002	Napa County	HSIP Cycle 12					
	HSIP -Cycle 12	\$999	PE/CON				Upgrade guardrails and end treatments	Project in Good Standing

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
Red Zone Projects							
Yellow Zone Projects							
Green Zone Projects							
1	City of Napa		Silverado Five-Way Intersection Improvements				
		\$1,153	ROW	26/27	Request Obligation	11/1/2025	The \$1.1M in STIP funds were suscessfully reprogrammed for FFY26-27 to the ROW phase.
2	FMS 10044	NVTA	Soscol Junction				
	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.
3	FMS 10044	County of Napa	Vine Trail: St. Helena - Yountville				
	STIP	\$2,000	CON	26/27			N/A

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

Meligy

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 NVTB 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)

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Planning and Programming Manager
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Countywide Transportation Plan Progress Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

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

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND

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

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

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

Data Collection and Baseline Assessment

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

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

Emerging Needs Assessment

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

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

Community Engagement

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

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

Goals, Strategies & Performance Measures

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

CTP Projects Review-Update

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

Next Steps (Winter/Spring 2026)

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

ATTACHMENTS

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

2050 CTP Goals and Objectives

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

2050 CTP Performance Metrics*

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

*Revised December 17 2025



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Memo

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

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

In August of 2024, Napa Valley Transportation Authority (NVRTA) 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, NVRTA 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 NVRTA 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 18th 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

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

Each jurisdiction will also have an opportunity to identify locally relevant policies to supplement the Vision, Goals, Objectives and Countywide policies included in the 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



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

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

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
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.

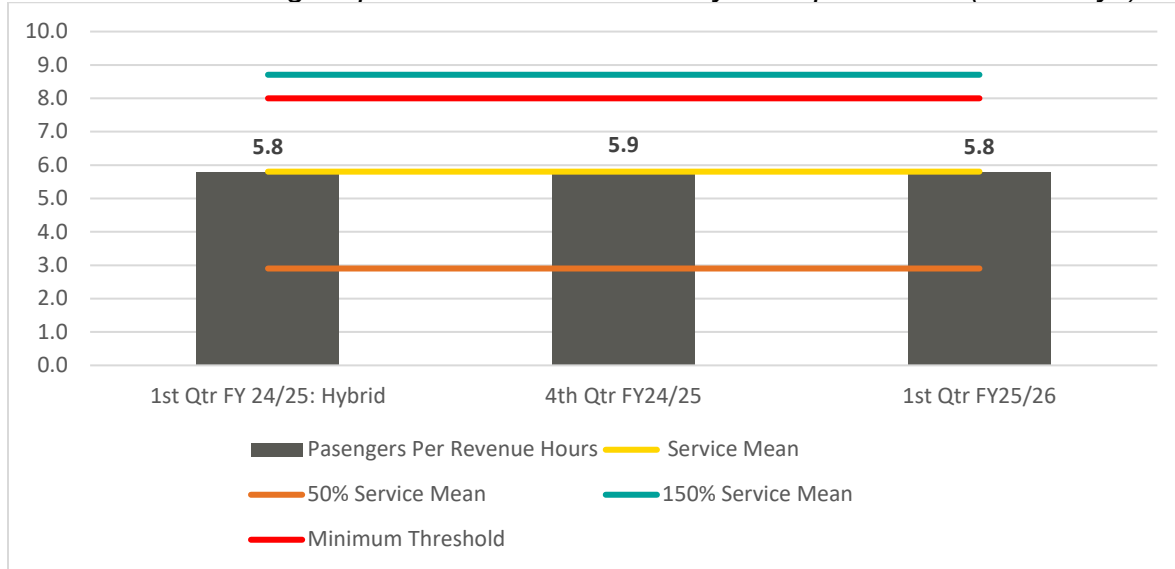
Chart 1: Passengers per Revenue Hour on City of Napa Routes (Weekdays)

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 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.

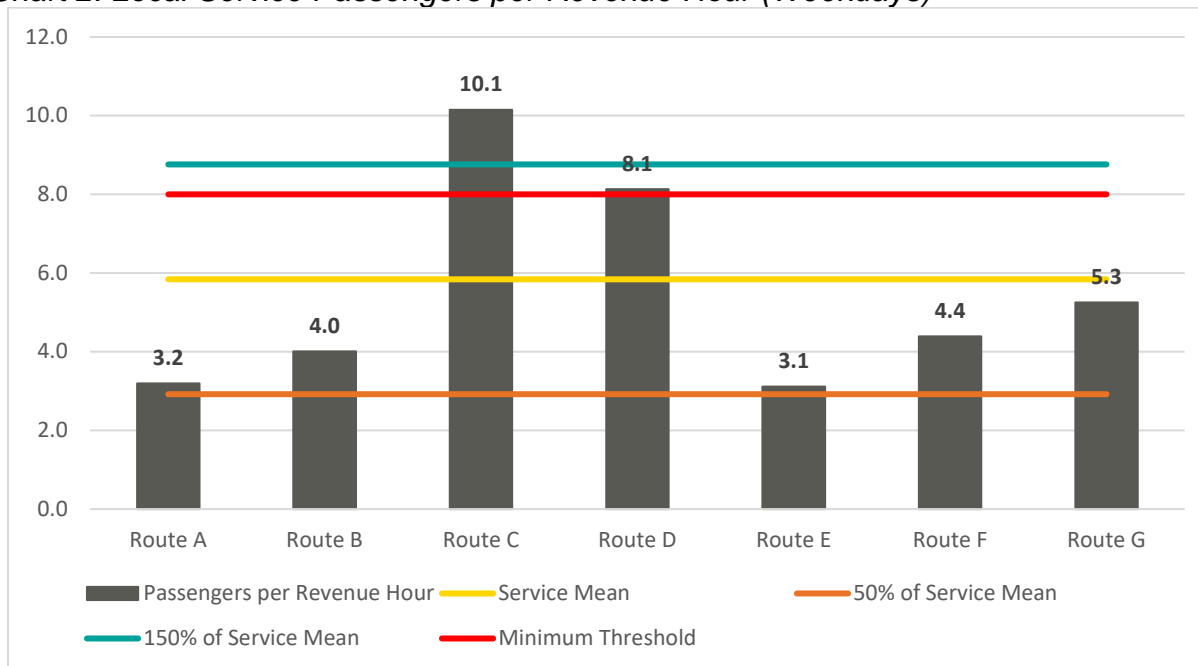
Chart 2: Local Service Passengers per Revenue Hour (Weekdays)

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 & 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, 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

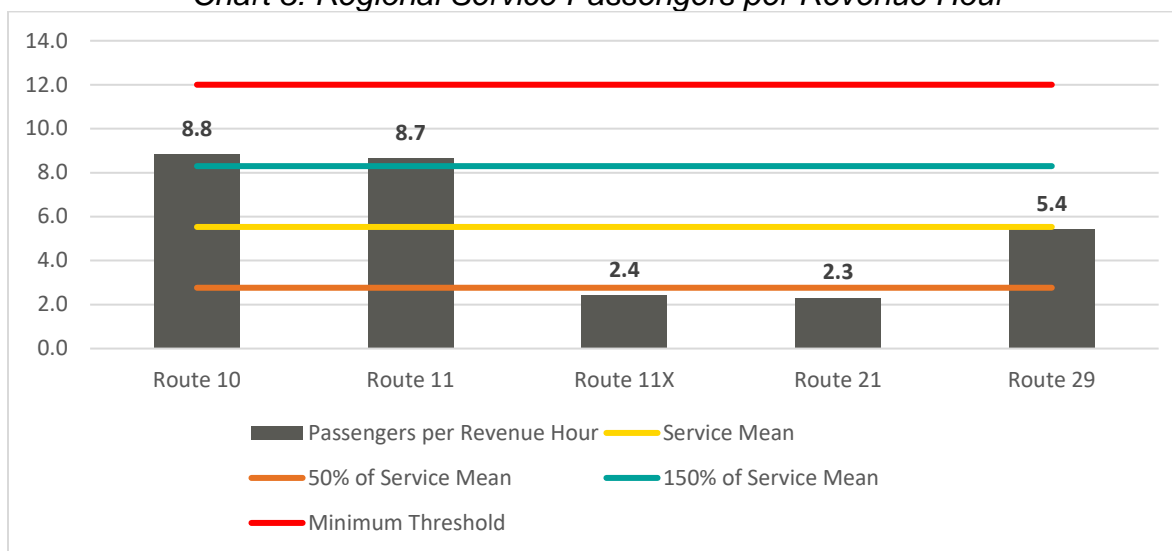


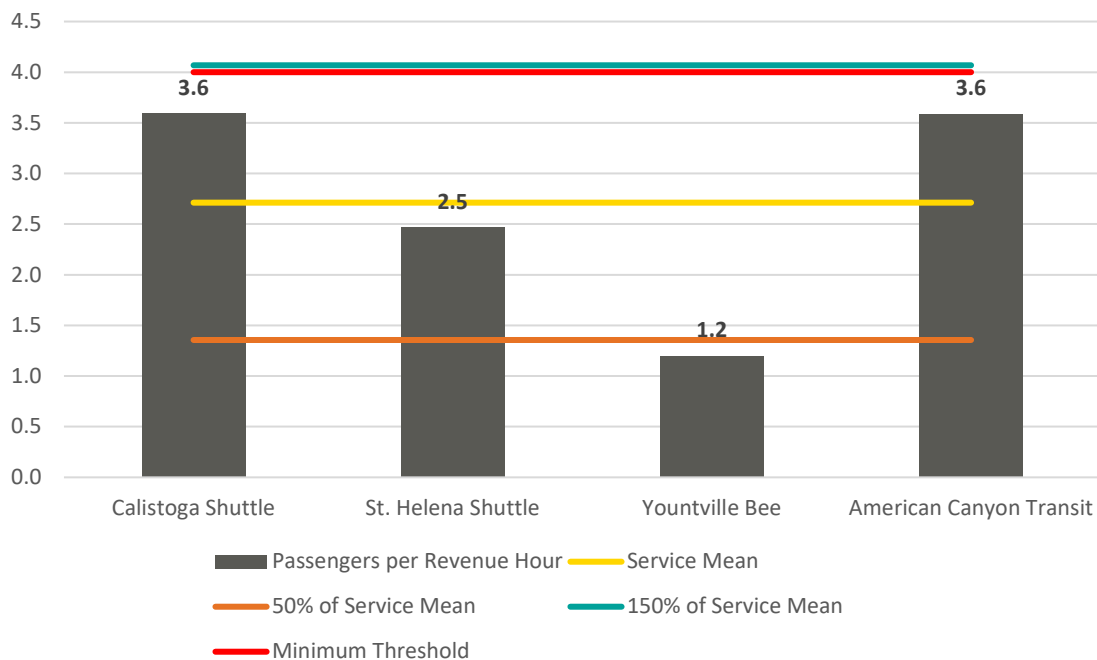
Table 3 shows ridership had a minor decrease on the community shuttles overall by about 4% compared to the same quarter last year. The Yountville Bee experienced the most significant decline among the community shuttles at approximately 25%. NVTA staff is working with Yountville staff to explore an expanded 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
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 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

	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 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 – 5th grade, Calistoga Elementary

Talon the Hawk – named by Cody – 5th grade, Willow Elementary

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

Ollie the Owl – named by Kimber – 2nd grade, Alta Heights Elementary

ATTACHMENTS

None

