

# A Year of **Great Strides**

Napa Valley Transportation Authority  
**2024 Annual Report**



**NVTA**

# Napa Valley Transportation Authority Board of Directors

## City of American Canyon

Mayor Pierre Washington

Councilmember Mark Joseph — NVTA Chair

## City of Calistoga

Mayor Don Williams

Councilmember Kevin Eisenberg

## City of Napa

Mayor Scott Sedgley

Councilmember Bernie Narvaez

## City of St. Helena

Mayor Paul Dohring — NVTA Vice Chair

Councilmember Michelle Deasy

## Town of Yountville

Mayor Marjorie Mohler

Town Councilmember Robin McKee-Cant

## Napa County Board of Supervisors

Supervisor Liz Alessio — District 2

Supervisor Amber Manfree — District 4

## Paratransit Coordinating Council

Devereaux Smith — PCC Representative

## NVTA

Kate Miller— Executive Director

## ABOUT NVTA

The Napa Valley Transportation Authority serves as the Congestion Management Agency for Napa County, responsible for programming state and federal funds for a wide scope of local projects, from the Napa Valley Vine Trail to State Route 29.

A Joint Powers Authority, NVTA handles the county's short- and long-term regional transportation planning, working closely with its local, regional, state, and federal partners to improve Napa County's streets, highways, sidewalks and bicycle and pedestrian facilities.

NVTA also manages the Vine Transit system, which serves over 500,000 passengers each year, providing local fixed-route service, door-to-door paratransit and community shuttles, and regional express bus service throughout the Valley. Vine Transit is part of Seamless Bay Area, which aims to create a more cohesive travel experience between the Bay Area's many transit systems. For Vine, this includes connections at key transportation hubs like the San Francisco Bay Ferry Terminal in Vallejo, the El Cerrito del Norte BART station, and the Capitol Corridor Amtrak at the Fairfield/Suisun station.

NVTA's staff includes 19 professionals with a wide scope of skill sets, including transportation planners, transit management, finance, engineering and public outreach.

## From the Executive Director

2024 was a year packed with *great strides* for the Napa Valley Transportation Authority — one for the memory books.

In February, we put the finishing touches on the state-of-the-art Vine Transit Maintenance Facility, a \$39 million project designed to support Napa County's public transportation system for the next 50 years. It features enhanced charging capability for our electric buses, which will allow us to retire some diesel buses. It is also equipped with hydrogen technology, preparing Vine Transit for the zero-emission transportation options of the future. Not to mention the bright, modern, employee-centric facility will help attract top transportation talent.

By August, it was time to cut the ceremonial ribbon on the Napa Valley Vine Trail - St. Helena to Calistoga segment. This pristine 8.2 miles may be the prettiest section of Vine Trail yet, winding through Bothe-Napa Valley State Park, past heritage vineyards and across babbling creeks. It's a gem that the Valley's cyclists, pedestrians and dogs will enjoy for generations to come.

Right on its heels in September, we partnered with Caltrans to celebrate the completion of the Soscol Junction Interchange at SR 29 at SR 221, a \$56 million project that has been in the pipeline for years. With its improved traffic flows, this enhanced intersection will eliminate 94,000 tons of carbon over the next 20 years. Meanwhile, drivers will save 1.4 million hours of drive time each year — a major win for the whole region.

Come November, we anxiously awaited the results of Measure U, our 1/2-cent sales tax measure designed to raise \$1.2 billion for Napa County's road and highway projects over 30 years, including bike and pedestrian developments. We were delighted when over 72% of voters showed their support for this critical measure, which is intended to help clear the last remaining bottlenecks on SR 29 (*see page 4*).

Amongst all this fanfare, I continued to serve on the California Transit Transformation Task Force — working with great minds across the state to improve public transit on a wide scale.

I end the year grateful for these great strides, a great team and the great impact NVTA made in this past year!

Kate Miller, NVTA Executive Director



## From the Board Chair

What an exciting year to take the helm as the Chair of the NVTA Board of Directors amidst a time of impressive progress and important growth. I am honored to represent the people of Napa Valley in this capacity.

There was plenty to celebrate in 2024. I'm proud to share that NVTA Executive Director Kate Miller was honored with a Distinguished Service Award from the California Transit Association for her 29-year career as a transportation professional, as well as the critical role she played in building the Vine Transit Maintenance Facility and the NVTA's successful Measure U sales tax campaign.

Did you know Measure U was the only supermajority transportation sales tax to pass in California in 2024? We were honored to earn the support of Valley voters, and look forward to making great strides on our local streets and roads when the measure goes into effect on July 1, 2025.

Speaking of awards, the newly completed bus maintenance facility has already received accolades thanks to its innovative and sustainable design. The American Council of Engineering Companies awarded the project a 2025 Engineering Excellence Merit Award. With solar canopies capable of generating 1 million watts of power, more than enough to cover the property's energy needs, this new facility is a beacon to the future of transportation. Congrats to the NVTA team for bringing this critical infrastructure to fruition.

I am always impressed at the NVTA staff's commitment to reducing greenhouse gases in our beautiful Napa Valley. Even seemingly small projects can have big impacts. Take the new bus stop at Napa Valley College, which was completed over the summer. The newly shortened route will save 200 minutes in drive time every weekday, with a total savings of 850 hours a year.

There was undeniable progress made across Napa County in 2024, but 2025 is gearing up to be just as busy and productive. We are launching the Countywide Transportation Plan, Community-Based Transportation Plan and Active Transportation Plan, and we'll be looking for your feedback — so don't be shy!

Mark Joseph, NVTA Board Chair



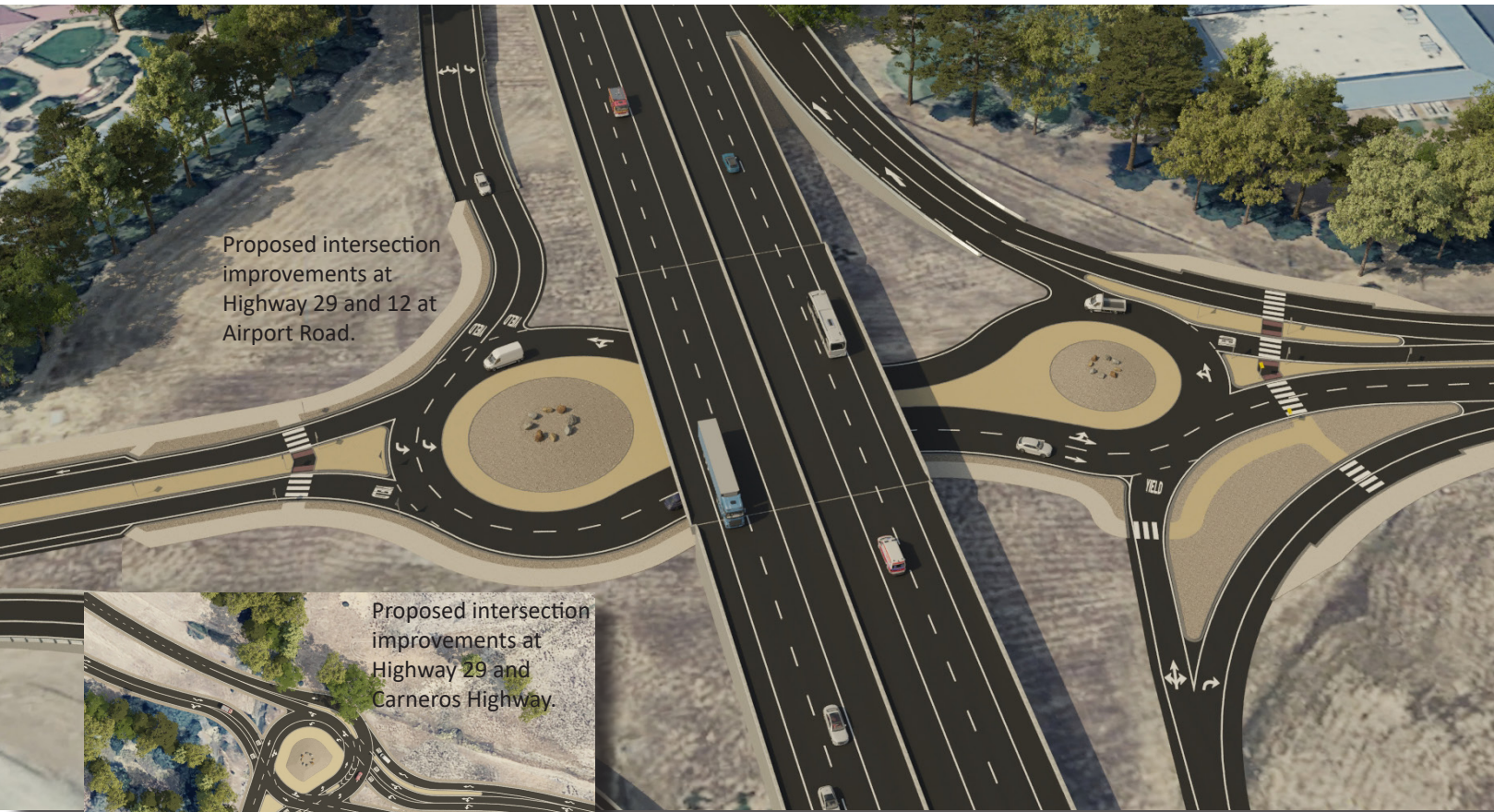
# UPLIFTING

## Streets, Roads and Highways

Measure U draws wide support



Measure U, a 1/2-cent sales tax dedicated to maintenance of Napa County street and road projects, proved popular in November, earning more than 72% voter approval. It was the only supermajority transportation sales tax in the state to pass in 2024. It will grow on the success of Measure T, while allowing more financial flexibility in the form of bonding. Now, complex projects can be financed quicker and will cost less to complete. The bulk of the \$1.2 billion generated during the Measure's 30 year horizon will go directly to the County of Napa; Cities of Napa, American Canyon, St. Helena and Calistoga; and the Town of Yountville, exclusively for road, bike and pedestrian projects. The Measure also includes \$56 million for regional highway projects designed to address the remaining traffic bottlenecks on State Route 29.



### Measure U Regional Projects

- ◇ Airport — Intersection improvements at Highway 29 and Jameson Canyon/Airport Road and Highway 12/Kelly Road
- ◇ American Canyon Highway 29 Corridor Improvement Project
- ◇ Intersection improvements at Highway 29/Highway 12 (Carneros Highway)
- ◇ Highway Operations and Emergency Evacuations, allowing proactive management of highway facilities and emergency routes.

# Measuring Success

## Measure T in Napa County

First passed by 74% of voters in 2012, the 1/2-cent sales tax Measure T has pumped \$134 million into local street and road projects to date, including sidewalk repair and bicycle infrastructure. In 2024, that included major projects like Jefferson Street in Napa, Silverado Trail throughout the County and Heritage Court in Yountville, to name a few. The Measure, first implemented in 2018, will be replaced by Measure U in July 2025.

See a complete list of Measure T projects at [nvta.ca.gov/programs/measure-t-project](http://nvta.ca.gov/programs/measure-t-project)



Road Miles Repaired/Replaced

**42.19 Miles**



**778 Feet**

Sidewalks Repaired/Replaced



Curbs/Ramps Installed or Replaced

**87**

Fiscal Year 2024

**Revenues**  
\$25,237,575



Bike Lanes Built Class II/III

**3.01 Miles**

### Expenditures

Local Streets & Roads: \$24,899,847  
Administration: \$426,835  
**TOTAL**  
\$25,326,682

# Cutting the Ribbon on Sustainability

2024 was a marquee year at NVTA with the completion of three of our largest and longest-standing projects. The Vine Transit Maintenance Facility, Napa Valley Vine Trail (Calistoga to St. Helena) and the Soscol Junction Interchange were all designed to help further NVTA's commitment to build a more sustainable Napa County.



**Completed:** August 2024  
**Total Cost:** \$19 Million  
**Funding Sources:** Active Transportation Program, NVTA, Napa Valley Vine Trail Coalition, One Bay Area Grant, County of Napa, City of Calistoga, City of St. Helena, TFCA, TDA, Bay Area Ridge Trail

**Green Impact:**  
 The newest 8.2 miles of the Napa Valley Vine Trail creates a dedicated pedestrian and bike path between the popular up valley cities of St. Helena and Calistoga, completing the northern terminus of the trail. Once finished, the Vine Trail will span 47-miles from Calistoga to Vallejo, creating a breathtaking new sustainable travel option for residents, workers and visitors of Napa County.

## Napa Valley Vine Trail Calistoga to St. Helena



From left, FTA Regional Administrator Ray Tellis, NVTA Board Chair Liz Alessio, Sen. Bill Dodd, NVTA Executive Director Kate Miller. April 12, 2024

## Vine Transit Maintenance Facility



**Completed:** February 2024  
**Total Cost:** \$39 Million  
**Funding Sources:** TIFIA Loan, Transportation Development Act, Federal Transit Administration Grants, Private Bank Loan, and SB1 Local Partnership Program, SB1 State of Good Repair

**Green Impact:**  
 Vine Transit's state-of-the-art facility will enhance sustainable transportation options across Napa County in myriad ways. Expanded charging capacity means electric buses can run more often. Now equipped for hydrogen fuel technology, Vine has new opportunities when growing its zero-emission fleet. The 28,000-square-foot facility is solar operated, designed to keep the property functioning in the event of an emergency. The enhanced capabilities of this new space, equipment and technology will support Vine Transit's goal to operate a zero-emission fleet of vehicles by 2040.

## Soscol Junction Roundabouts



**Completed:** Fall 2024  
**Total Cost:** \$54 Million  
**Funding Sources:** SB1 funding, State and Local funds

**Green Impact:**  
 Built in partnership with Caltrans, the Soscol Junction Roundabouts are helping to keep drivers moving on State Routes 29 and 221. By replacing the signalized intersection with traffic circles, the project is expected to save commuters over 1.4 million hours of drive time annually, create 1,050 new jobs, and eliminate 94,000 tons of CO2 over 20 years.



From left, NVTA Executive Director Kate Miller, NVTA Board Chair Mark Joseph, Rep. Mike Thompson, Supervisor Ryan Gregory, Caltrans District 4 Director Dina El Tawansy. Sept. 13, 2024

# 4 Highlights

## Napa Valley College Partnership

What a difference a single northbound bus stop can make! The new stop will allow Vine Transit drivers to shave 200 minutes off their route every weekday for a total savings of 850 hours annually, improving overall efficiency of the route.

## Students on the Move

Late in 2024, students voted to add \$8 in student fees in exchange for free access to the Vine Transit system. Starting in 2025, any full-time student can pay the fee and use their student ID to take Vine buses to work, school, or anywhere else they want to go.



# Big Plans

As 2024 drew to a close, NVTA embarked on a new planning era, with many countywide plans taking shape in 2025. NVTA is a county transportation agency with responsibility to address multi-modal transportation improvements that feed into the Regional Transportation Plan completed by the Metropolitan Transportation Commission. While this important work began in 2024, these plans will necessitate significant public feedback in 2025, encouraging the public to weigh in on the region's transportation priorities. *Keep an eye on [nvta.ca.gov](http://nvta.ca.gov) for the latest.*

## Countywide Transportation Plan

Guiding all major road improvements and safety upgrades through 2050, this plan serves as the backbone of the county's transportation planning. NVTA works with the county, the cities and town to identify and prioritize the region's major infrastructure improvements. The goal is to relieve congestion, improve safety, create more active transportation infrastructure, provide more reliable and frequent bus service, and maintain and repair the existing transportation system. The plan is updated every 4 years.



## Community-Based Transportation Plan

The purpose of the CBTP is to identify Equity Priority Communities (EPCs) based on census data, and conduct specific outreach to those communities to identify transportation gaps and needs. Napa County contains 9 EPCs and NVTA will conduct public outreach directly in those areas to gain knowledge about what transportation improvements are important to residents. The goal is to collect feedback from residents about the challenges they face with transportation in their communities, so that NVTA can identify solutions and prioritize projects and programs that support diverse and vulnerable populations.



## Countywide Active Transportation Plan

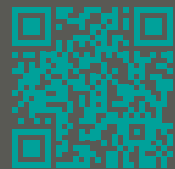
Let's imagine a Napa County that is safe and comfortable to traverse by bike or on foot. What infrastructure would need to be built? The Active Transportation Plan will begin collecting feedback from across the community, with a goal to build a region that can be more easily biked or walked. It marks NVTA's first ever Countywide Active Transportation Plan, and will combine elements from the 2016 Napa Countywide Pedestrian Plan and the 2019 Napa Countywide Bike Plan, along with input from local jurisdictions and the public. Feedback is already being sought via an interactive map at [NapaATPlan.org](http://NapaATPlan.org). The website also includes upcoming public outreach meetings.



## Movie Magic

NVTA worked with a professional video team to create three promotional videos in 2024 — watch them today!

### How to Ride the Vine



From how to read a schedule to understanding fares to signaling your stop, this video answers all your Vine Transit questions.

### VineGo Paratransit

Serving seniors and those with mobility challenges, VineGo is a lifeline for Napa County's most vulnerable. Find out how it works.



## NVTA Outreach



NVTA was everywhere in 2024, from local senior resource fairs to the State Capitol. Some highlights included Earth Day in Napa and American Canyon, Bike and Walk to Wherever Day, Bike Fest, California Transit Association's Spring Legislative Conference, Transit Month, MTC's reveal of new regional transit signage, Self Help Counties Coalition Focus on the Future and the Napa Christmas Parade, to name a few.

## Vine Transit Maintenance Facility



Take a peek inside our new award-winning Vine Transit Maintenance facility, and learn how it will transform the transit system in Napa County.

# Transit Statistics

	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	% Change 23 v. 24
All Local Routes*	110,312	121,367	124,911	3%
Regional Routes (10, 11, 11X)	234,031	259,983	282,621	9%
Commuter Routes (21 and 29)	51,395	48,646	52,031	7%
On-Demand Shuttles**	45,527	57,999	64,196	11%
<b>Total Trips</b>	<b>441,265</b>	<b>487,995</b>	<b>523,759</b>	<b>7%</b>

\* includes Napa On-Demand  
 \*\* Calistoga, St. Helena, Yountville, American Canyon, VineGo Paratransit



# Financials

## Revenue

Federal Grants	\$7,267,239
Transportation Development Act	\$8,177,937
State Grants	\$11,323,487
Other Grants & Revenue	\$9,733,061
Transit Fares	\$979,220
<b>TOTAL OPERATING FUNDS</b>	<b>\$37,480,944</b>

## Operations

## Capital

Federal Grants	\$777,200
State/Local Grants	\$2,758,065
<b>TOTAL CAPITAL FUNDING</b>	<b>\$3,535,265</b>

**TOTAL REVENUES: \$41,016,209**

## Expenditures

Purchase Transportation/Fuel/Maintenance	\$13,179,336
Professional Fees	\$13,003,574
Personnel Costs	\$2,802,460
Depreciation Expense	\$3,307,608
Services and Supplies	\$1,660,153
<b>TOTAL OPERATING EXPENSES</b>	<b>\$33,953,131</b>

## Operations

## Capital

Bus Maintenance Facility	\$7,959,586
Imola Park and Ride Upgrades	\$335,417
Buses	\$1,578,939
Equipment	\$1,201,322
<b>TOTAL CAPITAL</b>	<b>\$11,075,264</b>

**TOTAL EXPENDITURES: \$45,028,395**

*These statistics are for illustrative purposes only. NVRTA's financial management practices ensure the Authority's financial condition is stable. You can find a copy of NVRTA's Audited Financial Statements at [nvrta.ca.gov](http://nvrta.ca.gov).*

# NVTA

NAPA VALLEY TRANSPORTATION AUTHORITY



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