

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, September 4, 2025
2:00 PM

JoAnn Busenbark Boardroom

Technical Advisory Committee (TAC)

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

All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) are posted on the NVTA website at:

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

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

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

Public Comments

Members of the public may comment on matters within the TAC's purview that are not on the meeting agenda during the general Public Comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. While members of the public are welcome to address the TAC, under the Brown Act, TAC members may not deliberate or take action on items not on the agenda, and generally may only listen.

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov 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 Funding Programs* (Addrell Coleman)
- 6.3 Caltrans Report* (Amani Meligy)
- 6.4 Vine Trail Update (Eric Janzen)
- 6.5 Measure T/Measure U Updates (Addrell Coleman)

7. PRESENTATIONS

- 7.1 **Michelin Mobility Intelligence (MMI) - Final Report (Nishant Pareek)**
Recommendation: That the TAC receive the final report from the Michelin Mobility Intelligence study. Information only
Estimated Time: 2:35 p.m.

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.

8. CONSENT AGENDA

- 8.1 **Meeting Minutes of July 10, 2025 Technical Advisory Committee (TAC) Meeting (Kathy Alexander) (Pages 8-11)**
Recommendation: TAC action will approve the July 10, 2025 Meeting Minutes.
Estimated Time: 2:55 p.m.
Attachments: [Draft Minutes.pdf](#)

9. REGULAR AGENDA ITEMS

- 9.1 Transportation Development Act Article 3 (TDA 3) Project Programming Recommendation (Patrick Band) (Pages 12-52)**
- Body:** That the Technical Advisory Committee review the TDA 3 Project applications for Fiscal Years (FY) 2025-26 through FY 2026-2027 and provide a recommendation on draft programming to NVTA Board.
- Estimated Time:** 3:00 p.m.
- Attachments:** [Staff Report 9.1.pdf](#)
- 9.2 State Transportation Improvement Program (STIP) Fiscal Year (FY) 2025-26 Update (Addrell Coleman) (Pages 53-72)**
- Recommendation:** That the TAC receive an update on the FY 25-26 STIP Program. Information only
- Estimated Time:** 3:05 p.m.
- Attachments:** [Staff Report 9.2.pdf](#)
- 9.3 Countywide Transportation Plan (CTP), Intersections 20250 - Revised Performance Metrics and Call for Projects Preparation (Diana Meehan) (Pages 73-77)**
- Recommendation:** That the TAC receive the CTP revised Performance Metrics and project submission materials. Information only
- Estimated Time:** 3:10 p.m.
- Attachments:** [Staff Report 9.3.pdf](#)
- 9.4 Vine Transit Update (Libby Payan) (Pages 78-85)**
- Recommendation:** That the TAC receive an update on Vine Transit operations. Information only
- Estimated Time:** 3:20 p.m.
- Attachments:** [Staff Report 9.4.pdf](#)
- 9.5 Legislative Update* (Danielle Schmitz)**
- Recommendation:** Information only
- Estimated Time:** 3:30 p.m.
- 9.6 Draft September 17, 2025 NVTA-TA and NVTA Board Meeting Agendas Review* (Danielle Schmitz)**
- Recommendation:** Information only
- Estimated Time:** 3:35 p.m.

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 The next regularly scheduled meeting for the NVTA Technical Advisory Committee is Thursday, October 2 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 Thursday, August 28, 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

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes - Draft Technical Advisory Committee (TAC)

Thursday, July 10, 2025 2:00 PM JoAnn Busenbark Boardroom

1. Call To Order

Chair Rayner called the meeting to order at 2:01 p.m.

2. Roll Call

Present: 14 - Chairperson Derek Rayner

Arias
Cooper
Clark
Lowe
Lederer
Janzen
Ramirez
Hecock
Sweigert
Javandel
Meligy
Kaplan
Oneal

Absent: 2 - Ahmann Smithies
Desmond

3. Public Comment

None

4. Committee Member Comments

None

5. Staff Comments

Patrick Band informed the TAC that the Metropolitan Transportation Commission (MTC) released a list of qualified on call contractors for Quick Build projects in the nine county Bay area. Mr. Band will send the list to the TAC.

Additionally, Mr. Band reported that two Transportation Development Act Article 3 (TDA 3) applications were received from the City of American Canyon and the City of Calistoga before the July 7, 2025 deadline. The applications are under staff review. The Active Transportation Advisory Committee will review the applications at their July meeting before they are presented to the NVTA Board at its September 17 meeting.

Mr. Band also stated the NVTA is going to start meeting with the planning staff of each jurisdiction quarterly to stay informed on upcoming projects and improve coordination with the planning departments.

Danielle Schmitz noted that longtime Executive Director, Kate Miller and longtime Procurement and Compliance Office, Renee Kulick retired at the end of June.

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Danielle Schmitz)

Report by Danielle Schmitz.

The June 27 County Transportation Agency (CTA) meeting was held at NVTA, celebrating Kate Miller's last Bay Area County Transportation Agency (BACTA) meeting.

There was a lot of discussion around MTC's One Bay Area Grant (OBAG) Program and the upcoming Cycle 4 (OBAG 4). The CTA's requested MTC provide more analysis on the efficiency of the Regional OBAG 3 programs, NVTA staff will also perform an analysis on how the Regional OBAG 3 programs benefited Napa County jurisdictions.

The State Route 37 (SR 37) Novato Creek Bridge replacement (west side) will receive \$67 million from Caltrans State Highway and Operational Protection Program (SHOPP) to complete the funding packaged. SR 37 also receive \$73 million from the SB 1's Trade Corridor Enhancement Program for Phase II of the Sears Pint to Mare Island Improvement project (eastbound additional lane), leaving a \$25 million shortfall. MTC and Caltrans are working to fill the gap.

Lastly, Ms. Schmitz was happy to announce that Caltrans District 4 Director, Dina El-Tawansy was appointed as the head of Caltrans by Governor Newsom.

6.2 Project Monitoring Funding Programs (Addrell Coleman)

Addrell Coleman reviewed the Project Monitoring Spreadsheets.

6.3 Caltrans' Report (Amani Meligy)

Amani Meligy reviewed the Caltrans report.

6.4 Vine Trail Update (Eric Janzen)

Eric Janzen reported that NVTA staff and City of St. Helena staff will do a warranty walk on the Calistoga to St. Helena segment this month.

Napa Valley Vine Trail Coalition and the County of Napa submitted an application for Safe Streets for All grant funding on the Yountville to St. Helena segment.

Mr. Janzen further noted that the team is working with Caltrans on a solution for placing a bridge across Bale Slough on the Yountville to St. Helena segment.

6.5 Transit Update (Rebecca Schenck)

Libby Payan provided an update on the current Vine summer schedule and upcoming schedule changes in August, including the addition of Saturday service on the Route 29 to BART.

6.6 Measure T/Measure U Updates (Addrell Coleman)

Report by Addrell Coleman.

Measure T semi-annual progress reports covering January 1 - June 30 are due September 1st. County of Napa is scheduled to present at the September 3 Independent Taxpayer Oversight Committee meeting.

Staff will request the NVTA-Tax Agency Board approve releasing the Measure U Master Agreement for circulation to the jurisdictions at the July 17 meeting. Mr. Coleman requested jurisdictions send him any additional comments on the latest draft ASAP.

Chair Rayner asked if NVTA would provide a memo and resolution template for the Master Agreement, and if placing it on the consent calendar was okay.

Mr. Coleman confirmed he would send the templates, and approval on the consent calendar was acceptable.

7. PRESENTATIONS

7.1 Travel Behavior Study Update (Kevin Johnson, RSG)

Kevin Johnson from RSG provided a presentation on the Travel Behavior Study that included a background of previous studies, the six sources used for data collection, key findings and conclusions. Mr. Johnson noted that this current study provides a post-COVID baseline.

Member Janzen asked if there was any comparison between this data and what is reported in the Napa Solano model or the MTC model.

Mr. Johnson replied they had done comparisons in the past, however, not with this study because neither the Napa Solano nor MTC model had a post COVID baseline.

Member Janzen asked if there was a significant difference in volume on the roadways when comparing this study to previous studies.

Mr. Johnson answered that surprisingly, vehicle volume is about the same, however, there are differences in the length of the trips

7.2 NVTA Project Update (Grant Bailey)

Grant Bailey provided an update on the following projects:

- Redwood Park and Ride Improvements Project
- Napa Valley Forward Oakville Cross Road Project
- State Route 29/12 and Airport Interchange Project
- American Canyon Corridor Improvement Project
- State Route 37 Sears Point to Mare Island Improvements

8. CONSENT AGENDA

8.1 Meeting Minutes of May 1, 2025 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 8-11)

Motion by Lederer, Second by Hecock to approve the May 1, 2025 Meeting Minutes. Motion passed.

9. REGULAR AGENDA ITEMS

9.1 Countywide Transportation Plan Goals and Objectives (Diana Meehan)
(Pages 12-14)

Diana Meehan reviewed the revised Countywide Transportation Plan Goals and Objectives.

Information Only/No Action Taken

9.2 Active Transportation Plan (ATP) Update (Patrick Band) (Pages 15-17)

Patrick Band provided an update on the Active Transportation Plan, that included an overview of the process to date, outreach efforts, and noted that he will be scheduling one on one meetings with each jurisdiction to discuss the drafts of proposed facilities and policies for the Plan.

Information Only/No Action Taken

9.3 Community Based Transportation Plan (CBTP) Update (Libby Payan)
(Pages 18-23)

Libby Payan provided an overview on the Community Based Transportation Plan (CBTP) process to date, noting that outreach efforts have concluded, and staff is in the process of gathering and analyzing the feedback which will be followed by identifying project priorities and providing recommendations. Staff will ask the NVTA Board to release CBTP Draft for public comment at its September 17 meeting. Final approval is anticipated in either October or November.

Information Only/No Action Taken

9.4 Legislative Update* (Danielle Schmitz)

Danielle Schmitz reviewed the Federal and State Legislative updates.

Information Only/No Action Taken

9.5 July 16, 2025 NVTA-TA Board Meeting and NVTA Board Meeting Draft Agendas* (Danielle Schmitz)

Danielle Schmitz reviewed the July 16 NVTA-TA and NVTA Board draft meeting agendas.

Information Only/No Action Taken

10. FUTURE AGENDA ITEMS

None

11. ADJOURNMENT

Meeting adjourned at 3:31 p.m.

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

Kathy Alexander

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Active Transportation Advisory Committee (ATAC)
FROM: Danielle Schmitz, Executive Director
REPORT BY: Patrick Band, Associate Planner
(707) 259-8781/ Email: pband@nvta.ca.gov
SUBJECT: Transportation Development Act Article 3 (TDA-3)
Project Programming Recommendation

RECOMMENDATION

That the TAC review TDA-3 project applications for Fiscal Year (FY) 2025-26 through FY 2026-2027 and provide a recommendation on draft programming to the NVTA Board.

EXECUTIVE SUMMARY

At the meeting of May 1, 2025, the TAC approved the program guidance for the above-referenced 2-year funding cycle, and the NVTA Board released a Call for Projects on May 21, 2025. This Call for Projects seeks to allocate approximately \$470,000 in anticipated funding over the two-year period. Estimates of future funding availability will be trued-up annually following the release of TDA revenue totals.

Two (2) project applications were received by the deadline and are eligible for funding consideration. For FY 25-26, NVTA staff received applications totaling \$450,000. Applications were submitted to the NVTA Active Transportation Advisory Committee (ATAC) for review at their July 28, 2025, with ATAC recommending programming of both projects. Applications are provided to the TAC for review and consideration and can be found in Attachment 3.

FISCAL IMPACT

There is no fiscal impact associated with this item. Any recommended action will be provided to the NVTA Board for approval of fund allocation.

BACKGROUND AND DISCUSSION

The TDA-3 program provides grants for local bicycle and pedestrian projects. The program is funded by approximately 2% of the ¼ cent statewide sales tax generated in Napa. Due to the variability in local economic activity, this generates between \$165,000 and \$225,000 per year in revenue for Napa jurisdictions.

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

As of July 2025, the MTC revenue estimate for FY 2025-26 is \$221,487. NVTA is conservatively estimating \$376,000 for a 2-year cycle, recognizing that broader economic trends could reduce sales tax revenues and thus available funds.

Table 1. Simplified Napa County TDA-3 Fund Estimate

	Balance as of 7/23/25	2-Year Revenue Estimate*	Outstanding Commitments	Available for Programming
REVENUES	\$685,262	\$376,000	(\$600,000)	\$461,262
* Assumes 100% of MTC FY 2025-26 estimate and 75% of that amount for FY 2026-27				

Project Summaries

Full project applications are included as Attachments 3a and 3b.

The City of Calistoga is requesting \$150,000 for PS&E (Project Specifications & Estimates) to support the \$2 million Oak Street Pedestrian Bridge & Community Facilities Access Improvements project. The project will construct a 189-foot multi-use bridge across the Napa River, connecting South Oak Street and North Oak Street, as well as provide 210 feet of off-street multi-use path, 600 feet of sidewalk gap closure, and 6 new curb ramps. The project is within 0.5 miles of two local schools (Calistoga Elementary and Calistoga Junior/Senior High). This project previously received \$150,000 under a prior TDA-3 Call for Projects, and the current request would fully fund the anticipated design/engineering required to advance the project.

The City of American Canyon is requesting \$300,000 for construction of approximately 0.8 miles (4,200') of new Class I Shared Use Path improvements on the north side of Green Island Rd, between Commerce Blvd and Paoli Loop. This project would complete a portion of the planned Napa Valley Vine Trail and connect with the existing Class I Vine

Trail facility on Devlin Road. Construction is tentatively planned for 2026, pending fund availability.

As noted above, TDA-3 funds may only be programmed for eligible active transportation projects or programs, as detailed in Local Guidelines and MTC Resolution 4108. Both the City of Calistoga and City of American Canyon projects are consistent with program guidelines and are eligible for funding. While Local Guidelines prioritize funding of Quick Build projects, no Quick Build project applications were submitted for the funding cycle.

Staff Recommendation

Staff recommends that the TAC support both applications for TDA-3 program funds to the NVTA Board of Directors, consistent with eligibility criteria, and pending funding availability.

Funding recommendations will be brought to the NVTA Board of Directors for final approval and programming on September 17th.

ATTACHMENTS

- 1) TDA-3 Program Local Guidelines
- 2) MTC Resolution 4108
- 3) Project Applications Received by Deadline
 - a. City of American Canyon Application
 - b. City of Calistoga Application



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

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

NVTA
625 Burnell Street
Napa, CA 94559
Phone: 707-259-8631
Fax: 707-259-8638
www.nvta.ca.gov

Adopted by the NVTA Board of Directors, May 21, 2025

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

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

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

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

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

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

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

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

Sincerely,

//signed//

Kate Miller
Executive Director
Napa Valley Transportation Authority

The TDA-3 Program

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

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

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

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

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

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

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

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

Basic Eligibility for TDA-3 Funding

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

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

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

Active Transportation Advisory Committee Requirement

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

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

Recent TDA-3 Project Examples in Napa County

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

Project Selection Process

The project selection process is as follows:

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

TDA-3 Project Selection Criteria for Napa County

For All Applications:

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

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

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

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

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

Additional screening criteria for Quick Build projects include:

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

Application Instructions:

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

Applications must include:

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

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

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

What Happens After Submission of the TDA-3 application?

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

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

Contact Information

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

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

ABSTRACT

Resolution No. 4108, Revised

This resolution establishes policies and procedures for the submission of claims for Article 3 funding for pedestrian and bicycle facilities as required by the Transportation Development Act in Public Utilities Code (PUC) Section 99401.(a). Funding for pedestrian and bicycle projects is established by PUC Section 99233.3.

This resolution supersedes MTC Resolution No. 875, Revised commencing with the FY2014-15 funding cycle.

This resolution was revised on February 24, 2016 to make pedestrian safety education projects eligible for funding, in accordance with recent state law changes.

This resolution was revised on December 16, 2020 to add quick builds and separated bikeways as eligible project types and make other minor updates.

This resolution was revised on March 27, 2024 to add maintenance equipment capital purchases as an eligible project type, include the procedure for time extension on projects, and other minor updates.

Further discussion of these procedures and criteria are contained in the Programming and Allocations Summary Sheet dated June 12, 2013, February 10, 2016, December 9, 2020, and March 13, 2024.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC

RE: Transportation Development Act, Article 3. Pedestrian and Bicycle Projects.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4108

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., requires the Transportation Planning Agency to adopt rules and regulations delineating procedures for the submission of claims for funding for pedestrian and bicycle facilities (Article 3, PUC Section 99233.3); state criteria by which the claims will be analyzed and evaluated (PUC Section 99401(a); and to prepare a priority list for funding the construction of pedestrian and bicycle facilities (PUC Section 99234(b)); and

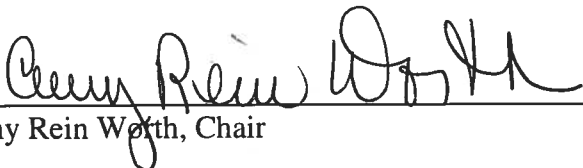
WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of claims for Article 3 funding for pedestrian and bicycle facilities; and

WHEREAS, MTC desires to update these procedures and criteria commencing with the FY2014-15 funding cycle, now therefore be it

RESOLVED, that MTC adopts its policies and procedures for TDA funding for pedestrian and bicycle facilities described in Attachment A ; and be it further

RESOLVED, that the prior policy governing allocation of funds contained in Resolution No. 875 is superseded by this resolution, effective with the FY 2014-15 funding cycle.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 26, 2013.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC
Revised: 02/24/16-C 12/16/20-C
03/27/24-C

Attachment A
Resolution No. 4108
Page 1 of 7

TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3,
PEDESTRIAN/BICYCLE PROJECTS
Policies and Procedures

Eligible Claimants

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for the exclusive use of pedestrian and bicycle projects. MTC makes annual allocations of TDA Article 3 funds to eligible claimants after review of applications submitted by county coordinator which may be the county, County Transportation Agency (CTA) or Congestion Management Agency (CMA) of the county.

All cities and counties in the nine counties in the MTC region are eligible to claim funds under TDA Article 3. Joint powers agencies composed of cities and/or counties are also eligible provided their JPA agreement allows it to claim TDA funds.

Application

1. The county coordinator will be responsible for developing a program of projects not more than annually, which they initiate by contacting the county and all cities and joint powers agencies within their jurisdiction and encouraging submission of project applications.
2. Claimants will send one or more copies of project applications to the county coordinator (see "Priority Setting" below).
3. A project is eligible for funding if:
 - a. The project sponsor submits a resolution of its governing board that addresses the following six points:
 1. There are no legal impediments regarding the project.
 2. Jurisdictional or agency staffing resources are adequate to complete the project.
 3. There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
 4. Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.

5. Adequate local funding is available to complete the project.
 6. The project has been conceptually reviewed to the point that all contingent issues have been considered.
- b. The funding requested is for one or more of the following purposes:
1. Construction and/or engineering of a bicycle or pedestrian capital or quick build projects.
 2. Maintenance of a Class I shared-use path and Class IV separated bikeways.
 3. Bicycle and/or pedestrian safety education program (no more than 5% of county total).
 4. Development of a comprehensive bicycle or pedestrian facilities plan(s) (allocations to a claimant for this purpose may not be made more than once every five years).
 5. Restriping Class II bicycle lanes and buffered bicycle lanes.
 6. Purchase of maintenance equipment for exclusive use on Class I and/or Class IV facilities.
- Refer to Appendix A for examples of eligible projects.
- c. The claimant is eligible to claim TDA Article 3 funds under Sections 99233.3 or 99234 of the Public Utilities Code.
- d. If it is a Class I, II, III, or IV bikeway project, it must meet the mandatory minimum safety design criteria published in [Chapter 1000 of the California Highway Design Manual](#) (Available via Caltrans website); or if it is a pedestrian facility, it must meet the mandatory minimum safety design criteria published in [Chapter 100 of the California Highway Design Manual](#). Funds may not be used for Class III projects on arterials or streets with posted speed limits above 25 mph.
- e. The project is ready to implement and can be completed within the three-year eligibility period.
- f. If the project includes construction, that it meets the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor submits an environmental document that has been stamped by the County Clerk within the past three years.
- g. A jurisdiction agrees to maintain the facility. If the project is a quick build project, the jurisdiction agrees to maintain the project until permanent improvements are implemented. If the project is removed before such time, justification shall be provided to MTC.
- h. The project is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.

Priority Setting

1. The county coordinator shall create a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding.
2. Each county and city is required to have a Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent body review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the development and review of comprehensive bicycle pedestrian, or active transportation plans. BPACs should be composed of both bicyclists and pedestrians.

A city BPAC shall be composed of at least 3 members who live or work in the city. More members may be added as desired. They will be appointed by the City Council. The City or Town Manager will designate staff to provide administrative and technical support to the Committee.

An agency can apply to MTC for exemption from the city BPAC requirement if they can demonstrate that the countywide BPAC provides for expanded city representation.

A countywide BPAC shall be composed of at least 5 members who live or work in the county. More members may be added as desired. The countywide agency will appoint BPAC members. The county or congestion management agency executive/administrator will designate staff to provide administration and technical support to the Committee.

3. All proposed projects shall be submitted to the county coordinator for evaluation/prioritization. Consistent with the county process, the Board of the county coordinator will adopt the countywide list and forward it to MTC for approval, along with the record of BPAC review.
4. The county coordinator will forward to MTC a copy of the following:
 - a) Applications for the recommended projects, including a governing body resolution, stamped environmental document, and map for each, as well as a cover letter stating the total amount of money being claimed; and confirmation that each project meets Caltrans' minimum safety design criteria and can be completed before the allocation expires.
 - b) The complete priority list of projects with an electronic version to facilitate grant processing.
 - c) A resolution of the county coordinator approving the priority list and authorizing the claim.

MTC Staff Evaluation

MTC Staff will review the list of projects submitted by each county. If a recommended project is eligible for funding, falls within the overall TDA Article 3 fund estimate level for that county, and has a completed application, staff will recommend that funds be allocated to the project.

Allocation

The Commission will approve the allocation of funds for the recommended projects. The County Auditor will be notified by allocation instructions to reserve funds for the approved projects. Claimants will be sent copies of the allocation instructions and funds should be invoiced in accordance with the “Disbursement” section below.

Eligible Expenditures

Eligible expenditures may be incurred from the start of the fiscal year of award plus two additional fiscal years. Allocations expire at the end of third fiscal year following allocation. For example, if funds are allocated to a project in October 2021, a claimant may be reimbursed for eligible expenses that were incurred on or after July 1, 2021. The allocation expires on June 30, 2024 and all eligible expenses must be incurred before this date. All disbursement requests should be submitted by August 31, 2024.

Disbursement

1. The claimant shall submit to MTC the following, no later than two months after the grant expiration date:
 - a) A copy of the allocation instructions along with a dated cover letter referring to the project by name, dollar amount and allocation instruction number and the request for a disbursement of funds;
 - b) Documents showing that costs have been incurred during the period of time covered by the allocation.
 - c) With the final invoice, the claimant shall submit a one paragraph summary of work completed with the allocated funds and photos of the project before and after completion. This information may be included in the cover letter identified in bullet “a” above and is required before final disbursement is made.

Reimbursement requests should be emailed to acctpay@bayareametro.gov.

2. MTC will approve the disbursement and, if the disbursement request was received in a timely fashion and the allocation instruction has not expired, been totally drawn down nor been rescinded, issue an authorization to the County Auditor to disburse funds to the claimant.

Rescissions and Expired Allocations

Funds will be allocated to claimants for specific projects, so transfers of funds to other projects sponsored by the same claimant may not be made. If a claimant has to abandon a project or cannot complete it within the time allowed, it should ask the county or congestion management agency to request that MTC rescind the allocation. Rescission requests may be submitted to and acted upon by MTC at any time during the year. Rescinded funds will be returned to the county's apportionment.

Allocations that expire without being fully disbursed will be disencumbered in the fiscal year following expiration. The funds will be returned to county's apportionment and will be available for allocation.

Time Extensions

If a project cannot be completed within the time allowed, a claimant may request an extension through the county coordinator. County coordinators will coordinate time extensions with claimants by requesting a written status update of the given project and a summary of all expenditures to date. County coordinators will submit a list of extension requests with status update and summary materials to MTC no later than March 31th of the given year. MTC staff will review the list of extension requests and recommend extensions for the project.

Fiscal Audit

All claimants that have received a disbursement of TDA funds are required to submit an annual certified fiscal and compliance audit for that fiscal year to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not disbursed (that is, reimbursed by MTC) during a given fiscal year. Reimbursement may cover eligible expenditures from a previous fiscal year. Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an outstanding audit. Until the audit requirement is met, no new Article 3 allocations will be made.

TDA Article 3 funds may be used to pay for the fiscal audit required for this funding.

Appendix A: Examples of Eligible Projects

Below are some examples of eligible projects. If you have questions about whether a proposed project is eligible for funding, please contact the MTC Program Coordinator.

1. Projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use. For example, restriping or parking removal to provide space for bicycles; a bicycle/pedestrian bridge across a stream or railroad tracks on an otherwise useful route; a segment of multi-purpose path to divert young bicyclists from a high traffic arterial; a multi-purpose path to provide safe access to a school or other activity center; replacement of substandard grates or culverts; adjustment of traffic-actuated signals to make them bicycle sensitive. Projects based on NACTO (National Association of City Transportation Officials) guidance or similar best practices guidance.
2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous. For example, development of multi-purpose paths on continuous rights-of-way with few intersections (such as abandoned railroad rights-of-way) which lead to activity centers; an appropriate combination of shared-use paths (Class I), bike lanes (Class II), Class III, or separated bikeways (Class IV)
3. Secure bicycle parking facilities, especially in high use activity areas, at transit terminals, and at park-and-ride lots. Desirable facilities include lockers, sheltered and guarded check-in areas; self-locking sheltered racks that eliminate the need to carry a chain and racks that accept U-shaped locks.
4. Other provisions that facilitate bicycle/transit trips and walk/transit. For example, bike racks on buses, paratransit/trailer combinations, and bicycle loan or check-in facilities at transit terminals, bus stop improvements, wayfinding signage.
5. Maintenance of multiple purpose pathways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes (provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation).
6. Funds may be used for construction and plans, specification, and estimates (PS&E) phases of work. Funds may be used for quick build projects. Quick build projects are interim capital improvements that are built with durable, low to moderate cost material to immediately address pedestrian and bicycle needs until capital upgrades are possible. Project level environmental, planning, and right-of-way phases are not eligible uses of funds.

7. Projects that enhance or encourage bicycle or pedestrian commutes, including Safe Routes to Schools projects.
8. Projects that address bicycle and pedestrian safety such as those in the [Local Roadway Safety Manual](#). Intersection safety improvements including protected intersections, bulb-outs/curb extensions, transit stop extensions, installation of pedestrian countdown or accessible pedestrian signals, or pedestrian signal timing adjustments. Striping high-visibility crosswalks or advanced stop-back lines, where warranted.
9. Purchase and installation of pedestrian traffic control devices, such as High-intensity Activated crossWalk (HAWK) beacons, rectangular rapid flashing beacons (RRFB), or pedestrian safety “refuge” islands, where warranted.
10. The project may be part of a larger roadway improvement project as long as the funds are used only for the bicycle and/or pedestrian component of the larger project.
11. Bicycle and Pedestrian Safety Education Programs. Up to five percent of a county's Article 3 fund may be expended to supplement monies from other sources to fund public bicycle and pedestrian safety education programs and staffing.
12. Comprehensive Bicycle and Pedestrian Facilities Plan. Funds may be allocated for these plans (emphasis should be for accommodation of bicycle and walking commuters rather than recreational uses). A city or county may not receive allocations for these plans more than once every five years. Environmental documentation and approval necessary for plan adoption is an eligible expense.

Resolution No. _____

Attachment B

page ____ of ____

TDA Article 3 Project Application Form

1. Agency	City of American Canyon		
2. Primary Contact	Erica Ahmann Smithies		
3. Mailing Address	4381 Broadway Street, Suite 201, American Canyon, CA. 94503		
4. Email Address	esmithies@americancanyon.gov	5. Phone Number	707-647-4366
6. Secondary Contact (in the event primary is not available)	Ron Ranada		
7. Mailing address (if different) N/A <input type="checkbox"/>			
8. Email Address	rranada@americancanyon.gov	9. Phone Number	707-647-4559
10. Send allocation instructions to (if different from above):			
11. Project Title	Green Island Road Class I Trail		
12. Amount requested	\$300,000	13. Fiscal Year of Claim	2025-26

14. Description of Overall Project:

Construct approximately 4,200 LF of new Class 1 multi-use trail to accommodate cyclists and pedestrians, and to encourage non-vehicular modes of transportation, and as required by local, regional and State Complete Streets policies. Improvements include sidewalks and Class I bike facilities such as the Napa Valley Vine Trail.

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

Construction contract

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

Green Island Road from Paoli Loop to Commerce Boulevard in the City of American Canyon.

Project Relation to Regional Policies (for information only)

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

*The eastern edge of the project is within the City's PDA: Broadway District Specific Plan

19. Project Budget and Schedule

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				
PA&ED				
PS&E				
ROW				
CON	\$300,000	\$1,000,000	\$1,300,000	December/2026
Total Cost	\$300,000	\$1,000,000	\$1,300,000	December/2026

Project Eligibility

A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes No
 If "YES," identify the date and provide a copy or link to the agenda.
 If "NO," provide an explanation).

9/4/2024 OSATS Agenda: https://granicus_production_attachments.s3.amazonaws.com/americancanyon/108c01071ec49bf5776f914fa0a0b3f30.pdf

B. Has the project been approved by the claimant's governing body? Yes No
 If "NO," provide expected date: _____

C. Has this project previously received TDA Article 3 funding? Yes No
 (If "YES," provide an explanation on a separate page)

D. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)? Yes No

E. 1. Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes No

2. If "NO" above, is the project is exempt from CEQA for another reason? Yes No
 Cite the basis for the exemption. _____ N/A
 If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate. August 27, 2019 Initial Study/Mitigated Negative Declaration

F. Estimated Completion Date of project (month and year): December 2026

G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement.) Yes No

H. Is a Complete Streets Checklist required for this project ? Yes No
 If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>

GREEN ISLAND ROAD CLASS I TRAIL



LEGEND

- PARCELS
- CLASS I TRAIL







Resolution No. _____

Attachment B

page ___ of ___

TDA Article 3 Project Application Form

1. Agency	City of Calistoga		
2. Primary Contact	Derek Rayner, Public Works Director		
3. Mailing Address	414 Washington Street, Calistoga, CA 94515		
4. Email Address	drayner@ci.calistoga.ca.us	5. Phone Number	707-942-2828
6. Secondary Contact	David Fradelizio, Associate Civil Engineer		
7. Mailing address (if different)	N/A		
8. Email Address	dfradelizio@ci.calistoga.ca.us	9. Phone Number	707-339-3938
10. Send allocation instructions to (if different from above):	N/A		
11. Project Title	Oak St Pedestrian Bridge and Community Facilities Access Improvement		
12. Amount requested	\$150,000	13. Fiscal Year of Claim	2025-2026

14. Description of Overall Project:

The Project will construct an off-street Class I Multi-Use Path connecting South Oak Street and North Oak Street and enhance pedestrian facilities along Cedar Street to extend the reach of the pedestrian bridge. In total, the Project will construct 210 feet of multi-use path, 600 feet of sidewalk, and 6 curb ramps.

The proposed pedestrian bridge will consist of 189 feet of multi-use path that spans across the Napa River. The Project targets deficiencies in the City's active transportation network, where cyclists currently share the road with motorized vehicles along Berry Street and Lincoln Avenue, the City's primary routes across the Napa River. By providing a safer crossing over the Napa River, the Project will enhance bicycle and pedestrian access for students, families, and seniors to schools, community centers, parks, religious institutions, and residential single- and multi-family.

The Project will close 600 feet of sidewalk gaps and install 6 Americans with Disabilities Act (ADA) compliant curb ramps along Oak Street and Cedar Street to extend the reach of the pedestrian bridge and provide dedicated walking facilities. These improvements will provide separation between vehicles and pedestrians, establishing a safe pathway for students traveling by bike or foot to Calistoga Elementary School and Calistoga Junior/High School. The project is within 0.15 mile from Calistoga Elementary School and 0.5 mile to the Calistoga Junior/High School.

The Project addresses a significant gap in Calistoga's active transportation network by enhancing connectivity over the Napa River, which currently serves as a barrier between the north and south areas of the community. The residents and students living on the south side of the River have limited options for connecting to public facilities on the north side of the River, such as the Calistoga Junior-Senior High School, Logvy Park, Calistoga Community Pool, Boys & Girls Club, and the County Fairgrounds. Similarly, students and families living north of the river have limited access to Calistoga Elementary School, the only K-8 school in the City. The Project will provide a significant reduction in time and improve walkability to access the following facilities and amenities located within a ½ mile from the project area.

1. Logvy Park
2. Calistoga Community Pool
3. Calistoga Art Center
4. Sattui Preschool
5. Mt St Helena Golf Course
6. Boys and Girls Club
7. Calistoga Fairgrounds
8. Calistoga Elementary School
9. Calistoga Junior/High School
10. Logvy Softball Field

The Project is designated as a Proposed Safe Routes to School under the City's 2014 Active Transportation Plan and 2020 Walk Audit Report. Over 721 residences would directly benefit by gaining shortened walking or biking paths to Calistoga Junior-Senior High School and Calistoga Elementary School, avoiding longer routes via Berry Street, Highway 29, and the Heather Oaks Park bridge.

The Project will also extend access across the City for senior residents of the Rancho de Calistoga mobile home park. Currently, senior residents have direct access to neighborhoods south of the City via an existing Class I Multi Use Path along Cedar St. The Project will extend the reach to the north side and avoid a longer commute along Berry Street.

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

Task 1 - Overall Project Management. The City will manage the consultant in the execution of all tasks. This includes budget management and tracking and updating the project schedule to prioritize task deliverables critical to project implementation.

Task 2 - Hire Consultant to Prepare Construction Plans, Specifications and Estimate; and to Obtain Regulatory Permits. The City will issue a request for proposals to qualified professionals to prepare construction plans, specifications and estimate and to obtain regulatory permits. The City will enter into a contract for services with the selected consultant.

Task 3 - Project Coordination. The consultant will provide ongoing coordination and communication with the project team to organize and facilitate project deliverables. Consultant will schedule and lead progress meetings to summarize completed work, next steps, and adapt to changing project conditions, as required.

Task 4 - Prepare Construction Plans, Specifications and Cost Estimate. Consultant will prepare complete construction bid documents including design drawings, technical specifications and estimate of construction costs for the Project. The Project documents will include structural design sheets, structural calculations, tree removals, construction of the bridge abutments, placement of the bridge, and native plant revegetation, civil/site features, and ramps.

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

Project Map Attached to Application.

Project Relation to Regional Policies (for information only)

17. Is the project in an [Equity Priority Community](#)? Yes No

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

19. Project Budget and Schedule

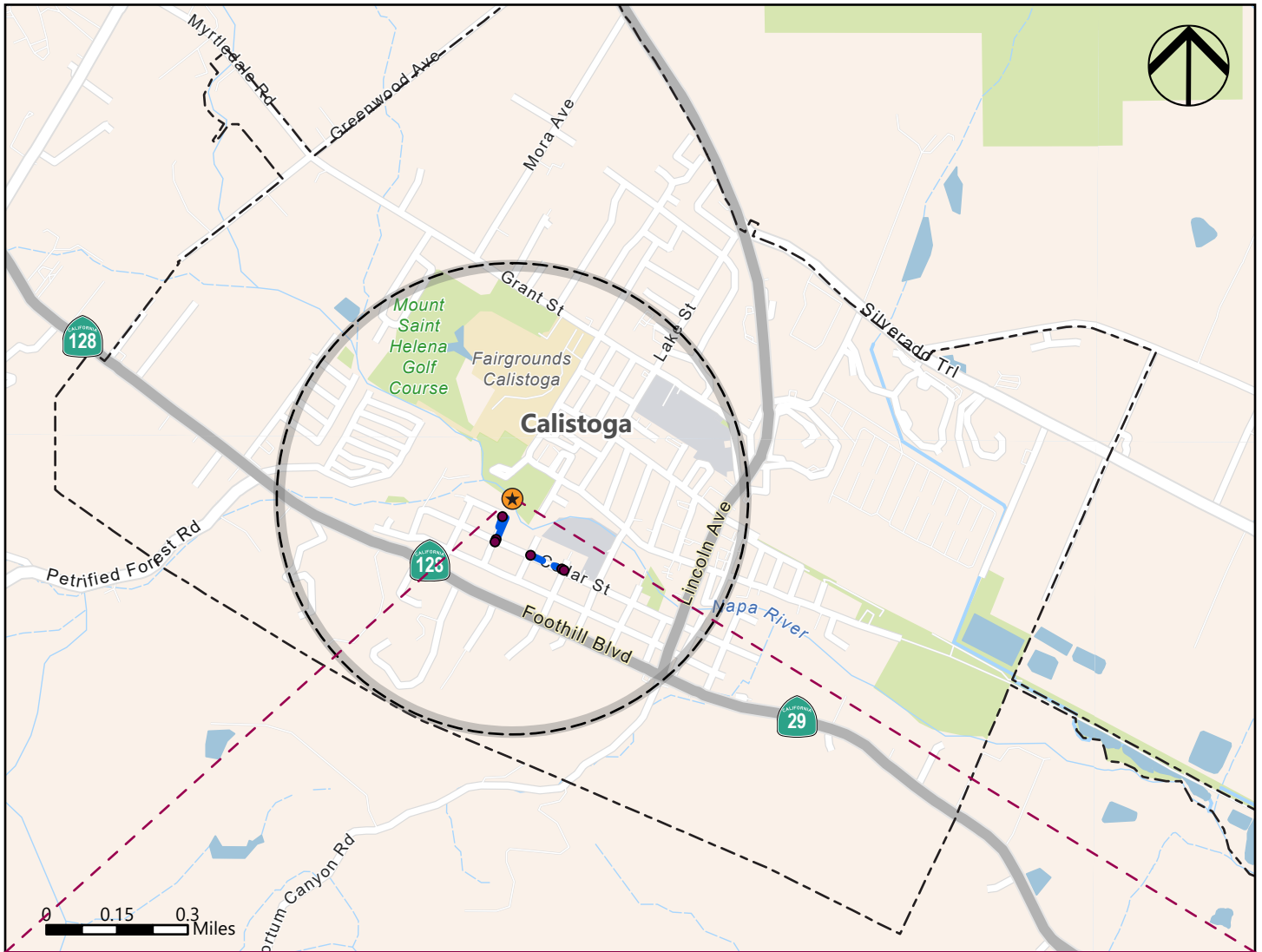
Project Phase	TDA 3	Other Funds	Total Cost	Estimated Complete (month/year)
Bike/Ped Plan				
ENV				
PA&ED		165,000		
PS&E	150,000	150,000		
ROW		255,000		
CON		1,305,950		
Total Cost	150,000	1,875,950	2,025,950	7/2029

Project Eligibility

A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes No
 If "YES," identify the date and provide a copy or link to the agenda.
See attached Resolutions

If "NO," provide an explanation).

- B.** Has the project been approved by the claimant's governing body? Yes No
If "NO," provide expected date: _____
- C.** Has this project previously received TDA Article 3 funding? Yes No
(If "YES," provide an explanation on a separate page)
- D.** For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)? Yes No
- E. 1.** Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes No
- 2.** If "NO" above, is the project is exempt from CEQA for another reason? Yes No
Cite the basis for the exemption.
CEQA Statute Section 21080.25(b)(1): Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right-of-way
N/A
If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.
- F.** Estimated Completion Date of project (month and year): July 2029
- G.** Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement. Yes No
- H.** Is a Complete Streets Checklist required for this project ? Yes No
If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>










City of Calistoga

Location Map

Oak St Pedestrian Bridge and Community Facilities Access Improvement



LEGEND

-  Project Location
-  City Limits
-  1/2 Mile Radius
-  Proposed Curb Ramp
-  Proposed Sidewalk Gap Closure
-  Proposed Bridge
-  Alternative Crossing Location

RESOLUTION NO. 2024-71

ADOPTED SEPTEMBER 10, 2024

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALISTOGA, COUNTY OF NAPA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO SUBMIT A REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2024/25 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING FOR THE SOUTH OAK STREET PEDESTRIAN BRIDGE PROJECT

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, MTC Resolution No. 4108, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the City of Calistoga desires to submit a request to MTC for the allocation of TDA Article 3 funds for funding for the South Oak Street Pedestrian Bridge Project, which is for the exclusive benefit and/or use of pedestrians and/or bicyclists.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CALISTOGA DOES HEREBY find the following:

1. The City of Calistoga declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code.
2. There is no pending or threatened litigation that might adversely affect the South Oak Street Pedestrian Bridge Project, or that might impair the ability of the City of Calistoga or its designee to carry out the project.
3. The City of Calistoga attests to the accuracy of and approves the statements in Attachment A to this resolution.
4. A certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments,

as the case may be, of Napa County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CALISTOGA DOES HEREBY find the following:

1. The Council hereby ratifies the submittal of a TDA 3 funding allocation request for the South Oak Street Pedestrian Bridge Project and adopts the findings contained in Attachment A.

BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF CALISTOGA that the City Manager or the Public Works Director, is hereby authorized to execute all project administration documents including a funding agreement and any amendments thereto between the City of Calistoga and the Napa Valley Transportation Authority for the South Oak Street Pedestrian Bridge Project.

PASSED, APPROVED AND ADOPTED this 10th day of **September, 2024**. I, **YUDIANA GALVAN, CITY CLERK OF THE CITY OF CALISTOGA, HEREBY CERTIFY** the foregoing resolution was introduced and passed at a regular meeting of the Calistoga City Council by the following roll call vote:

AYES: Mayor Williams, Vice Mayor Lopez-Ortega and Councilmember Eisenberg, Cooper and Gift

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:



 Yudiana Galvan, City Clerk



 Donald Williams, Mayor

Attachment A

Findings

1. That the **City of Calistoga** is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the **City of Calistoga** legally impeded from undertaking the project(s) described in "Attachment B" of this resolution.
2. That the **City of Calistoga** has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or final design and engineering or quick build project; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic and/or Class IV separated bikeway; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the **City of Calistoga** within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.) or responds to an immediate community need, such as a quick-build project.
9. That any project described in Attachment B bicycle project meets the mandatory minimum safety design criteria published in the California Highway Design Manual or is in a National Association of City and Transportation Officials (NACTO) guidance or similar best practices document.
10. That the project(s) described in Attachment B will be completed in the allocated time (fiscal year of allocation plus two additional fiscal years).
11. That the **City of Calistoga** agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

RESOLUTION NO. 2023-80

ADOPTED DECEMBER 5, 2023

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALISTOGA, COUNTY OF NAPA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO AWARD A CONSULTANT SERVICES AGREEMENT TO MARK THOMAS TO PROVIDE ENGINEERING, ENVIRONMENTAL, AND PERMITTING SERVICES FOR THE SOUTH OAK STREET PEDESTRIAN BRIDGE PROJECT AND APPROVE A BUDGET ADJUSTMENT NOT TO EXCEED \$149,997 TO FISCAL YEAR 2023-24 CAPITAL BUDGET

WHEREAS, on September 15, 2020, the City Council adopted Resolution No. 2020-078, accepting the findings of the feasibility study for a pedestrian bridge over the Napa River at Oak Street and Gold Street. The feasibility study prepared by RSA+ and supported by Staff and the Active Transportation Advisory Committee (ATAC) found South Oak Street to be the more feasible location for the proposed pedestrian bridge crossing; and

WHEREAS, between May 2020 and April 2021, Staff applied for and received a notice of award in the maximum amount allowed, \$150,000 for a Community Development Block Grant (CDBG) to fund the environmental and design phases of the project; and

WHEREAS, in November 2021, City Staff posted a request for proposals for the environmental and design phases of the project. We only received two proposals after extending the submittal a month later, and after staff reviewed both proposals, the review panel selected Mark Thomas. Unfortunately, both proposals we received were significantly above the feasibility study estimate of \$225,000 and both exceeded \$520,000 dollars; and

WHEREAS, the CDBG grant funding of \$150,000 covers less than 30% of the design and permitting costs and is set to expire by April 2nd, 2024. Staff has negotiated with Mark Thomas to complete 30% level designs along with several environmental and initial permitting tasks required for the project that would utilize the \$150,000 before the grant performance date. Part of Mark Thomas' proposed scope is to search and apply for additional grant funding to complete the remaining environmental and design tasks and potentially assist with construction costs; and

WHEREAS, in order to expedite the use of the grant funds (\$150,000), the City Manager executed Purchase Order No. 23-24 120 on October 20, 2023, in the amount of \$30,000; and

WHEREAS, the budget adjustment necessary to complete the 30% level designs, initial environmental/permitting, and additional grant application tasks is \$150,000 which is within the awarded CDBG grant amount of \$150,000 and there is no local match requirement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CALISTOGA DOES HEREBY find the following:

1. Authorizes the City Manager to Award a Consultant Services Agreement to Mark Thomas to provide engineering, environmental, and permitting services for the South Oak Street Pedestrian Bridge Project, in amount not to exceed \$149,997.
2. Approves a budget adjustment in an amount not to exceed \$149,997 to fiscal year 2023-24 Capital Budget.

PASSED, APPROVED AND ADOPTED this 5th day of December, 2023. I, **YUDIANA GALVAN, CITY CLERK OF THE CITY OF CALISTOGA, HEREBY CERTIFY** the foregoing resolution was introduced and passed at a regular meeting of the Calistoga City Council by the following vote:

AYES: Mayor Williams, Vice Mayor Lopez-Ortega and Councilmembers Eisenberg and Cooper

**NOES:
ABSTAIN:
ABSENT:**

ATTEST:

APPROVED:


Yudiana Galvan, City Clerk


Donald Williams, Mayor

RESOLUTION NO. 2020-078

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALISTOGA, COUNTY OF NAPA, STATE OF CALIFORNIA, ACCEPTING THE FINDINGS OF THE “FEASIBILITY STUDY FOR A PEDESTRIAN BRIDGE OVER THE NAPA RIVER AT OAK STREET AND GOLD STREET”

WHEREAS, The City desires to Create an environmentally sustainable community; and

WHEREAS, The City desires to Promote Calistoga as a walking-and-cycling-friendly City and implement complete streets policy to improve non-motorized means of transportation; and

WHEREAS, the City desires to create a new pedestrian and bicycle crossing over the Napa River to provide for a shorter access from the neighborhood on the south east side of the City to the City’s critical public facilities; and

WHEREAS, the City Council has directed Staff to complete an alternative analysis for pedestrian river crossing at South Oak or Gold Streets; and

WHEREAS, City applied and received a Community Development Block Grant to fund the Feasibility Study; and

WHEREAS, in January 2020 the City entered into an agreement with RSA+ to complete a Feasibility Study to provide a Napa River pedestrian/bicycle crossing, and evaluate two potential locations: Oak Street and Gold Street; and

WHEREAS, the Feasibility Study compared the two sites in eight following categories: property constraints, environmental constraints, neighborhood compatibility, use and utilization, off-site infrastructure, constructability, project cost, and potential for grant funding; and

WHEREAS, the Feasibility Study concluded that the proposed bridge site connecting South Oak Street to Logvy Park best satisfies these eight criteria and, this bridge would require less infrastructure to be built, would be less disruptive to the neighborhood, and be easier to construct.

NOW, THEREFORE, BE RESOLVED THAT THE CITY COUNCIL OF THE CITY OF CALISTOGA DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

- 1.) The City Council hereby accept the findings of the Feasibility Study for a Pedestrian Bridge over the Napa River at Oak Street and Gold Street.
- 2.) Authorize staff to upon receiving the CDBG grant begin environmental and preliminary design phases for the new bike and pedestrian crossing bridge over the Napa River at Oak Street.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Calistoga at its regular meeting held this 15th day of September 2020.


I, Hilary Gaede, Deputy City Clerk of the City of Calistoga, hereby certify that the foregoing Resolution was duly adopted by the City Council of the City of Calistoga at a regular meeting held on the 15st day of September 2020, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:


Hilary Gaede, Deputy City Clerk

APPROVED:


Chris Canning, Mayor

Site Photos



Figure 1. Napa River Crossing Location

City of Calistoga
TDA Article 3 Project Application
Oak St Pedestrian Bridge and Community Facilities Access Improvement Project



Figure 2. North Abutment Location



Figure 3. South Abutment Location

City of Calistoga
TDA Article 3 Project Application
Oak St Pedestrian Bridge and Community Facilities Access Improvement Project



Figure 4. Cedar Street - Lack of Curb Ramp and Missing Sidewalk



Figure 5. Oak Street - Lack of Curb Ramp and Missing Sidewalk



Action Requested: **INFORMATION ONLY**

NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee (TAC) Agenda Memo

TO: Technical Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Addrell Coleman, Associate Planner
(707) 259-8235 / Email: acoleman@nvta.ca.gov
SUBJECT: 2026 State Transportation Improvement Program (STIP) Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The California Transportation Commission (CTC) adopted the 2026 STIP Fund Estimate on August 14, 2025. Based on the adopted targets, Napa County does not receive a new county share for this cycle due to an advanced balance of approximately \$6.682 million. As a result, the 2026 STIP will be limited to managing existing commitments and Planning, Programming and Monitoring (PPM) within the allowable county limits.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND & DISCUSSION

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program comprised of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP).

The Metropolitan Transportation Commission (MTC), in cooperation with NVTA and the other Bay Area County Transportation Agencies (CTAs), manages the Bay Area's regional share of the STIP. MTC develops county share programming in consultation with

each CTA and submits the region's priorities to the California Transportation Commission (CTC) for adoption into the STIP. The 2026 STIP covers fiscal years 2026-27 through 2030-31.

The CTC adopted the 2026 STIP Fund Estimate on August 14, 2025. The Fund Estimate identified approximately \$2.7 billion in statewide program capacity over the five-year period, with about \$1.1 billion available as new programming capacity statewide. This represents a 5% reduction compared to the 2024 cycle, reflecting declining fuel tax revenues associated with California's transition to zero-emission vehicles.

Currently, Napa County has no new projects programmed in the 2026 STIP due to its advanced share balance. Past STIP commitments that continue to affect Napa's share balance include:

- **Soscol Junction Improvements (SR 29/221):** \$20 million advanced in the prior STIP cycle, the county's largest highway investment.
- **Five-Way Intersection Improvements (SR 121/Silverado Trail):** \$1.153 million programmed for the Right-of-Way phase in FY 2026-27.
- **Vine Trail – St. Helena to Yountville Segment:** \$2.0 million programmed in the STIP for construction.

While no new projects may be added in the 2026 cycle, staff will continue to monitor the delivery of these existing commitments, coordinate with MTC and CTC on share balance reconciliation, and ensure Napa's limited PPM funding is programmed strategically.

ATTACHMENTS

- 1) 2026 Napa County STIP Project Summary
- 2) MTC 2026 RTIP Schedule and Timeline
- 3) 2026 RTIP Fund Estimate County Targets
- 4) CTC August Meeting – Approved Fund Estimates

2025 SUMMARY OF STIP COUNTY SHARES

(does not include Interregional Shares - see separate listing)
(\$1,000's)

Total County Share, June 30, 2024 (from 2024 Report)	(1,021)
Less 2023-24 Allocations and closed projects	(1,670)
Less Projects Lapsed, July 1, 2024 - June 30, 2025	0
Total County Share, June 30, 2025	(2,691)

Napa

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component							
								Prior	24-25	25-26	26-27	27-28	28-29	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Highway & Local Road Improvement Projects:																				
Napa VTA		1003E	Planning, programming, and monitoring	SB 184		Aug-24	74	0	74	0	0	0	0	0	0	74	0	0	0	0
MTC		2130	Planning, programming, and monitoring	SB 184		Aug-24	20	0	20	0	0	0	0	0	0	20	0	0	0	0
Napa VTA		1003E	Planning, programming, and monitoring	SB 184			74	0	0	74	0	0	0	0	0	74	0	0	0	0
MTC		2130	Planning, programming, and monitoring	SB 184			20	0	0	20	0	0	0	0	0	20	0	0	0	0
Napa	loc	1483B	Rt 121/Silverado Trail, 5-Way intersection improv(SHOPP)(24S-03)				1,153	0	0	0	1,153	0	0	1,153	0	0	0	0	0	
Napa VTA		1003E	Planning, programming, and monitoring				212	0	0	0	74	74	64	0	212	0	0	0	0	
MTC		2130	Planning, programming, and monitoring				62	0	0	0	20	21	21	0	62	0	0	0	0	
Subtotal, Highway & Local Road Improvement Projects							1,615	0	94	94	1,247	95	85	1,153	462	0	0	0	0	
Active Transportation Projects:																				
Napa Co	loc	2091J	Vine Trail - St Helena to Yountville				2,000	0	0	0	2,000	0	0	0	2,000	0	0	0	0	
San Jose	loc	2374	Story-Keyes Complete Streets (ATP)				376	0	0	0	376	0	0	0	376	0	0	0	0	
Subtotal, Active Transportation Projects							2,376	0	0	0	2,376	0	0	0	2,376	0	0	0	0	
Total Programmed or Voted since July 1, 2024							3,991													

Balance of STIP County Share, Napa	
Total County Share, June 30, 2025	(2,691)
Total Programmed or Voted Since July 1, 2024	3,991
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	6,682

METROPOLITAN TRANSPORTATION COMMISSION 2026 Regional Transportation Improvement Program Development Schedule (Subject to Change) September 24, 2025	
March 21, 2025	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting)
May 16, 2025	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting)
June 27, 2025	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting)
June 2025	Local Streets and Roads/Programming and Delivery Working Group (LSRPDWG) discussion and review of initial schedule for 2026 RTIP
June 30, 2025	Governor signs State Budget
July 2025	STIP Fund Estimate and Guidelines Workshop
August 15, 2025	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting)
September 3, 2025	Draft RTIP Policies and Procedures published online and emailed to stakeholders for public comment
September 10, 2025	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 24, 2025	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 1, 2025	BACTAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Complete Streets Checklist for new projects.
October 31, 2025	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support, and Certification of Assurances due to MTC (Final Complete Applications due)
December 3, 2025	Draft RTIP scheduled to be available for public review
December 10, 2025	PAC scheduled review of RTIP and referral to Commission for approval
December 15, 2025	2026 RTIP due to CTC
December 17, 2025	MTC Commission scheduled approval of 2026 RTIP (Full RTIP to be transmitted to CTC within one week of Commission approval)
January/February 2026	CTC 2026 STIP Hearing – Northern California (TBD)
January/February 2026	CTC 2026 STIP Hearing – Southern California (TBD)
March 2, 2026	CTC Staff Recommendations on 2026 STIP released
March 19, 2026	CTC adopts 2026 STIP (CTC Meeting)

Shaded Area – Actions by Caltrans or CTC

Executive Summary

On August 14, 2025, the California Transportation Commission adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state’s transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2026 STIP FE period covers state fiscal years 2026-27 through 2030-31, with 2025-26 included as the base year.

The 2026 STIP FE incorporates Governor Newsom’s Executive Order N-79-20 which requires that all new cars and passenger trucks sold are zero-emission vehicles (ZEV) by 2035. The Order also requires the same emissions status for medium and heavy-duty vehicles by 2045. ZEVs include battery-electric vehicles, hydrogen fuel cell vehicles and plug-in hybrid electric vehicles. This transition from smog-producing vehicles to ZEVs will dramatically reduce demand for gasoline and diesel fuels, which will negatively impact transportation revenues. Excise taxes collected from the consumption of vehicle fuel is the largest state revenue source for transportation.

STIP Capacity

STIP projects add new development to the state’s transportation infrastructure. The 2026 STIP FE includes a total estimate of \$2.7 billion in program target capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, including construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. From the \$2.7 billion in total estimated program capacity over the 2026 STIP FE, new STIP capacity currently available for programming is approximately \$1.1 billion over the FE period.

2026 STIP FE STIP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE Target Capacity	\$585	\$560	\$580	\$560	\$510	\$500	\$2,710	\$3,295
2024 STIP Program	718	528	580	517	0	0	1,625	2,343
New STIP Program Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
Cumulative Difference	(\$133)	(\$101)	(\$102)	(\$58)	\$452	\$952		
Estimated Capital Allocation Capacity	\$470	\$450	\$460	\$450	\$410	\$400		

Note: Individual numbers may not add to total due to independent rounding.

- STIP capacity over the 2026 five-year FE period is five percent lower compared to the 2024 five-year FE period. STIP capacity in the future will depend primarily on the inflationary component of the incremental excise tax revenues outpacing the reduction in gasoline consumption, and the diesel sales tax revenues remaining stable.

SHOPP Capacity

SHOPP projects are funded with federal and state resources and consist of major rehabilitation work on the State Highway System. The 2026 STIP FE forecasts SHOPP capacity of \$21.7 billion over the five-year FE period. Similar to the STIP, SHOPP capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. From the \$21.7 billion in total estimated program capacity over the 2026 STIP FE, new SHOPP capacity currently available for programming is approximately \$11.1 billion over the FE period.

2026 STIP FE SHOPP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE SHOPP Target Capacity	\$5,100	\$4,300	\$4,300	\$4,300	\$4,400	\$4,400	\$21,700	\$26,800
2024 SHOPP Program	5,240	5,240	5,340	0	0	0	10,580	15,820
New SHOPP Program Capacity	(\$140)	(\$940)	(\$1,040)	\$4,300	\$4,400	\$4,400	\$11,120	\$10,980
Cumulative Difference	(\$140)	(\$1,080)	(\$2,120)	\$2,180	\$6,580	\$10,980		
Estimated Capital Allocation Capacity	\$3,800	\$3,200	\$3,200	\$3,200	\$3,300	\$3,300		

Note: Individual numbers may not add to total due to independent rounding.

- SHOPP capacity over the 2026 five-year FE period is 16 percent lower compared to the 2024 five-year FE period, due to additional commitments associated with unprogrammed costs, including increased frequency of emergency projects and increased costs for projects.

PROPOSED

ESTIMATED CAPACITY BY PROGRAM Fund Estimate Five-Year Period

2026 STIP FE STIP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE Target Capacity	\$585	\$560	\$580	\$560	\$510	\$500	\$2,710	\$3,295
2024 STIP Program	718	528	580	517	0	0	1,625	2,343
New STIP Program Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
Cumulative Difference	(\$133)	(\$101)	(\$102)	(\$58)	\$452	\$952		
Estimated Capital Allocation Capacity	\$470	\$450	\$460	\$450	\$410	\$400		

Note: Individual numbers may not add to total due to independent rounding.

2026 STIP FE SHOPP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE SHOPP Target Capacity	\$5,100	\$4,300	\$4,300	\$4,300	\$4,400	\$4,400	\$21,700	\$26,800
2024 SHOPP Program	5,240	5,240	5,340	0	0	0	10,580	15,820
New SHOPP Program Capacity	(\$140)	(\$940)	(\$1,040)	\$4,300	\$4,400	\$4,400	\$11,120	\$10,980
Cumulative Difference	(\$140)	(\$1,080)	(\$2,120)	\$2,180	\$6,580	\$10,980		
Estimated Capital Allocation Capacity	\$3,800	\$3,200	\$3,200	\$3,200	\$3,300	\$3,300		

Note: Individual numbers may not add to total due to independent rounding.

PROPOSED

2026 STIP FUND ESTIMATE STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS (\$ millions)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$1,053							\$1,053
Fuel Excise Taxes (Base)	\$2,192	\$2,205	\$2,223	\$2,234	\$2,243	\$2,257	\$11,161	\$13,354
Fuel Excise Taxes (Incremental)	2,133	2,155	2,172	2,190	2,208	2,236	10,961	13,094
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	408	400	390	380	370	370	1,908	2,316
Net Transfers - Others	(178)	(174)	(174)	(175)	(176)	(175)	(875)	(1,053)
Expenditures - Other Departmental	(764)	(728)	(750)	(752)	(748)	(754)	(3,732)	(4,496)
Total State Resources	\$4,844	\$3,857	\$3,860	\$3,877	\$3,897	\$3,933	\$19,425	\$24,269
Obligation Authority (OA)	\$5,194	\$5,287	\$5,382	\$5,479	\$5,577	\$5,677	\$27,403	\$32,596
August Redistribution	495	495	495	495	495	495	2,475	2,970
Other Federal Resources	(414)	(416)	(419)	(421)	(421)	(421)	(2,097)	(2,511)
Total Federal Resources	\$5,275	\$5,366	\$5,459	\$5,553	\$5,652	\$5,752	\$27,781	\$33,055
TOTAL STATE & FED RESOURCES	\$10,119	\$9,223	\$9,319	\$9,430	\$9,549	\$9,684	\$47,205	\$57,324
COMMITMENTS								
STATE OPERATIONS	(\$1,681)	(\$1,729)	(\$1,777)	(\$1,827)	(\$1,878)	(\$1,930)	(\$9,141)	(\$10,823)
MAINTENANCE	(\$1,471)	(\$1,518)	(\$1,566)	(\$1,617)	(\$1,669)	(\$1,722)	(\$8,092)	(\$9,562)
LOCAL ASSISTANCE (LA)								
Oversight (Partnership)	(\$215)	(\$214)	(\$213)	(\$214)	(\$211)	(\$208)	(\$1,061)	(\$1,276)
State & Federal LA	(2,121)	(2,171)	(2,215)	(2,258)	(2,292)	(2,330)	(11,266)	(13,387)
TOTAL LA	(\$2,336)	(\$2,385)	(\$2,428)	(\$2,472)	(\$2,503)	(\$2,538)	(\$12,327)	(\$14,663)
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	(\$1,173)	(\$915)	(\$675)	(\$531)	(\$364)	(\$220)	(\$2,705)	(\$3,878)
SHOPP Minor	(104)	(107)	(111)	(115)	(120)	(124)	(578)	(682)
Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
TOTAL SHOPP COS	(\$1,334)	(\$1,080)	(\$844)	(\$704)	(\$541)	(\$402)	(\$3,570)	(\$4,904)
SHOPP CAPITAL OUTLAY								
Major capital	(\$2,853)	(\$291)	(\$143)	(\$47)	(\$16)	\$0	(\$497)	(\$3,350)
Minor capital	(150)	(145)	(141)	(137)	(133)	(129)	(686)	(835)
R/W Project Delivery	(107)	(95)	(62)	(47)	(51)	(33)	(288)	(395)
Unprogrammed R/W	(33)	(27)	(19)	(9)	(6)	(2)	(63)	(96)
TOTAL SHOPP CAPITAL OUTLAY	(\$3,143)	(\$558)	(\$365)	(\$240)	(\$206)	(\$164)	(\$1,534)	(\$4,677)
TOTAL NON-STIP COMMITMENTS	(\$9,965)	(\$7,270)	(\$6,981)	(\$6,860)	(\$6,797)	(\$6,756)	(\$34,664)	(\$44,629)
STIP LA								
STIP Off-System	(\$146)	(\$104)	(\$67)	(\$38)	(\$23)	(\$12)	(\$244)	(\$389)
Oversight (Partnership)	(31)	(31)	(30)	(31)	(30)	(30)	(152)	(183)
TOTAL STIP LA	(\$177)	(\$134)	(\$97)	(\$68)	(\$53)	(\$42)	(\$395)	(\$572)
STIP COS								
STIP COS	(\$162)	(\$210)	(\$190)	(\$148)	(\$107)	(\$91)	(\$745)	(\$907)
STIP CAPITAL OUTLAY								
STIP On-System	(\$401)	(\$408)	(\$322)	(\$198)	(\$66)	\$0	(\$994)	(\$1,395)
R/W Project Delivery	(14)	(6)	(2)	(1)	(1)	(1)	(11)	(25)
Unprogrammed R/W	(5)	(3)	(3)	(2)	(2)	(2)	(12)	(17)
TOTAL STIP CAPITAL OUTLAY	(\$420)	(\$417)	(\$327)	(\$201)	(\$69)	(\$3)	(\$1,017)	(\$1,437)
TOTAL STIP COMMITMENTS	(\$758)	(\$761)	(\$614)	(\$417)	(\$229)	(\$136)	(\$2,158)	(\$2,916)
TOTAL RESOURCES AVAILABLE	(\$605)	\$1,192	\$1,724	\$2,153	\$2,523	\$2,792	\$10,384	\$9,779
SHOPP TARGET CAPACITY	\$3,300	\$2,700	\$2,700	\$2,700	\$2,700	\$2,700	\$13,500	\$16,800
STIP TARGET CAPACITY	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935

Notes:

Individual numbers may not add to total due to independent rounding.

PROPOSED

2026 STIP FUND ESTIMATE ROAD MAINTENANCE & REHABILITATION ACCOUNT (\$ millions)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$3,558							\$3,558
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,799	1,889	1,985	2,087	2,214	2,340	10,515	12,314
SMIF Interest	125	102	90	74	58	45	369	493
TOTAL RESOURCES	\$5,882	\$2,391	\$2,475	\$2,561	\$2,671	\$2,785	\$12,884	\$18,766
COMMITMENTS								
Program Development	(\$12)	(\$12)	(\$13)	(\$13)	(\$14)	(\$14)	(\$66)	(\$79)
Statewide Planning	(16)	(16)	(17)	(18)	(18)	(19)	(88)	(104)
Maintenance	(506)	(522)	(539)	(556)	(574)	(592)	(2,783)	(3,289)
Capital Outlay Support	(453)	(87)	(74)	(64)	(55)	(49)	(330)	(782)
Capital Outlay	(731)	(1,155)	(1,170)	(557)	(199)	(188)	(3,269)	(4,000)
TOTAL COMMITMENTS	(\$1,718)	(\$1,793)	(\$1,812)	(\$1,208)	(\$860)	(\$862)	(\$6,535)	(\$8,253)
TOTAL RESOURCES AVAILABLE	\$4,164	\$599	\$663	\$1,353	\$1,811	\$1,923	\$6,348	\$10,512
RMRA TARGET CAPACITY	\$1,800	\$1,600	\$1,600	\$1,600	\$1,700	\$1,700	\$8,200	\$10,000

Note:

Individual numbers may not add to total due to independent rounding.

PROPOSED

**2026 STIP FUND ESTIMATE
PUBLIC TRANSPORTATION ACCOUNT**
(\$ in thousands)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$1,987,675							\$1,987,675
Adjustment for STA Transfer Timing	(223,948)							(223,948)
TIRCP & SRA Set-Aside	(1,636,917)							(1,636,917)
Sales Tax on Diesel	\$1,116,583	\$1,134,679	\$1,183,388	\$1,223,952	\$1,247,675	\$1,271,398	\$6,061,092	\$7,177,675
SMIF Interest Earned	64,965	56,918	49,479	40,429	30,475	22,971	200,272	265,238
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Transportation Improvement Fee (TIF)	459,842	473,637	487,846	502,481	517,556	532,630	2,514,150	2,973,992
TOTAL RESOURCES	\$1,793,277	\$1,690,310	\$1,745,790	\$1,791,939	\$1,820,781	\$1,852,075	\$8,900,895	\$10,694,172
State Transit Assistance (STA)	(\$948,805)	(\$966,084)	(\$1,005,719)	(\$1,039,567)	(\$1,061,316)	(\$1,083,066)	(\$5,155,752)	(\$6,104,557)
Reservation for Emergency Condition Response Projects	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(50,000)	(60,000)
SUBTOTAL AVAILABLE RESOURCES	\$834,472	\$714,226	\$730,071	\$742,372	\$749,465	\$759,009	\$3,695,143	\$4,529,615
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	(\$26,200)	(\$27,040)	(\$27,907)	(\$28,802)	(\$29,726)	(\$30,679)	(\$144,153)	(\$170,353)
Planning Staff and Support	(26,561)	(27,413)	(28,292)	(29,199)	(30,136)	(31,102)	(146,142)	(172,703)
California Transportation Commission	(4,915)	(5,073)	(5,235)	(5,403)	(5,576)	(5,755)	(27,043)	(31,958)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(11,324)	(11,687)	(12,062)	(12,449)	(12,848)	(13,260)	(62,306)	(73,630)
State Controller's Office	(19)	(20)	(20)	(21)	(22)	(22)	(105)	(124)
Secretary for Transportation Agency	(1,747)	(1,803)	(1,861)	(1,921)	(1,982)	(2,046)	(9,612)	(11,359)
TOTAL STATE OPERATIONS	(\$71,746)	(\$74,015)	(\$76,357)	(\$78,775)	(\$81,270)	(\$83,844)	(\$394,261)	(\$466,007)
INTERCITY RAIL								
Intercity Rail and Bus Operations	(\$202,986)	(\$203,375)	(\$130,867)	(\$130,867)	(\$130,867)	(\$130,867)	(\$726,843)	(\$929,829)
Heavy Equipment Maintenance and Acquisition	(30,161)	(30,849)	(31,605)	(32,437)	(33,352)	(34,359)	(162,603)	(192,764)
Fleet Modernization	(1,800)	(900)	(54,924)	(53,094)	0	0	(108,918)	(110,718)
TOTAL INTERCITY RAIL	(\$234,947)	(\$235,124)	(\$217,397)	(\$216,398)	(\$164,219)	(\$165,226)	(\$998,364)	(\$1,233,311)
LOCAL ASSISTANCE								
Transit and Intercity Rail Capital Program (TIRCP)	(\$321,889)	(\$331,546)	(\$341,492)	(\$351,737)	(\$362,289)	(\$372,841)	(\$1,759,905)	(\$2,081,795)
State Rail Assistance Program (SRA)	(53,171)	(54,032)	(56,352)	(58,283)	(59,413)	(60,543)	(288,623)	(341,794)
Bay Area Ferry Operations/Waterborne	(3,481)	(3,516)	(3,551)	(3,586)	(3,622)	(3,659)	(17,934)	(21,415)
TOTAL LOCAL ASSISTANCE	(\$378,541)	(\$389,094)	(\$401,395)	(\$413,607)	(\$425,325)	(\$437,042)	(\$2,066,463)	(\$2,445,004)
CAPITAL PROJECTS								
STIP - Mass Transportation*	(\$5,050)	(\$6,511)	(\$13,499)	(\$2,782)	(\$1,624)	(\$1,672)	(\$26,089)	(\$31,139)
STIP - Rail*	(1,929)	(5,906)	(2,202)	(1,682)	(184)	(213)	(10,187)	(12,116)
TOTAL CAPITAL PROJECTS	(\$6,979)	(\$12,417)	(\$15,702)	(\$4,464)	(\$1,808)	(\$1,885)	(\$36,275)	(\$43,255)
CASH AVAILABLE FOR PROGRAMMING	\$142,259	\$3,576	\$19,220	\$29,128	\$76,844	\$71,011	\$199,780	\$342,038
PTA STIP TARGET CAPACITY	\$60,000	\$60,000	\$80,000	\$60,000	\$50,000	\$50,000	\$300,000	\$360,000

Note: Individual numbers may not add to total due to independent rounding.

* Cash flow adjusted for unliquidated encumbrances.

County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding, and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIPs).

The 2026 STIP Fund Estimate (FE) indicates that there is negative program capacity for the Public Transportation Account (PTA). This means that transit projects currently programmed or proposed for programming in the STIP must be eligible for State Highway Account (SHA) funds and federal funds.

The following tables display STIP county and interregional shares and targets for the 2026 STIP:

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2026 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and SHA capacity. The table is based on Commission actions through June 30, 2025.

Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2025 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2030-31. The calculation of this target is shown in Table 3.
- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2031-32. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under one million. The calculation of this target is shown in Table 4.

Table 3. Calculation of New Programming Targets and Shares - Total Target

This table displays factors in the calculation of the Total Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2025 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2026 STIP Target Through 2030-31: This section calculates the total target. The total target is the formula distribution of new capacity available through 2030-31 adjusted for carryover balances and lapses.
 - Formula Distribution: This is the 2026 STIP share through 2030-31. It is the formula distribution of program capacity available through 2030-31. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back 2023-24 and 2024-25 Lapses: This identifies the amount for projects lapsed in 2023-24 and 2024-25. These amounts are credited back in the 2026 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2028-29.
 - Net Share (Total Target): This is the 2026 STIP target through 2030-31. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
 - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2030-31) is insufficient to cover prior advances.

Table 4. Calculation of New Programming Targets and Shares – Maximum

This table calculates the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under one million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2025 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2026 STIP Share Through 2031-32: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2031-32 adjusted for carryover balances and lapses.
 - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2031-32. It is the formula distribution of estimated program capacity available through the county share period ending in 2031-32. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back 2023-24 & 2024-25 Lapses: This identifies the amount for projects lapsed in 2023-24 and 2024-25. These amounts are credited back in the 2026 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2028-29.
 - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2031-32. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under one million. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
 - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2031-32) is insufficient to cover prior advances.

Table 5. Planning, Programming, and Monitoring (PPM) Limitations

State law provides that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period.

- Total: This section identifies the shares for the 2028-29 through 2030-31 share period based upon the 2024 and 2026 Fund Estimates. These are the amounts against which the 5% is applied
- 5% PPM Limitation: These are the PPM limitations for the 2028-29 through 2030-31 share period.

2026 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares
(\$ in millions)

	Public Transportation Account						5-Year	6-Year
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
Public Transportation Account (PTA)								
2026 FE PTA Target Capacity	\$60	\$60	\$80	\$60	\$50	\$50	\$300	\$360
Total 2026 STIP FE PTA Capacity	\$60	\$60	\$80	\$60	\$50	\$50	\$300	\$360
2024 STIP Program ¹	\$47	\$43	\$89	\$412	\$0	\$0	\$544	\$590
Extensions	\$61	\$29	\$0	\$0	\$0	\$0	\$29	\$90
Advances	(\$10)	\$0	\$0	\$0	\$0	\$0	\$0	(\$10)
Net PTA STIP Program	\$97	\$72	\$89	\$412	\$0	\$0	\$573	\$670
PTA Capacity for County Shares	(\$37)	(\$12)	(\$9)	(\$352)	\$50	\$50	(\$273)	(\$310)
Cumulative	(\$37)	(\$49)	(\$58)	(\$410)	(\$360)	(\$310)		

	State Highway Account						5-Year	6-Year
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
State Highway Account (SHA)								
2026 FE SHA Target Capacity	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935
Total 2026 STIP FE SHA Capacity	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935
2024 STIP Program ¹	\$527	\$427	\$491	\$105	\$0	\$0	\$1,023	\$1,550
Extensions	\$134	\$54	\$0	\$0	\$0	\$0	\$54	\$188
Advances	(\$40)	(\$25)	\$0	\$0	\$0	\$0	(\$25)	(\$65)
Net SHA STIP Program	\$621	\$456	\$491	\$105	\$0	\$0	\$1,052	\$1,673
SHA Capacity for County Shares	(\$96)	\$44	\$9	\$395	\$460	\$450	\$1,358	\$1,262
Cumulative	(\$96)	(\$52)	(\$44)	\$352	\$812	\$1,262		

Total Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
-----------------------	----------------	-------------	------------	-------------	--------------	--------------	----------------	--------------

Notes:

General note: Numbers may not add due to rounding.

¹ 2024 STIP as of June 30, 2025 (2025 Orange Book)

Table 2 - Summary of Targets and Shares
(\$ in thousands)

County	2026 STIP Programming	
	Total Target	Maximum
	Share through 2030-31	Estimated Share through 2031-32
Alameda	11,252	25,844
Alpine	0	0
Amador	2,423	3,372
Butte	3,099	5,730
Calaveras	1,514	2,623
Colusa	3,569	4,313
Contra Costa	13,618	23,596
Del Norte	0	0
El Dorado LTC	0	0
Fresno	14,611	25,316
Glenn	1,153	1,932
Humboldt	2,523	5,293
Imperial	30,772	35,842
Inyo	6,082	10,067
Kern	26,371	40,980
Kings	0	614
Lake	7,226	8,447
Lassen	4,351	6,116
Los Angeles	134,483	218,369
Madera	4,535	6,444
Marin	0	0
Mariposa	3,168	3,885
Mendocino	0	485
Merced	4,834	8,376
Modoc	3,404	4,353
Mono	4,882	7,860
Monterey	19,367	24,345
Napa	0	0
Nevada	2,946	4,473
Orange	24,718	51,467
Placer TPA	824	4,687
Plumas	0	826
Riverside	32,749	56,746
Sacramento	50,396	64,236
San Benito	0	0
San Bernardino	37,351	64,719
San Diego	0	0
San Francisco	9,887	17,132
San Joaquin	10,370	17,969
San Luis Obispo	8,573	13,885
San Mateo	46,627	53,851
Santa Barbara	8,981	14,998
Santa Clara	52,730	69,604
Santa Cruz	3,817	6,613
Shasta	9,201	12,243
Sierra	2,574	3,099
Siskiyou	2,944	5,080
Solano	0	0
Sonoma	7,030	12,156
Stanislaus	8,876	14,234
Sutter	3,857	5,071
Tahoe RPA	1,943	2,601
Tehama	7,817	9,367
Trinity	6,972	8,095
Tulare	0	6,652
Tuolumne	4,401	5,628
Ventura	113,783	122,529
Yolo	2,656	5,242
Yuba	16,518	17,496
Statewide Regional	781,778	1,144,902
Interregional	169,872	306,748
TOTAL	951,650	1,451,650

	New Capacity
Statewide SHA Capacity	1,261,908
Statewide PTA Capacity	(310,258)
Total STIP Capacity	951,650

Table 3 - Calculation of New Programming Targets and Shares - Total Target
(\$ in thousands)

County	Net Carryover		2026 STIP Share through 2030-31			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	Net Share (Total Target)	Net Advance
Alameda	0	(8,664)	19,916	0	11,252	0
Alpine	0	(1,511)	572	0	0	(939)
Amador	1,052	0	1,295	76	2,423	0
Butte	0	(492)	3,591	0	3,099	0
Calaveras	0	0	1,514	0	1,514	0
Colusa	2,553	0	1,016	0	3,569	0
Contra Costa	0	0	13,618	0	13,618	0
Del Norte	0	(3,682)	929	0	0	(2,753)
El Dorado LTC	0	(20,591)	2,651	0	0	(17,940)
Fresno	0	0	14,611	0	14,611	0
Glenn	90	0	1,063	0	1,153	0
Humboldt	0	(1,258)	3,781	0	2,523	0
Imperial	23,853	0	6,919	0	30,772	0
Inyo	643	0	5,439	0	6,082	0
Kern	6,434	0	19,937	0	26,371	0
Kings	0	(4,129)	2,737	0	0	(1,392)
Lake	5,558	0	1,668	0	7,226	0
Lassen	1,942	0	2,409	0	4,351	0
Los Angeles	0	0	114,483	20,000	134,483	0
Madera	1,931	0	2,604	0	4,535	0
Marin	0	(11,562)	3,499	0	0	(8,063)
Mariposa	2,188	0	980	0	3,168	0
Mendocino	0	(5,776)	3,613	0	0	(2,163)
Merced	0	0	4,834	0	4,834	0
Modoc	2,109	0	1,295	0	3,404	0
Mono	817	0	4,065	0	4,882	0
Monterey	0	(2,136)	6,794	14,709	19,367	0
Napa	0	(6,682)	2,276	0	0	(4,406)
Nevada	863	0	2,083	0	2,946	0
Orange	0	(11,786)	36,504	0	24,718	0
Placer TPA	0	(4,449)	5,273	0	824	0
Plumas	0	(1,686)	1,449	0	0	(237)
Riverside	0	0	32,749	0	32,749	0
Sacramento	31,371	0	18,888	137	50,396	0
San Benito	0	(11,338)	1,319	0	0	(10,019)
San Bernardino	0	0	37,351	0	37,351	0
San Diego	0	(179,915)	42,222	5,700	0	(131,993)
San Francisco	0	0	9,887	0	9,887	0
San Joaquin	0	0	10,370	0	10,370	0
San Luis Obispo	1,324	0	7,249	0	8,573	0
San Mateo	31,290	0	9,860	5,477	46,627	0
Santa Barbara	770	0	8,211	0	8,981	0
Santa Clara	0	0	23,028	29,702	52,730	0
Santa Cruz	0	0	3,817	0	3,817	0
Shasta	5,049	0	4,152	0	9,201	0
Sierra	1,858	0	716	0	2,574	0
Siskiyou	30	0	2,914	0	2,944	0
Solano	0	(10,654)	6,091	0	0	(4,563)
Sonoma	34	0	6,996	0	7,030	0
Stanislaus	1,563	0	7,313	0	8,876	0
Sutter	2,200	0	1,657	0	3,857	0
Tahoe RPA	1,044	0	899	0	1,943	0
Tehama	5,701	0	2,116	0	7,817	0
Trinity	2,740	0	1,532	2,700	6,972	0
Tulare	0	(9,247)	9,176	0	0	(71)
Tuolumne	2,726	0	1,675	0	4,401	0
Ventura	101,847	0	11,936	0	113,783	0
Yolo	0	(3,528)	3,528	2,656	2,656	0
Yuba	15,183	0	1,335	0	16,518	0
Statewide Regional	254,763	(299,086)	560,405	81,157	781,778	(184,539)
Interregional	0	(78,966)	186,801	62,037	169,872	0
TOTAL	254,763	(378,052)	747,206	143,194	951,650	(184,539)
Statewide SHA Capacity					1,261,908	
Statewide PTA Capacity					(310,258)	
Total					951,650	

Table 4 - Calculation of Targets and Shares - Maximum
(\$ in thousands)

County	Net Carryover		2026 STIP			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	Net Share (Maximum)	Net Advance
Alameda	0	(8,664)	34,508	0	25,844	0
Alpine	0	(1,511)	991	0	0	(520)
Amador	1,052	0	2,244	76	3,372	0
Butte	0	(492)	6,222	0	5,730	0
Calaveras	0	0	2,623	0	2,623	0
Colusa	2,553	0	1,760	0	4,313	0
Contra Costa	0	0	23,596	0	23,596	0
Del Norte	0	(3,682)	1,610	0	0	(2,072)
El Dorado LTC	0	(20,591)	4,594	0	0	(15,997)
Fresno	0	0	25,316	0	25,316	0
Glenn	90	0	1,842	0	1,932	0
Humboldt	0	(1,258)	6,551	0	5,293	0
Imperial	23,853	0	11,989	0	35,842	0
Inyo	643	0	9,424	0	10,067	0
Kern	6,434	0	34,546	0	40,980	0
Kings	0	(4,129)	4,743	0	614	0
Lake	5,558	0	2,889	0	8,447	0
Lassen	1,942	0	4,174	0	6,116	0
Los Angeles	0	0	198,369	20,000	218,369	0
Madera	1,931	0	4,513	0	6,444	0
Marin	0	(11,562)	6,062	0	0	(5,500)
Mariposa	2,188	0	1,697	0	3,885	0
Mendocino	0	(5,776)	6,261	0	485	0
Merced	0	0	8,376	0	8,376	0
Modoc	2,109	0	2,244	0	4,353	0
Mono	817	0	7,043	0	7,860	0
Monterey	0	(2,136)	11,772	14,709	24,345	0
Napa	0	(6,682)	3,944	0	0	(2,738)
Nevada	863	0	3,610	0	4,473	0
Orange	0	(11,786)	63,253	0	51,467	0
Placer TPA	0	(4,449)	9,136	0	4,687	0
Plumas	0	(1,686)	2,512	0	826	0
Riverside	0	0	56,746	0	56,746	0
Sacramento	31,371	0	32,728	137	64,236	0
San Benito	0	(11,338)	2,285	0	0	(9,053)
San Bernardino	0	0	64,719	0	64,719	0
San Diego	0	(179,915)	73,160	5,700	0	(101,055)
San Francisco	0	0	17,132	0	17,132	0
San Joaquin	0	0	17,969	0	17,969	0
San Luis Obispo	1,324	0	12,561	0	13,885	0
San Mateo	31,290	0	17,084	5,477	53,851	0
Santa Barbara	770	0	14,228	0	14,998	0
Santa Clara	0	0	39,902	29,702	69,604	0
Santa Cruz	0	0	6,613	0	6,613	0
Shasta	5,049	0	7,194	0	12,243	0
Sierra	1,858	0	1,241	0	3,099	0
Siskiyou	30	0	5,050	0	5,080	0
Solano	0	(10,654)	10,554	0	0	(100)
Sonoma	34	0	12,122	0	12,156	0
Stanislaus	1,563	0	12,671	0	14,234	0
Sutter	2,200	0	2,871	0	5,071	0
Tahoe RPA	1,044	0	1,557	0	2,601	0
Tehama	5,701	0	3,666	0	9,367	0
Trinity	2,740	0	2,655	2,700	8,095	0
Tulare	0	(9,247)	15,899	0	6,652	0
Tuolumne	2,726	0	2,902	0	5,628	0
Ventura	101,847	0	20,682	0	122,529	0
Yolo	0	(3,528)	6,114	2,656	5,242	0
Yuba	15,183	0	2,313	0	17,496	0
Statewide Regional	254,763	(299,086)	971,032	81,157	1,144,902	(137,035)
Interregional	0	(78,966)	323,677	62,037	306,748	0
TOTAL	254,763	(378,052)	1,294,709	143,194	1,451,650	(137,035)
Statewide SHA Capacity					1,711,908	
Statewide PTA Capacity					(260,258)	
Total					1,451,650	

2026 STIP FUND ESTIMATE

Table 5 - Planning, Programming, and Monitoring (PPM) Limitations

(\$ in thousands)

County	2024 STIP FY 2028-29	2026 STIP 2028-29 through 2030-31	Total 2028-29 through 2030-31	5% PPM Limitation 2028-29 through 2030-31
Alameda	14,859	19,916	34,775	1,739
Alpine	426	572	998	50
Amador	965	1,295	2,260	113
Butte	2,679	3,591	6,270	314
Calaveras	1,129	1,514	2,643	132
Colusa	757	1,016	1,773	89
Contra Costa	10,161	13,618	23,779	1,189
Del Norte	693	929	1,622	81
El Dorado LTC	1,976	2,651	4,627	231
Fresno	10,899	14,611	25,510	1,276
Glenn	792	1,063	1,855	93
Humboldt	2,819	3,781	6,600	330
Imperial	5,147	6,919	12,066	603
Inyo	4,042	5,439	9,481	474
Kern	14,844	19,937	34,781	1,739
Kings	2,042	2,737	4,779	239
Lake	1,243	1,668	2,911	146
Lassen	1,795	2,409	4,204	210
Los Angeles	85,396	114,483	199,879	9,994
Madera	1,943	2,604	4,547	227
Marin	2,610	3,499	6,109	305
Mariposa	730	980	1,710	86
Mendocino	2,693	3,613	6,306	315
Merced	3,605	4,834	8,439	422
Modoc	965	1,295	2,260	113
Mono	3,021	4,065	7,086	354
Monterey	5,067	6,794	11,861	593
Napa	1,697	2,276	3,973	199
Nevada	1,554	2,083	3,637	182
Orange	27,403	36,504	63,907	3,195
Placer TPA	4,043	5,273	9,316	466
Plumas	1,080	1,449	2,529	126
Riverside	24,414	32,749	57,163	2,858
Sacramento	14,093	18,888	32,981	1,649
San Benito	996	1,319	2,315	116
San Bernardino	27,868	37,351	65,219	3,261
San Diego	31,526	42,222	73,748	3,687
San Francisco	7,378	9,887	17,265	863
San Joaquin	7,736	10,370	18,106	905
San Luis Obispo	5,396	7,249	12,645	632
San Mateo	7,356	9,860	17,216	861
Santa Barbara	6,116	8,211	14,327	716
Santa Clara	17,182	23,028	40,210	2,011
Santa Cruz	2,847	3,817	6,664	333
Shasta	3,096	4,152	7,248	362
Sierra	534	716	1,250	63
Siskiyou	2,172	2,914	5,086	254
Solano	4,544	6,091	10,635	532
Sonoma	5,218	6,996	12,214	611
Stanislaus	5,456	7,313	12,769	638
Sutter	1,236	1,657	2,893	145
Tahoe RPA	611	899	1,510	76
Tehama	1,577	2,116	3,693	185
Trinity	1,142	1,532	2,674	134
Tulare	6,833	9,176	16,009	800
Tuolumne	1,249	1,675	2,924	146
Ventura	8,897	11,936	20,833	1,042
Yolo	2,632	3,528	6,160	308
Yuba	995	1,335	2,330	117
Statewide	418,175	560,405	978,580	48,929

Note: Limitation amounts include amounts already programmed.

PROPOSED

**2026 FUND ESTIMATE
AERONAUTICS ACCOUNT
(\$ in thousands)**

	2025-26	2026-27	2027-28	2028-29	2029-30	4-Year Total	5-Year Total
RESOURCES							
Beginning Balance	\$18,028						
Adjustment for Prior Commitments ¹	(10,382)						
ADJUSTED BEGINNING BALANCE¹	\$7,646						\$7,646
Aviation Gas Excise Tax ²	\$1,880	\$1,729	\$1,567	\$1,395	\$1,229	\$5,920	\$7,800
Jet Fuel Excise Tax ²	4,150	4,150	4,150	4,150	4,150	16,600	20,750
Interest (SMIF)	685	555	420	299	193	1,468	2,153
Federal Trust Funds	468	483	498	514	531	2,027	2,495
Transfer to Public Transportation Account	(30)	(30)	(30)	(30)	(30)	(120)	(150)
TOTAL RESOURCES	\$14,799	\$6,887	\$6,606	\$6,328	\$6,073	\$25,895	\$40,694
STATE OPERATIONS							
State Operations	(\$4,416)	(\$4,554)	(\$4,697)	(\$4,845)	(\$4,997)	(\$19,094)	(\$23,510)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)	(5)
Statewide General Administrative Expenditures (Pro Rata)	(256)	(264)	(273)	(281)	(290)	(1,108)	(1,364)
TOTAL STATE OPERATIONS	(\$4,673)	(\$4,820)	(\$4,971)	(\$5,127)	(\$5,289)	(\$20,207)	(\$24,880)
LOCAL ASSISTANCE							
Grants to Local Agencies (Annual Credit Program)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$6,000)	(\$7,500)
Airport Improvement Program (AIP) Match	0	0	0	0	0	0	0
Acquisition & Development (A&D)	0	0	0	0	0	0	0
TOTAL LOCAL ASSISTANCE	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$6,000)	(\$7,500)
TOTAL RESOURCES AVAILABLE	\$8,627	\$568	\$135	(\$299)	(\$715)	(\$312)	\$8,315
TARGET CAPACITY	\$1,500	\$2,500	\$2,500	\$1,500	\$0	\$6,500	\$8,000

Note: Individual numbers may not add to total due to independent rounding.

¹ Includes outstanding Plans of Financial Adjustment and encumbrances.

² Excise tax revenues are based on Department of Finance projections.

2026 RTIP Fund Estimate County Targets

Metropolitan Transportation Commission

9/25/2025

All numbers in thousands

Table 1: County Share Targets

Amounts based on 2026 STIP FE (Approved 8/14/2025)

FINAL	Through FY 2030-31 New Distrib.	Advanced, Carryover, and Lapsed	Regional Set-aside*	MTC PPM** FY 2029-30 & FY 2030-31	2026 STIP CTA Target***
Alameda	19,916	(8,664)		(384)	10,868
Contra Costa	13,618	0		(249)	13,369
Marin	3,499	(11,562)		(71)	0
Napa	2,276	(6,682)		(44)	0
San Francisco	9,887	0		(196)	9,691
San Mateo	9,860	36,767		(202)	46,425
Santa Clara	23,028	29,702		(448)	52,282
Solano	6,091	(10,654)		(118)	0
Sonoma	6,996	34	(3,400)	(141)	3,489
County Totals	95,171	28,941	(3,400)	(1,853)	136,124

Note: Counties with negative balance have a "\$0" new share.

*Regional set-aside includes \$3.4M from MSN B2 payback (SON)

**Assumes 2% Escalation Rate (reduced from 3.5%)

***Does not include new CTA PPM programming

Table 2: Planning, Programming, and Monitoring Amounts
FY 2026-27, FY 2027-28

	PPM Limit FY 2026-27 through FY 2027-28	MTC PPM FY 2026-27 through FY 2027-28	Programmed CTA PPM Current Share Period		PPM FY 2026-27 through FY 2027-28 CTA Share
			FY 2026-27	FY 2027-28	
Alameda	1,321	362	959		0
Contra Costa	1,090	235	427	428	0
Marin	67	67			0
Napa	189	41	74	74	0
San Francisco	837	184	326	327	0
San Mateo	808	190	309	309	0
Santa Clara	1,518	422	455	641	0
Solano	511	111	200	200	0
Sonoma	593	133	460		0
County Totals	6,934	1,745			0

Note: Counties may redistribute and program PPM share across both fiscal years

Table 3: Planning, Programming, and Monitoring Amounts
FY 2028-29, FY 2029-30, FY 2030-31

	PPM Limit FY 2028-29 through FY 2030-31	MTC PPM FY 2028-29 through FY 2030-31	Programmed CTA PPM FY29 to FY31			PPM Available for FY29 to FY31 CTA Share*
			FY 2028-29	FY 2029-30	FY 2030-31	
Alameda	1,739	570	557	0	0	612
Contra Costa	1,189	370	387	0	0	432
Marin	305	105	97	0	0	103
Napa	199	65	64	0	0	70
San Francisco	863	291	274	0	0	298
San Mateo	861	300	270	0	0	291
Santa Clara	2,011	666	0	0	0	1,345
Solano	532	175	170	0	0	187
Sonoma	611	210	192	0	0	209
County Totals	8,310	2,752	2,011	0	0	3,547

Note: Counties may redistribute and program PPM share across all fiscal years in the county share period

*CTA PPM share has not been subtracted from 2026 STIP CTA target identified in Table 1



September 4, 2025
TAC Agenda Item 9.3
Continued From: New

Action Requested: **INFORMATION ONLY**

NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee (TAC) 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 (CTP), Intersections 2050 – Revised Performance Metrics and Call for Projects Preparation

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

In May 2024, the Napa Valley Transportation Authority (NVTA) completed a mid-plan review of performance metrics for the Countywide Transportation Plan (CTP), *Advancing Mobility 2045*. This review evaluated how well the Plan's projects, programs, and policies were meeting — or progressing toward — established performance targets. The findings provided the foundation for updating the goals and objectives of the next Countywide Transportation Plan, *Intersections 2050*, which the NVTA Board adopted in May 2025.

Working with consultants Fehr & Peers, NVTA staff refined the Plan's performance metrics using insights from the mid-plan review, feedback from the Board and stakeholders during phase one outreach, and the revised goals and objectives for the upcoming Plan. These updated metrics will establish clear quantitative and qualitative measures to strengthen accountability, improve progress tracking, and demonstrate to the public the effectiveness of transportation investments.

In preparation for the NVTA Board's anticipated September launch of the CTP Call for Projects, staff is distributing project submission materials and worksheets in advance to give local jurisdictions sufficient time to prepare their submissions.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND & DISCUSSION

NVTA is responsible for developing long-range countywide transportation priorities through an integrated planning process. The Countywide Transportation Plan (CTP) is updated every four years. The NVTA Board of Directors approved the most recent Countywide Transportation Plan, Advancing Mobility 2045, in May 2021 (CTP 2021). The update to the current plan (CTP 2026) kicked-off with a Board Retreat in April 2025 and is anticipated to be complete by May 2026.

The CTP 2021 was the first to establish performance metrics and a mid-plan review was initiated to measure effectiveness. The mid-plan report identified that 5 out of the 14 performance metrics were met since 2021 as outlined in Table 1. Many of the performance metrics, like travel behavior, were highly influenced by the COVID-19 pandemic.

Table 1. CTP 2021 and Mid-Plan Review Performance Metrics and Measures

Performance Metric	Measure	Metric Achieved
Equity	1.Number of households below the County Median Income that are within a quarter mile of transit	
Safety	1. Number of Severe Injury and Fatal Collisions Reduced to Zero	
Congestion Relief	1.Peak Period Delay Index	✓
	2. Average Weekday Person Hours of Delay on NAPA Roadways	
	3. On-Time Bus Performance Weighted by Ridership	
	4. Number of Registered Users in NVTA's Transportation Demand Management Program	✓
Economic Sustainability	1.Reliability of Truck Travel Times	✓
	2. Number of Jobs Accessible by Transit Within one Hour During the Morning Commute	
Sustainability	1.Greenhouse Gas Emissions	✓
	2. Vehicle Miles Traveled	✓
	3. Share of Active Transportation for Commute Trips	
	4.Transit Ridership by Annual Boardings and Alightings	
Maintenance and Preservation	1.Miles between Bus Road Calls (Breakdowns)	
	2.Pavement Condition Index (PCI)	

The Mid-Plan review was used to identify programming changes, changes to data collection protocols, and policy change recommendations to further accelerate movement towards meeting the CTP Goals and Objectives (Attachment 1), which were recently revised and adopted by the NVTA Board. The performance metrics shown in Table 2

below were revised to improve accountability and the effectiveness of transportation investments. Some metrics were determined to still be valid, but were refined for clarity, while others were adjusted or simplified for better understanding towards reaching performance targets and are shown in Table 2 below.

Each measure indicates data sources, which are inclusive of both qualitative and quantitative data, as not all measures can be captured quantitatively but do have value in identifying impacts and outcomes relative to transportation goals.

Table 2. CTP 2026 Updated Performance Metrics and Measures

Performance Metric Category	Measure
Equity	<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	<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	<ul style="list-style-type: none"> • Travel time from specified origin to destination (minutes/hours reduced by 2050). Source: Inrix • Increase number of active users in NVTA’s TDM program by targeting large employers. Source: V-Commute Program • Explore public-private partnerships for alternative transportation programs and projects. Source: NVTA
Economic Vitality	<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
Energy	<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

Maintenance and Rehabilitation	<ul style="list-style-type: none"> Countywide PCI score of 70. Source: MTC Vital Signs
--------------------------------	---

CTP Call for Projects

The Call for Projects will open in mid-September, with projects due to NVTA no later than Friday October 31. Staff is requesting jurisdictions review their project list from the previous CTP and revise/update lists as needed. Submitted projects will be evaluated against performance metrics to ensure alignment with regional goals and measurable outcomes.

Performance metrics in the Countywide Transportation Plan serve as a framework to measure progress toward regional goals such as safety, equity, sustainability, and system efficiency. When submitting projects, jurisdictions should clearly identify how their proposals support one or more of these metrics. Examples include reducing severe and fatal crashes, improving access for equity-priority communities, enhancing transit reliability, or lowering greenhouse gas emissions. This approach ensures that every project seeking funding contributes to measurable outcomes that advance the plan’s vision.

Staff is updating the project submission worksheet which will be sent out in advance of the call for projects. Worksheets will include tabs for projects and programs. Example programmatic projects would include a citywide implementation of: Safe Routes to School improvements, Vision Zero Safety Improvements, bike/pedestrian improvements, traffic signal modernization etc. Worksheets will require a project title, description (including extents), cost estimates and implementation information. All project/program submissions must be on the worksheet and emailed to NVTA by the submission deadline.

Call for Projects Timeline:

DATE	EVENT
September 5	Project submission worksheets sent to jurisdiction staff
September 17	NVTA Board Releases Call for Projects
October 31	Projects Due to NVTA
Oct.31-Nov.14	Project Evaluations
December 4	TAC Meeting-Project List Review/Recommendation
December 17	NVTA Board Approval

ATTACHMENT

- 1) CTP Revised Goals and Objectives

CTP 2050 Goals and Objectives -Adopted May 2025

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



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee (TAC)
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 fourth quarter of Fiscal Year 2024-2025 Vine Transit update.

BACKGROUND

Recent Schedule Changes

A schedule was implemented on Sunday, August 10 to coincide with the start of the 2025-2026 school year. The following changes went into effect:

- Resumed the school trippers in American Canyon and St Helena
- Implemented a new Route 11X into a more expedited version of Route 11 that serves the most popular Route 11 stops including the Redwood Park and Ride, Soscol Gateway Transit Center, Napa Valley College, American Canyon Park & Ride, the Sereno Transit Center in Vallejo and the Vallejo Ferry Terminal
- Adjusted the Route D schedule to accommodate the Camille Creek Community School's fall and spring school schedule
- Adjusted the first three northbound Route 10 trips to start at Napa Valley College (the first three northbound Route 10 trips started at the Soscol Gateway Transit Center, skipping the Napa Valley College and Soscol/Kansas bus stops).
- Added Saturday service on Route 29 with nine round trips

Future Schedule Changes

The next tentatively planned schedule change is slated for January 11, 2026. Two changes currently under consideration include:

- Adding a stop on Riversound Way on Route G to serve Costco & new housing
- Adding a stop on Route 21 to serve Solano Community College

Ridership

Table 1 compares the annual difference between fourth quarter of FY 2023-2024 (April, May & June) to fourth quarter of FY 2024-2025 to show the year-over-year ridership increase of approximately 11% in the City of Napa. Routes A & G experienced the most significant growth year-over-year. Route G ridership growth is attributable to extending the route to serve Napa Valley College, the Napa County Soscol Campus, and Health & Human Services. Route A switched from a limited on-demand service to a fixed route as part of the January 12, 2025 schedule change. Early ridership data indicates significant increases in usage as riders have shown a preference for the bus to operate on a predictable schedule.

Table 1: City of Napa Ridership - Comparing Q4 of FY24 & Q4 of FY25

	Q4 FY24	Q4 FY25	% Difference	Numerical Difference
Napa Local On-Demand*/Route A	980	1,679	71.33%	699
Route B	6,581	5,985	-9.06%	-596
Route C	14,683	15,807	7.66%	1,124
Route D	1,962	2,323	18.40%	361
Route E	2,816	2,845	1.03%	29
Route F	3,534	4,175	18.14%	641
Route G	2,016	3,274	62.40%	1,258
Total	32,572	36,088	10.79%	3,516

*In Q4 of FY24, Route A was operating as an on-demand service. In Q4 of FY25, Route A operated as a fixed route

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 slightly increased from 5.5 passengers per revenue hour to 6.0 when compared to the previous quarter of the current fiscal year and is higher when compared to the same time period one year ago (5.4)

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

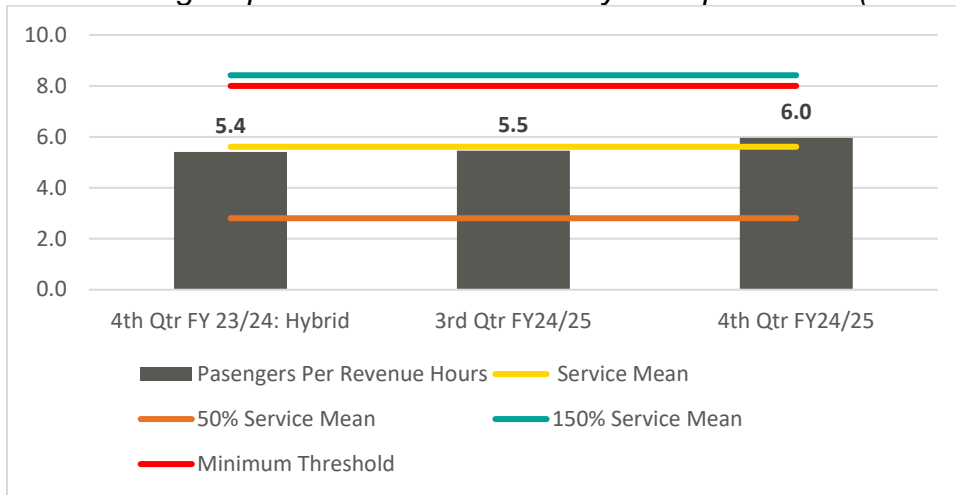


Chart 2 shows that the passengers per revenue hour vary by each local route. The Route C passengers per revenue hour continues to operate above the pre-COVID 8.0 minimum threshold measuring at 10.7. All other fixed routes were in the 2.8 to 6.0 range. The fourth quarter of Fiscal Year 2024-2025 is the first full quarter that Route A operated as a fixed route service since March 2020. During the same period (April – June) one year ago, Route A had a passengers per revenue hour of 1.5. In the fourth quarter of this FY 25, that number increased to 2.9.

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

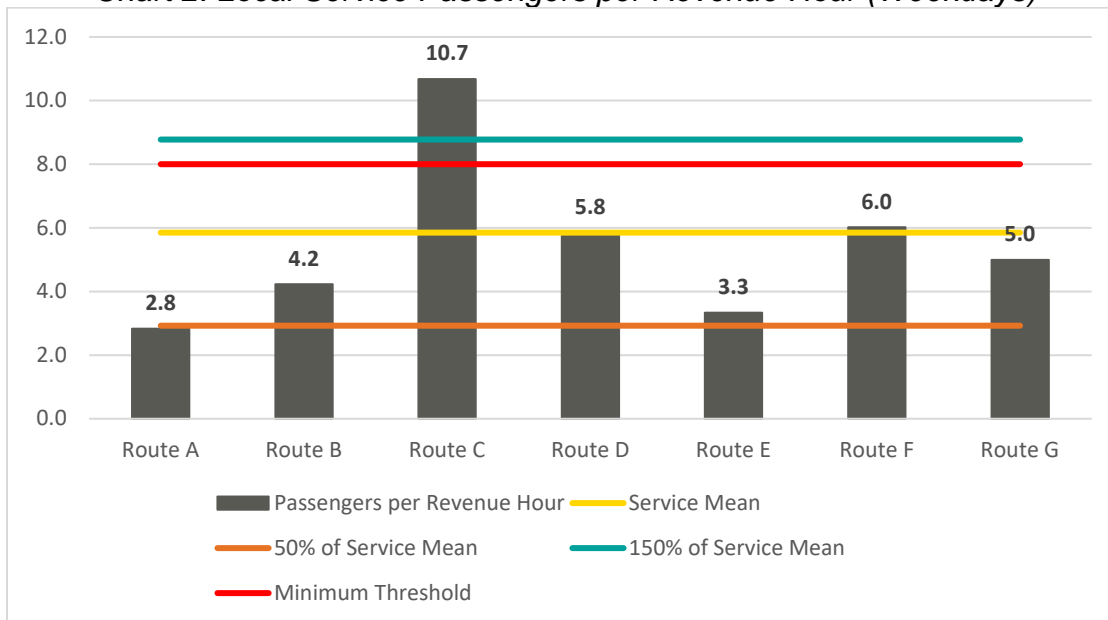


Table 2 shows overall ridership experienced a decrease of 3.83% for the quarter on regional routes. Lower ridership on Route 21 may be due to considerable delays and missed scheduled trips as Vine buses were being subjected to random California Highway Patrol Inspection with passengers on board at the weigh station on Interstate 80. Some of these inspections were extensive and significantly affected the route's on-time performance. Vine Transit has re-routed both the eastbound and westbound trips to avoid the weigh stations, so riders can predictably know how long a Route 21 trip will take. Despite multiple efforts, including lowering the fare and serving an additional stop, Route 11X continued to maintain unsustainable ridership levels. With direction from the NVT Board of Directors, Route 11X has been reimagined as an expedited version of Route 11 that serves the most popular stops along that route. The Route no longer serves the Imola Park and Ride, but now serves the Soscol Gateway Transit Center, Napa Valley College, Sereno Transit Center in Vallejo in addition to the Redwood Park & Ride, American Canyon Post Office, Vallejo Transit Center and Vallejo Ferry Terminal.

Table 2: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q4 of FY24 & Q4 of FY25

	Q4 FY24	Q4 FY25	% Difference	Numerical Difference
Route 10	39,363	39,553	0.48%	190
Route 11	34,038	32,599	-4.23%	-1,439
Route 11X	1,056	850	-19.51%	-206
Route 21	4,184	3,250	-22.32%	-934
Route 29	9,674	8,682	-10.25%	-992
Total	88,315	84,934	-3.83%	-3,381

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 on the next page, the Routes 10 and 11 experienced passengers per revenue hour (PAX/HR) at 9.4 and 9.0 but are still below the pre-COVID minimum threshold of 12. As previously mentioned, a new Route 11X began operating on August 11, 2025 as an expedited version of the long Route 11 that serves the most popular stops. Staff will closely monitor this new rendition of the Route 11X, especially in the second quarter (October – December) of Fiscal Year 2025-2026 as that will be the first full quarter of ridership data on the new Route 11X.

Chart 3: Regional Service Passengers per Revenue Hour

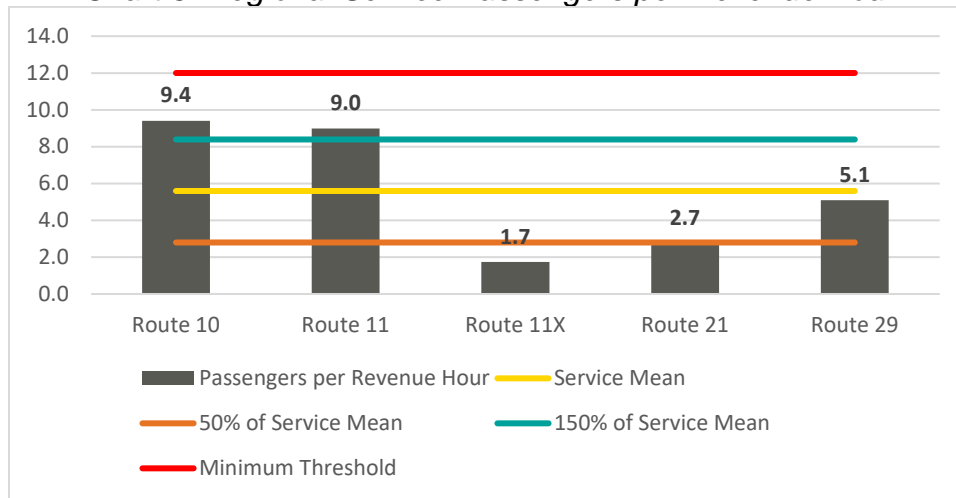


Table 3 shows ridership increased on the community shuttles overall by about 11% compared to the same quarter last year. The Yountville Bee experienced the only decline among the community shuttles at approximately 23%. New Calistoga shuttles with a special wrap were recently deployed into service and may have contributed to the increase in ridership since they are more visible to residents and tourists, provide a smoother ride, and are less prone to experiencing mechanical issues. NVTA will continue to monitor the performance of the Yountville Bee.

Table 3: Community Shuttles– Comparing Q4 of FY24 & Q4 of FY25

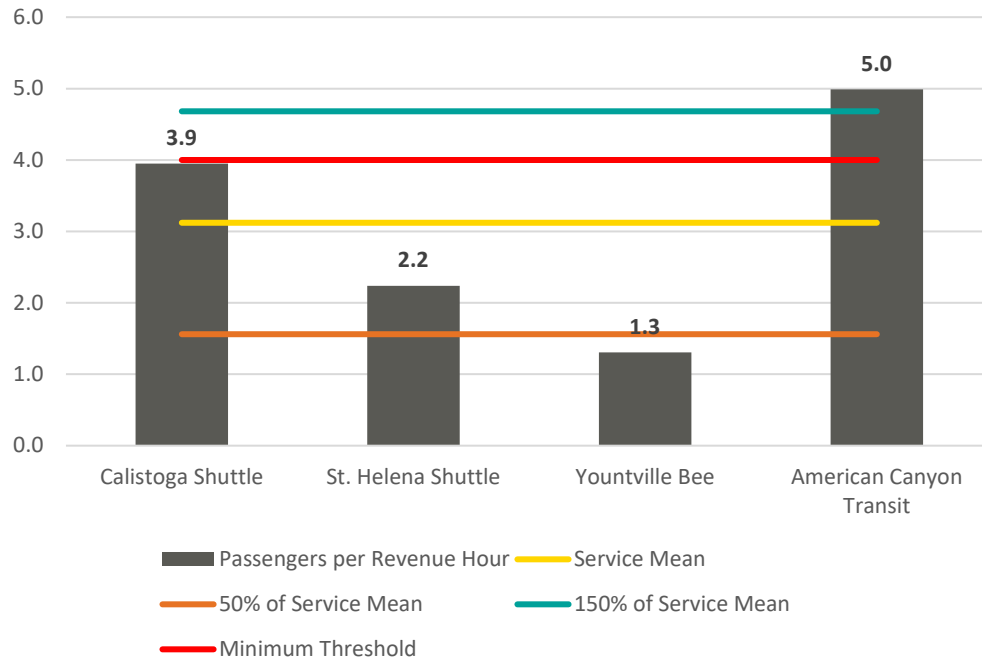
	Q4 FY24	Q4 FY25	% Difference	Numerical Difference
Calistoga Shuttle	3,455	3,913	13.26%	458
St. Helena Shuttle	1,319	1,533	16.22%	214
Yountville Bee	1,394	1,068	-23.39%	-326
American Canyon Transit	4,887	5,805	18.78%	918
Total	11,055	12,319	11.43%	1,264

Chart 4 on the next page shows the passengers per revenue hour on the local community shuttles. American Canyon Transit continues to show the strongest ridership of the community shuttles by meeting the passengers per revenue hour minimum threshold of at least four passengers. Given its popularity, staff has submitted cost proposals to the City of American Canyon for three options:

- 1) Extending weekday service to 7:00pm
- 2) Operating one vehicle on Saturdays from 8:30am – 5:30pm
- 3) Operating two vehicles on Saturdays from 8:30am – 5:30pm

All other shuttle services continue to operate below the pre-COVID minimum threshold of four passengers per revenue hour, although the Calistoga shuttle nearly hit the 4.0 threshold measuring in at 3.9 PAX/HR.

Chart 4: Community Shuttle Service Passengers per Revenue Hour



VineGo ridership rose by about 13% over the last year as seen in Table 4. Staff continues to see steady increases in VineGo ridership since the COVID-19 pandemic impacts have lessened and marketing efforts and partnerships with organizations, such as Molly’s Angels, have increased.

Table 4: VineGo Ridership – Comparing Q4 of FY24 & Q4 of FY25

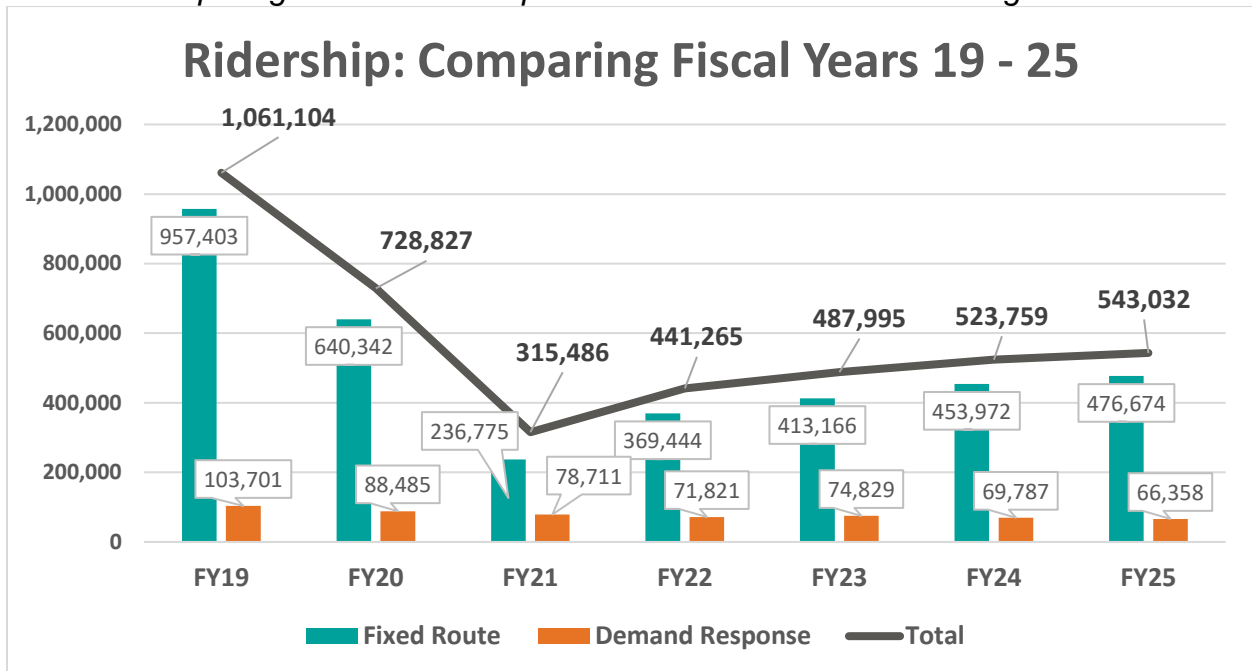
	Q4 FY24	Q4 FY25	% Difference	Numerical Difference
VineGo	4,288	4,847	13.04%	559

Table 5 and Chart 5 on the next page compares the full year of ridership during Fiscal Year 2024-2025 to the same time period over the previous six fiscal years to provide additional context to current ridership trends and how they compare over time pre and post COVID.

Table 5: Comparing the Current Fiscal Years to Prior Fiscal Years

	FY19	FY20	FY21	FY22	FY23	FY24	FY25
Fixed Route	957,403	640,342	236,775	369,444	413,166	453,972	476,674
Demand Response	103,701	88,485	78,711	71,821	74,829	69,787	66,358
Total	1,061,104	728,827	315,486	441,265	487,995	523,759	543,032

Chart 5: Comparing Annual Ridership of Fiscal Years 2018-2019 through 2024-2025



Marketing Efforts

Staff have 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 have attended since our previous Vine Transit report presented in July include:

- Meet Me in the Streets, American Canyon (July 9)
- Napa Valley College Job Fair (July 23)
- American Canyon Chamber Mixer (July 25)
- Napa National Night Out (August 5)
- Napa High Parent’s Night (August 6)
- St Helena Farmer’s Market (August 15)
- American Canyon Middle School Resource Fair (August 27)

In January, 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 member, selected their top three favorite artists and requested that they submit their artwork to be designed onto one of Vine Transit’s new 40-foot electric Gillig buses. The panel selected Blanca Molina as the winning design in April and the buses are currently in the process of being wrapped. NVTA is planning to host a public unveiling event in the coming weeks and will invite members of the TAC to join.

September is transit month, and to celebrate staff is launching a Bus Animal Naming Contest that will be exclusive to school-aged students to participate in. NVTA is inviting elementary school students to name its electric fleet mascots - the owl, hawk, butterfly and bee. The contest will launch on September 15th with a winning name selected for each animal on October 31st. Winning students will be treated to a special bus experience, receive a basket of Vine Transit prizes, and celebrate with a pizza party for their class.



ATTACHMENTS

None