

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Wednesday, January 7, 2026
5:00 PM

JoAnn Busenbark Boardroom

Community Advisory Committee (CAC)

All materials relating to an agenda item for an open session of a regular meeting of the Community Advisory Committee (CAC) are posted on the NVTA website at: <https://nctpa.legistar.com/Calendar.aspx>

Napa Valley Transportation Authority (NVTA) Community Advisory Committee (CAC) meeting will be held both in person and remotely via Zoom. The Zoom option will be available for members of the public to participate, however all committee members are expected to be in person and following the traditional Brown Act rules.

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 94573100120
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 945 7310 0120 If asked for the participant ID or code, press #.

Public Comments

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

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 12:00 p.m. on the day of the meeting 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 12 p.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 via Zoom, click the “Raise Your Hand” button (click on the “Participants” tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to “Raise Your Hand” are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

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

Instructions on how to join a Zoom video conference meeting are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

Instructions on how to join a Zoom video conference meeting by phone are available at:

<https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

All materials relating to an agenda item for an open session of a regular meeting of the NVTA CAC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

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

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

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8633. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA CAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang iny

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

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.

6. PRESENTATIONS

6.1 Measure T Accomplishments (Addrell Coleman)

Estimated Time: 5:10 p.m.

7. CONSENT AGENDA

7.1 Meeting Minutes of November 5, 2025 (Laura Sanderlin) (Pages 9-11)

Recommendation: CAC action will approve the meeting minutes of November 5, 2025

Estimated Time: 5:35 p.m.

Attachments: [7.1 Meeting Minutes of 11 05 2025.pdf](#)

8. REGULAR AGENDA ITEMS

8.1 Executive Director Report (Danielle Schmitz) (Pages 12-18)

Recommendation: That the Napa Valley Transportation Authority (NVTa) Community Advisory Committee receive the Executive Director Report.

Estimated Time: 5:40 p.m.

Attachments: [8.1 Staff Report](#)

8.2 Countywide Transportation Plan (CTP) Update (Diana Meehan) (Pages 19-24)

Recommendation: Information Only

Estimated Time: 5:45 p.m.

Attachments: [8.2 Staff Report](#)

8.3 Community Based Transportation Plan & CARE Program (Libby Payan) (Pages 25-28)

Recommendation: Information Only

Estimated Time: 5:55 p.m.

Attachments: [8.3 Staff Report](#)

8.4 Accessible Transportation Needs Assessment (ATNA) Implementation Progress Update-Mobility Manager Status Update (Diana Meehan) (Pages 29-31)

Recommendation: Information only

Estimated Time: 6:05 p.m.

Attachments: [8.4 Staff Report](#)

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 The next Regular Meeting is Wednesday March 4, 2026.

I, Arcie Alvarado, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on December 31, 2025

Arcie Alvarado

Arcie Alvarado, Administrative Assistant

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 Community Advisory Committee (CAC)

JoAnn Busenbark Boardroom

Wednesday, November 5, 2025

5:00 PM

1. Call To Order

Chair Baldini called the meeting to order at 5:04pm.

2. Roll Call

Present: 9 - Ron Richardson
Larry Kromann
Michael Baldini
Jean Vincent Deale
Ashley Tenscher
Tom Kambe
Hans Korve
Alex Crown
Gary Woodruff

Absent: 2 - Patricia Lynch
Vincent Courtney

3. Public Comment

Public comment made by Justin Hole who requested an update on what is happening at NVTA.

4. Committee Member Comments

Member Woodruff reported on the improvement of the right turn signage at Redwood Road intersection.

Member Tenscher requested the possibility of adding a leading pedestrian interval being installed onto the Redwood Park and Ride.

Chair Baldini commented on the Solano and Highway 29 intersection where drivers are making left-hand turns without waiting for the signal.

Member Crown mentioned Northbound Solano bus 10 needs a more visible label of what route it is.

5. Staff Comments

Diana Meehan reported Community Based Transportation Plan comments are due November 18th and the Plan Bay Area 2050 comments are due December 18th.

Patrick noted that the City is having trouble finalizing the date to confirm when the striping on Third Street will be complete due to striping modifications being made.

6. PRESENTATIONS

6.1 NVTa Project Update (Grant Bailey)

Information Only/No Action Taken

6.2 Michelin Mobility Intelligence (MMI) Final Report of Road Safety Risk Study (Diana Meehan)

Information Only/No Action Taken

7. CONSENT AGENDA

Motion MOVED by RICHARDSON, SECONDED by KAMBE to APPROVE Consent Agenda Item 7.1 to approve meeting minutes of September 3, 2025. Motion passed unanimously.

Aye: 9 - Richardson, Kromann, Chair Baldini, Deale, Tenscher, Kambe, Korve, Crown, and Woodruff

Absent: 2 - Lynch, and Courtney

7.1 Meeting Minutes of September 3, 2025 (Laura Sanderlin) (Pages 9-11)

8. REGULAR AGENDA ITEMS

8.1 Executive Director Report (Danielle Schmitz) (Pages 12-14)

Information Only/No Action Taken

Report provided by staff member Diana Meehan in Executive Director's absence.

8.2 Nomination and Election of Chair and Vice Chair for Calendar Year (CY) 2026 (Diana Meehan) (Pages 15-16)

Motion MOVED by KAMBE, SECONDED by KROMANN for Chair Baldini and Vice Chair Korve to serve another term. Motion passed unanimously.

Aye: 9 - Richardson, Kromann, Chair Baldini, Deale, Tenscher, Kambe, Korve, Crown, and Woodruff

Absent: 2 - Lynch, and Courtney

8.3 2026 Community Advisory Committee (CAC) Work Plan and Meeting Calendar (Diana Meehan) (Pages 17-20)

Three projects were added to the 2026 Work Plan including the Solano-Napa rail feasibility study, a low-budget proposal of low-cost options with minor upgrades for the new Solano-Napa rail, and information on the Soscol Ferry/Devlin roundabout construction.

Motion MOVED by KORVE, SECONDED by TENSCHER to APPROVE amended Regular Agenda Item 8.3 2026 Work Plan and Meeting Calendar. Motion passed unanimously.

Aye: 8 - Kromann, Chair Baldini, Deale, Tenschler, Kambe, Korve, Crown, and Woodruff

Absent: 3 - Richardson, Lynch, and Courtney

8.4 Vine Transit Update (Rebecca Schenck) (Pages 21-30)

Information Only/No Action Taken

Public comment from Justin Hole requesting new bus schedule, staff confirmed it will be emailed to him.

8.5 Countywide Active Transportation Plan Update (Patrick Band) (Pages 31-44)

Information Only/No Action Taken

9. FUTURE AGENDA ITEMS

None

10. ADJOURNMENT

Chair Baldini adjourned meeting at 7:03pm.

Arcie Alvarado, Administrative Assistant



NAPA VALLEY TRANSPORTATION AUTHORITY

CAC Agenda Memo

TO: Community Advisory Committee (CAC)
FROM: Danielle Schmitz, Executive Director
REPORT BY: Danielle Schmitz, Executive Director
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Executive Director Report

RECOMMENDATION

That the Napa Valley Transportation Authority Community Advisory Committee (CAC) receive the Executive Director Report.

BACKGROUND

Local Update

Low and No Bus Grant Award

NVTA was awarded \$6.8 million by the Federal Transit Administration for the purchase of six new Gillig hybrid-electric buses for its Vine Transit fleet. Funded by the Low or No Emission Vehicle Grant Program, it will allow NVTA to replace older diesel and unleaded buses that are well beyond their useful life. The new 35-foot hybrid vehicles will offer an improved rider experience while reducing harmful emissions. This is a significant win for the agency, especially amid uncertainty surrounding California's share of federal discretionary funds. I want to recognize and sincerely thank our Transit and Finance teams for their hard work and exceptional grant application that made this award possible.

New Hires:

- Arcie Alvarado joins our team as the new Administrative Assistant. She graduated from UCSB in June with a Bachelor of Social Science, majoring in Communications. Arcie's experience in public outreach, marketing and administrative support has prepared her for this new role at NVTA. As our Administrative Assistant, Arcie will largely support to the Administration and Finance operations and advisory committee clerk duties. Arcie previously was employed at the Napa Valley College, working for on-campus housing.

Promotions:

- Patrick Band has been promoted to senior Planner. Patrick is an integral part of our planning team, leading efforts like the Active Transportation Plan which has been a big lift this last year, as well as being a resource to local jurisdictions and implementing the bike counter installation program. Well done, Patrick.

Regional Update

- Clipper 2.0 has launched! Clipper 2.0 is active meaning now Clipper card readers will accept contactless credit cards, Apple Pay or Google Wallet. This includes free transfers from Muni, to BART or Caltrain. In addition there will be free transfers (up to \$2.85) between systems like the Vine bus to BART.
- Following more than two years of extensive public dialogue, technical analysis and interagency collaboration, MTC and the Association of Bay Area Governments (ABAG) released Draft Plan Bay Area 2050+, together with 10 supplemental reports, the Implementation Plan, and the Draft Environmental Impact Report (EIR), for public review. The public comment period runs through December 18th. <https://planbayarea.org/>

State and Federal

State Update:

State revenues continue to come in higher than projected forecasts. Fiscal year to date revenue is \$3.8 billion higher than the June forecast. Although, recent revenues look promising, the LAO has released some reports that raise concerns about the future financial outlook. The LAO released a report examining the outlook of the Medi-Cal program given the state's current fiscal outlook and changes at the federal level. Medi-Cal has grown to serve more than one-third of the state's population, with a total annual budget of \$197 billion, with over half of the program federally funded. Implementing the changes enacted in HR 1 will result in billions in lost federal funding. An amount the state general fund could not absorb.

The Legislature proactively addressed anticipated budget issues during the 2024-25 budget process, resulting in a small projected deficit of \$2 billion for 2025-26, which is considered roughly balanced. While current income exceeds projections by almost \$6 billion so far this year, the LAO forecasts revenues for the entire fiscal year will exceed projections by only \$7 billion. However, spending on education and all other programs has grown faster than revenues by \$11.5 billion, which results in the \$2 billion deficit for 2025-26.

The state faces significant multiyear operating deficits starting in 2026-27, driven by faster-than-normal spending growth and slower revenue growth. The state faces annual operating deficits beginning in 2026-27 of \$20 billion and growing to about \$30 billion in

2028-29. The LAO points out that the Legislature will need to reduce spending, increase taxes, or use reserves to address future deficits.

State initiatives being proposed for November 2026 ballot:

CEQA Reform – CalChamber is working on an initiative to streamline CEQA for essential projects like affordable housing, transportation, clean energy, and wildfire resilience.

Extending Proposition 30 – The California Children’s Education and Health Care Protection Act of 2026. Labor groups will ask voters to renew and make permanent, a tax on high earners. The current tax brings in billions for schools and health care programs and is set to expire in 2030.

Howard Jarvis Taxpayer Initiative – Save Proposition 13 – wants to impose the 2/3rds supermajority to pass revenue measures placed on the ballot by citizen initiatives. The California Supreme Court’s “Upland” decision clarified in 2017, that citizen initiatives were not covered under Prop. 13’s definition of “local government”. Passage of this measure would have devastating impacts for SB 63 and similar local sales tax efforts that may go the citizen initiative route.

Federal Update:

After a record breaking 43-day standoff, the longest government shutdown in U.S. history has ended. The continuing resolution (CR), which passed the Senate and then House on a 222-209 vote, will fund the government through January 30. The funding package includes an appropriations minibuss for Military Construction-VA, Agriculture-FDA, and the Legislative Branch. Following passage of the \$187 billion minibuss, Senate leadership is preparing a more expansive package expected to top \$1.2 trillion in discretionary funding. The next set of bills—covering Defense, Labor-Health and Human Services-Education, Commerce-Justice-Science, and Transportation-Housing and Urban Development—will be combined using the House-passed Defense bill as the legislative vehicle.

Senate Majority Whip John Thune (R-SD) confirmed procedural steps began, though floor debate won’t occur until after the recess. This strategy reflects growing pressure to avoid a yearlong CR, an outcome that would lock in outdated funding levels and empower executive agencies with broad discretion.

ATTACHMENTS

- (1) Plan Bay Area 2050+ Napa Fact Sheet



Photo: Karl Nielsen

Plan Bay Area 2050+ is a long-range plan charting the course for the future of the nine-county San Francisco Bay Area. The plan integrates **35 equitable and resilient strategies** to tackle the region’s transportation, housing, economic and environmental challenges to advance the vision of a more affordable, connected, diverse, healthy and vibrant Bay Area for all.

This document spotlights strategies and investments within the plan and related outcomes for Napa County.

How to Use The Plan

Planning Tools

Plan Bay Area 2050+ provides regional forecasts for population, jobs and housing, along with equity mapping and growth geographies to guide local planning. It also offers planning guidelines and access to an Open Data portal.

Funding and Grant Support

The plan supports transportation projects from concept to construction, offering grant eligibility checklists, advocacy tools and financial forecasts for housing, transportation and environmental investments.

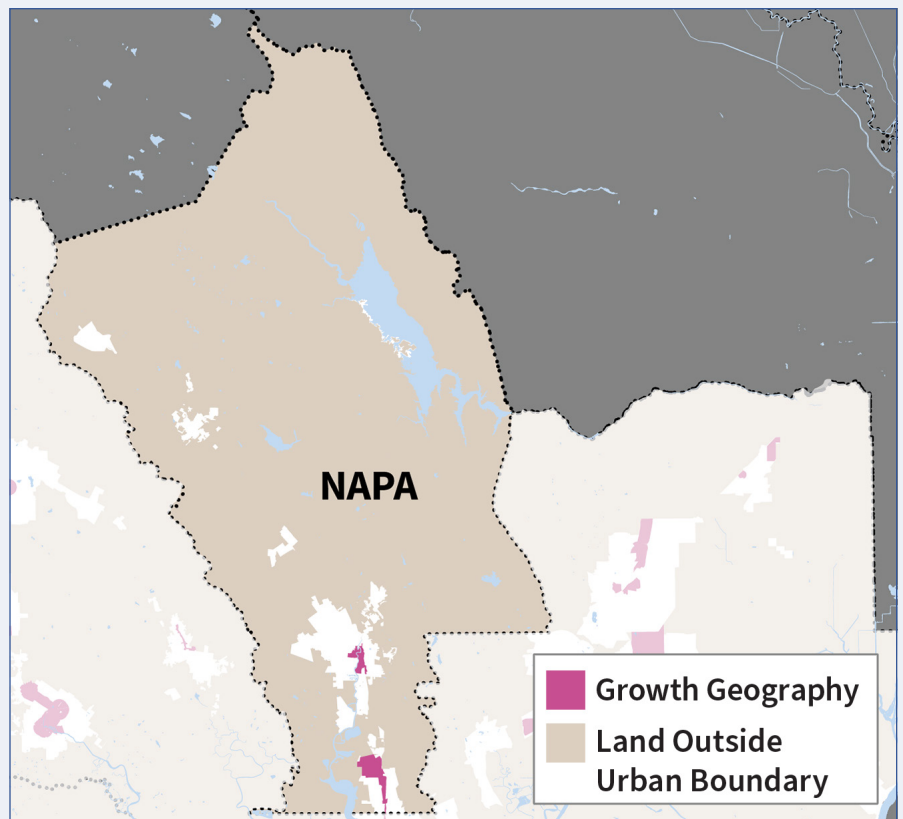
Implementation Support

MTC-ABAG provides technical assistance to help local jurisdictions implement strategies from Plan Bay Area 2050+. This includes resources like playbooks for redevelopment, mobility hubs and parking strategies, along with support for advancing transportation and housing initiatives.

For more information on tools and resources for partners, please visit planbayarea.org.

Napa County Growth Geographies

Growth Geographies are areas identified in Plan Bay Area 2050+ to guide long-term housing and job growth. As shown on the map, these areas are designated either by local jurisdictions or based on their proximity to transit and access to opportunity.



In Napa County, twelve transportation strategies work together to make it easier, safer and more reliable for residents to get where they need to go, whether by transit, car or active modes like walking and biking. Investments maintain and improve today’s system, expand safe options for biking and walking, and advance a new vision for transit through Transit 2050+, developed collaboratively by MTC and transit operators like Vine Transit.

Strategy Spotlight

Strategy T8 – Advance Other Regional Programs and Local Priorities

Implements complementary programs and transportation investments at the local and regional levels, including Community Based Transportation Plans, goods movement and priority development areas, guided by county-driven planning efforts, especially for multimodal improvements on local arterial roads.

Strategy T11 – Enhance Transit Frequency, Capacity and Reliability

Invests in targeted service enhancements across the existing transit network to improve regional frequency, reliability and capacity. Improvements to Vine Transit will enhance travel throughout Napa County, focusing on key corridors and connections to major destinations both inside and outside the county.

Project Spotlight

At least \$4.9 billion¹ in transportation projects are planned for Napa County from 2025-2050.



Photo: Courtesy of Caltrans

SR-29 Improvements

Multiple enhancements to SR-29 will improve traffic flow and enhance the experience for all travelers, especially at Airport Blvd, SR-12, SR-121 and American Canyon Road.

NVTA Vine Transit Local & Express Bus Expansions

Improvements to existing NVTA services will expand service hours and upgrade frequencies on local routes 10 and 11 and deploy transit priority that keeps express buses running on time.

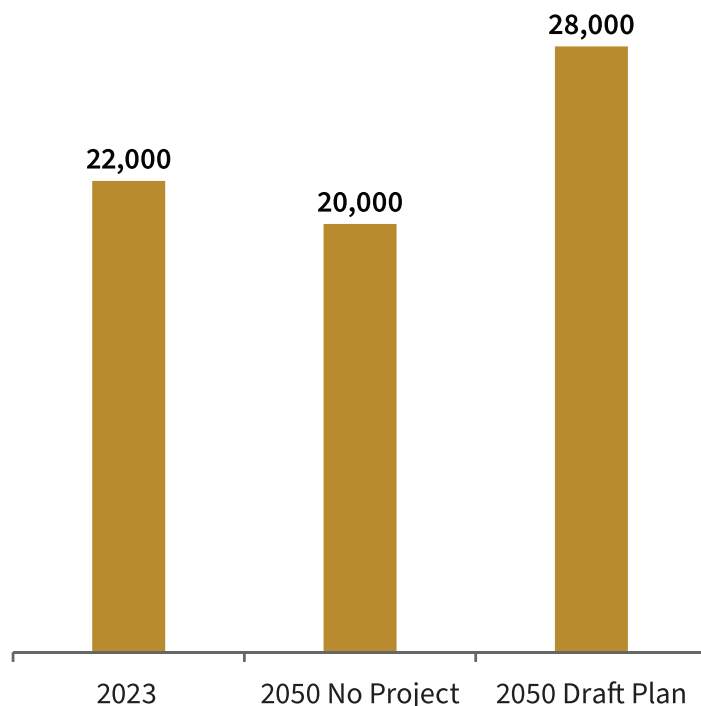
Soscol Avenue Multimodal Improvements

Improvements to Soscol Avenue in the city of Napa will promote efficient traffic flow and enhance the experience for pedestrians and bicyclists to create a safe street for all travelers.

¹ Amount reflects county-specific projects only. Additional regionwide or programmatic investments may include more in Napa County.

Forecasted Outcomes

Jobs Accessible by 45-Minute Transit Commute in Napa County



Job access is projected to improve, increasing from 22,000 in 2023 to 28,000 by 2050 by strategically expanding the transit system and promoting housing and employment in key Growth Geographies, allowing many more people to take transit, walk or bike to work. Without key strategies in Plan Bay Area 2050+, job access could decline.

Affordability is essential to housing stability. In the Bay Area, families with low incomes spend up to 70% of their household income on housing, leaving little room for other basic needs. Plan Bay Area 2050+ prioritizes affordable housing options for residents in Napa County and across the region, especially those with the lowest incomes and greatest needs. Eight housing strategies focus on producing housing at all affordability levels, preserving existing affordable homes and protecting renters from the impacts of high housing costs.

Strategy Spotlight

Strategies H3 and EC4 – Allow a Greater Mix of Housing and Land Use Densities and Types in Growth Geographies



Photo: Joey Kotfica

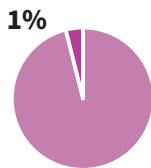
Napa County is home to several Growth Geographies that have the potential to better connect homes and workplaces, reduce housing costs and bring jobs closer to where people live.

Strategy H8 – Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services

Public agencies and nonprofits can accelerate the development of 100% affordable and mixed-income housing, supportive services and public spaces. The Priority Sites Pilot is helping the City of Napa create a development strategy for several city-owned parcels close to local services, the Napa riverfront and transit services.

Growth Pattern in Napa County

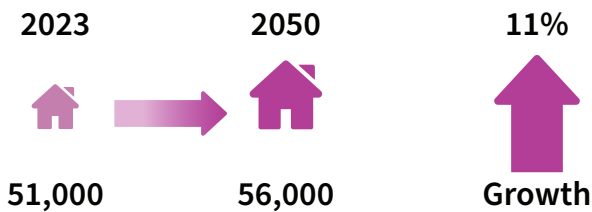
The Growth Pattern identifies how much Napa County might grow between 2023 and 2050, including population, jobs, households and housing units.



New Household Growth

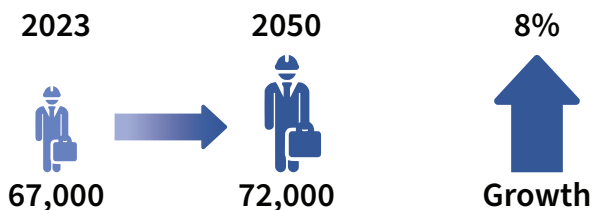
By 2050, the county is projected to maintain a stable share of the Bay Area’s households, accounting for **1% of new growth**, while preserving its existing employment base and rural character.

Household Growth



The **number of households** is expected to rise from **51,000 to 56,000** by 2050, an **increase** of about **11%**.

Job Growth



The **number of jobs** is expected to grow from **67,000 to 72,000** by 2050, an **increase** of about **8%**.

Nine environment strategies work not just to protect Napa County’s and the Bay Area’s land, air, water and people from natural hazards, but also to proactively improve residents’ health and enhance their living spaces.

Strategy Spotlight

Strategy EN5 – Protect and Manage High-Value Conservation Lands



Photo: Karl Nielsen

Strengthens biodiversity, improves landscape connectivity and supports a vibrant agricultural sector. In Napa County, Priority Conservation Areas highlight high-value opportunities aligned with other planning efforts. The Napa County Agricultural Land PCA and the Blue Oak Woodlands PCA around Lake Berryessa align with county and state priorities.

Strategy EN8 – Expand Clean Vehicle Initiatives



Photo: Noah Berger

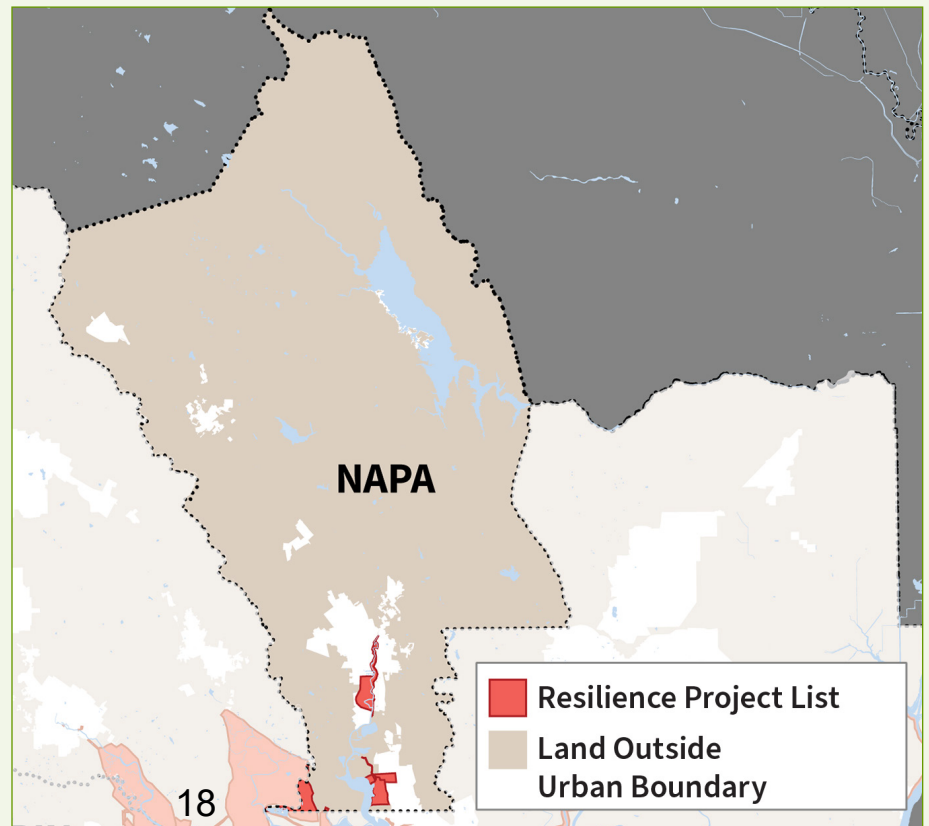
Invests in clean vehicles, including EVs, electric mobility and chargers to accelerate the electric transition. A proposed vehicle buyback program would support the shift, building on Napa County’s current 5% EV share and aiming for significant growth by 2035. The plan calls for a total of 535,000 chargers regionwide, including approximately 11,000 in Napa County.

Strategy EN1 - Adapt to Sea Level Rise

For the first time, Plan Bay Area includes a Resilience Project list to address regional sea level rise. In Napa County, the list anticipates a \$4 billion need to manage impacts from the first 4.9 feet of sea level rise.

Projects include the SR-37 Corridor project, combining near-term flood solutions with a long-term adaptation strategy. The plan also promotes nature-based solutions like the American Canyon Wetlands Restoration Plan to restore wetlands along the lower Napa River, improving water quality, habitat and public access, while building resilience to sea-level rise.

Napa County Sea Level Rise Resilience Investments





NAPA VALLEY TRANSPORTATION AUTHORITY

Community Advisory Committee Agenda Memo

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

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

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

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND

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

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

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

Data Collection and Baseline Assessment

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

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

Emerging Needs Assessment

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

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

Community Engagement

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

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

Goals, Strategies & Performance Measures

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

CTP Projects Review-Update

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

Next Steps (Winter/Spring 2026)

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

ATTACHMENTS

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

2050 CTP Goals and Objectives

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

2050 CTP Performance Metrics*

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

*Revised December 17 2025



NAPA VALLEY TRANSPORTATION AUTHORITY

Community Advisory Committee Agenda Memo

TO: Community Advisory Committee (CAC)
FROM: Danielle Schmitz, Executive Director
REPORT BY: Libby Payan, Senior Program Planner/Administrator
(707) 259-8788 / Email: lpayan@nvta.ca.gov
SUBJECT: Community Based Transportation Plan & CARE Program Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Community Based Transportation Plan (CBTP) is a community-driven process which engages residents and community organizations in shaping transportation solutions for these communities. The focus is to identify transportation gaps and needs that will improve mobility for identified Equity Priority Communities (EPCs).

Objectives include:

- Improving mobility and access for historically underserved communities
- Identifying resident-perceived transportation gaps or needs
- Transportation project or programmatic improvements that focus on affected communities, such as carshare, bikeshare or a bike loaner program, rideshare and/or carpooling and on-demand/flex-route transit pedestrian or bicycle safety improvements near schools or jobs.

The final version of the CBTP was approved by the NVTA Board of Directors at the December 17, 2025 meeting. The next phase of the project is to move towards implementation.

BACKGROUND

In July 2024, NVTA staff commenced the process of updating its CBTP along with its consultant MIG. During the seventeen-month process, nine census-tracts in Napa County that contain high concentrations of disadvantaged residents, known as Equity Priority Communities (EPCs), were the focus of the plan. The following objectives were met during the planning process:

- 1) In addition to the five EPCs identified by the Metropolitan Transportation Commission, staff internally identified four additional local EPCs in Napa County
- 2) Reviewed related planning documents and projects located in the EPCs and created a Community Profiles Report
- 3) Conducted nine interviews with key stakeholders that work with disadvantaged residents
- 4) Hosted direct outreach events at strategic locations within the EPCs & collected feedback from residents on their transportation challenges and improvements they would like to see implemented
- 5) Set up an outreach table/booth at other community events that were attended by residents in EPCs
- 6) Distributed surveys to residents in the nine identified EPCs
- 7) Created a project list based on feedback received and vetted them with each affected jurisdiction
- 8) Compiled all of the feedback, information, photographs, data into the final 2025 CBTP Plan
- 9) Submitted the final approved plan to the Metropolitan Transportation Commission

The CBTP contains a diverse list of recommended projects, including capital improvements, transit improvements and information campaigns. Each of these are associated with a unique set of funding challenges and opportunities. The manner in which the projects are integrated into local programming efforts also differs, whether via inclusion in a Capital Improvement Program or adoption as local policy.

Implementation of this plan will require ongoing commitments by NVTA and its partner jurisdictions and community-based organizations. NVTA will regularly monitor CBTP progress, maintain a record of project milestones and offer technical support to sponsor agencies. NVTA hosts monthly Technical Advisory Committee meetings with each jurisdiction's planning and public works personnel. Once a year during these meetings, NVTA will include an item on the agenda reviewing the project and program implementation timelines listed in Figure 49 and Figure 50 of the CBTP.

One potential source of funding for implementing CBTP-recommended projects is the Metropolitan Transportation Commission's new program called Community Action Resource and Empowerment (CARE) (Formerly Lifeline Transportation Program). CARE is a competitive funding, grant, and implementation program that will provide state and federal funds across three program components:

- 1) Community Power-Building and Engagement (Pb+E)
- 2) Project Development Technical Assistance for CBTP Projects
- 3) Participatory Budgeting (PB)

Table 1: Potential CBTP Qualifying Projects under the CARE Program

Project/Strategy Category	Proposal	Location
A4	Add lighting to Washington Street	Calistoga
A7	Add raised crosswalk and/or speed table to Hartle Court to slow vehicle speeds	City of Napa
A8	Install a traffic signal at Wappo and Lincoln Ave	Calistoga
A9	Add a high visibility crosswalk at Linda Vista Ave and Kathleen Drive/Sutherland Drive	City of Napa
A15	Add sidewalks on Gasser Drive	City of Napa
A16	Add sidewalks to fill missing gaps on the north and south sides of West Pueblo	City & County of Napa
B8	Add high visibility and raised pedestrian crosswalks on Spring Street, including at Kearney near school	St Helena
C7	Add lighting to the Vine Trail bridge segment over Highway 29, near the North Napa homeless shelter	City of Napa
C11	Add a signalized crosswalk at Vine Trail at Solano Ave intersection (just south of Redwood Blvd)	City of Napa

More information about MTC’s new CARE Program can be found on their website linked below:

<https://mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program>

ATTACHMENTS

1. Final Community Based Transportation Plan: https://nvta.ca.gov/wp-content/uploads/2025/12/Napa-Valley-CBTP-2025_Final_12-04-25.pdf

2. Final Plan Appendices: https://nvta.ca.gov/wp-content/uploads/2025/12/Napa-Valley-CBTP-2025_Final_Appendices-A-D_12-04-25.pdf



NAPA VALLEY TRANSPORTATION AUTHORITY

Community Advisory Committee (CAC) Agenda Memo

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

RECOMMENDATION

Information Only

EXECUTIVE SUMMARY

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

NVTA staff has convened an Implementation Working Group (IWG) made up of decision-makers from multiple stakeholder organizations to work towards advancing strategies in the plan. One of the six primary strategies identified under the ATNA was to establish a dedicated mobility manager. The Metropolitan Transportation Commission (MTC) is drafting guidance for a countywide mobility manager in each of the nine Bay Area counties. NVTA has provided input on the guidance and is advocating for funding for this designation.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND

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

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

One strategy in the six high-priority strategies is to establish a dedicated mobility manager and formalize an ongoing implementation committee. The ATNA Implementation Working Group is acting to advance ATNA plan strategies, including working towards establishing a county Mobility Manager. The strategy for each county to designate a Mobility Manager comes from Metropolitan Transportation Commission Action 21 in the Transformation Action Plan Accessibility Initiatives.

There are four main functions identified under the Action 21 framework for Mobility Managers. Several of these functions are part of NVTA's work as the local paratransit provider, others require cooperation from organization and other local agency partners.

- Information and Referral Services
- Travel Training
- Work within the ADA Eligibility Process
- Coordination and Reporting

Work through Connections, the Napa County Aging & Disability Resource Connection (ADRC) which launched in 2025 under a recommendation by the Napa Older Adults Assessment, is providing direct information and referral to a broad range of services for seniors and disabled populations, including transportation services. Multiple agencies have signed on as partners to support this effort. The ADRC system (funded by the California Department of Aging (CDA) is designed as a "no wrong door" mechanism for coordinating networks of programs and services to serve community members, especially those challenged with navigating complicated systems to receive needed services.

While the ADRC and NVTA provide a number of the core functions of a Mobility Manager, no single entity has full responsibility for managing and monitoring the systems, which MTC is seeking to implement under the Action 21 framework.

What process is MTC proposing to designate a County Mobility Manager?

- First: Hold Countywide Forums with MTC and local partners to build an understanding of efforts and to build consensus
- Next: Locally supported application for designation as countywide Mobility Manager-MTC evaluation
- Lastly: Review by MTC advisory groups and commission with designation for up to three years

Performance Metrics:

MTC is proposing four assessment categories, both qualitative and quantitative to measure performance which will be reviewed by local PCC and submitted to MTC bi-annually:

- Coordination-PCC/Transit Agency Advisory Committee/Regional Mobility Management Group
- Resource Inventory-Transportation programs/services and funding opportunities
- Program Participation-Information and referral/travel training/customer service satisfaction
- Budget information-Fund sources/partnerships/staff resources/services performed/Expenditure analysis

Proposed Timeline:

- Winter/Spring- 2026-County Forums
- Summer 2026-Applicants request designation/MTC Committees and Commission consider designations
- Fall 2026-MTC/PCCs establish reporting periods and assessment

ATTACHMENTS

None