NAPA VALLEY

COMMUNITY-BASED TRANSPORTATION PLAN

2025

NVTA

Executive Summary

This Community Based Transportation Plan includes more than 80 potential projects and programs recommended by disadvantaged community members to address and provide solutions for local transportation and mobility challenges that will benefit residents across the Napa Valley.

A Community Based Transportation Plan, or CBTP, seeks to address transportation access issues for residents who are more likely to be dependent upon transit or other forms of transportation other than a car, but may have less resources or access to travel where they need to go. The Metropolitan Transportation Commission (MTC), which is the organization that coordinates transportation planning for the nine county Bay Area region, funds community recommended projects which advance access to transportation and mobility in communities it has identified as Equity Priority Communities (EPCs). These EPCs are census tracts across the Bay Area with populations above average in low-income residents, residents of color, seniors, people with disabilities, residents with limited English proficiency, households without cars, single parent families and residents paying a majority of their incomes toward housing payments—residents who are more likely to be transit-dependent.

The Napa Valley Transportation Authority (NVTA), which is responsible for coordinating the development of CBTPs for Napa County, and MTC have identified nine Equity Priority Communities in the Napa Valley, where residents meet some or all of the EPC characteristics mentioned above. Five of these communities, four located in the City of Napa and one in Calistoga, were determined by MTC to qualify as EPCs. NVTA reviewed census data for all communities in Napa Valley and determined another four communities, in St. Helena, unincorporated Yountville, Pueblo Park, and American Canyon also qualified for consideration as EPCs. These are designated as locally determined EPCs in this CBTP.

In partnership with community organizations, NVTA and the CBTP project team organized or attended 15 events to hear from community members who live in these nine Equity Priority Communities about transportation challenges and safety issues they experience when they travel and asked for suggestions to improve the local transportation system. Community members shared their challenges when walking, bicycling, and using the bus or other transit options. They talked about unsafe intersections where it is hard to cross the street, bus stops without shelters, missed connections, desire for regional travel, and streets in need of bicycle lanes. Many mentioned the difficulty in getting to medical appointments and other destinations via available buses and paratransit/shuttle services, due to distance, time, cost of travel, or the lack of transit service in their communities. At several community events, residents mentioned they were not aware of existing shuttle services, which provide on-demand transportation in several jurisdictions in Napa Valley. In addition to making safety improvements, improving pedestrian and bicycle infrastructure, and expanding transit service where possible, increasing efforts to promote available transportation services in Napa Valley will be a key and ongoing goal of NVTA and its partners.

This is the fourth CBTP to be developed by NVTA and community partners for the Napa Valley Region. Many of the strategies laid out in this CBTP are themes that carry over from previous plans, such as the ongoing need for sidewalk and street repairs, expanding bicycle route access and safe routes to school, and providing more information about existing bus, shuttle and other transportation services. The projects and programs laid out in this CBTP are organized into several themes, which together address current transportation challenges raised by community members, laid out in the graphic on page 9.

Many of the projects related to the strategies above are at specific locations in the nine Napa Valley EPCs. Napa Valley jurisdictions and NVTA have reviewed the list of potential projects and programs relevant to their communities and service areas and have shared updates to implement many of these recommendations through their annual Capital Improvement plans or other upcoming planning projects. In addition, NVTA is helping to coordinate the development of a first countywide Napa Valley Active Transportation Plan, which combines the Bicycle and Pedestrian Plans and will include coordinated efforts to improve safety and connectivity for all Napa Valley residents.

MTC is currently unveiling a new round of grant funding called CARE (Community Action Resource & Empowerment), which may be available to support many of these community identified projects. Given the broader changes to federal funding streams that NVTA, MTC and Napa Valley jurisdictions rely upon to fund transportation and transit related improvements in their communities, the project team has included several other potential streams of funding which may help support the implementation of some of the projects and programs suggested in this CBTP. To ensure that these community-based recommendations are implemented and residents experience improved access to the places they need to go, NVTA will continue to meet with partners and jurisdictions to review the status of projects and determine what additional support is needed to make these projects a reality.

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

Strategies to Address Local Transportation Needs

IMPROVE PEDESTRIAN SAFETY AND ACCESS

- Improve pedestrian conditions by installing more crosswalks and safety measures to reduce traffic collisions and improve safety.
- Improve, maintain and repair crosswalks and sidewalks around schools and transit stops to encourage pedestrian mobility, walkability and use of active transportation.

EXPAND BICYCLE ROUTE CONNECTIVITY AND SAFETY

- Provide connections to existing bike paths like the Vine trail and improve safety for bicyclists who ride on high traffic roadways.

IMPROVE TRANSIT SERVICES AND AMENITIES

- Maintain and expand available amenities like bus stop shelters, benches, restrooms, and pedestrian and bicycle facilities to enhance the transit rider experience and encourage new ridership.

EXPAND AND PROMOTE TRANSPORTATION OPTIONS TO HEALTHCARE AND OTHER COMMUNITY SERVICE FACILITIES.

- Continue to adjust transit and shuttle routes, timing and frequency to reflect the needs of those who travel outside of the bounds of the 9-to-5 business schedule, such as seniors, students, and essential workers.

EXPAND AFFORDABLE ACCESS TO TRANSPORTATION SERVICES

- Provide mobility and transportation opportunities for residents and workers in disconnected parts of the county, such as Pope Valley, Angwin and at vineyards along and east of Silverado Trail.
- Adopt policies and programs which reduce the financial burdens of transit on low-income residents.

EXPAND AWARENESS OF TRANSIT AND TRANSPORTATION SERVICES IN NAPA COUNTY

- Promote transportation services that are already available to residents through ongoing campaigns to increase awareness among potential riders and expand ridership and encourage other travel mode shifts.

IMPROVE REGIONAL CONNECTIVITY

- Ensure transit riders in need of regional travel can make efficient connections between transit routes and systems.

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1

Introduction

Introduction

Every day across Napa Valley, residents, workers and visitors travel to school, work, medical appointments, the grocery store and many more places. For some community members, these trips require more time and effort due to distance, cost, health and/or age, and many depend upon available transportation services to get where they need to go.

This Community Based Transportation Plan, or CBTP, is an effort to address the needs of community members who are more likely to depend on transit or non-auto modes of travel. In some Napa Valley communities, these other travel options are less accessible. The CBTP, in coordination with local city agencies, community organizations and residents, provides key priorities and projects to improve transportation options and mobility for Napa Valley residents residing in nine identified Equity Priority Communities that have historically been disadvantaged and underrepresented in public participation and planning processes.

MTC and CBTP Process and Goals

Community Based Transportation Plan (CBTP) development is coordinated on a regional level by the Metropolitan Transportation Commission (MTC). MTC is an organization that coordinates transportation planning and funding across the nine counties that make up the Bay Area region. MTC helps to coordinate and support the transportation system in the Bay Area, which includes roads and highways, public transit, bridges, airports, ports and rail. MTC works with cities and counties to meet local and regional goals to reduce greenhouse gas emissions, provide safer streets for everyone, and ensure all residents have equitable access to the transportation services they need to get around.[1]

One of the ways MTC helps the region meet its environmental, safety and equitable access goals is by providing funding to county transportation agencies, such as NVTA, to develop and implement a Community Based Transportation Plan in partnership with community members, stakeholder groups and local jurisdictions. Community members identify the most important transportation challenges in their neighborhoods, and suggest potential strategies and projects to improve mobility, safety and transportation in their communities.

[1] Metropolitan Transportation Commission. “About MTC.” Accessed September 2025 from https://mtc.ca.gov/about-mtc

The 8 EPC Metrics

Equity Priority Communities are census tracts in Bay Area counties which have a significant concentration of residents from underserved populations—these communities may have experienced disadvantage and underinvestment due to their background or socioeconomic status, and who may be more likely to be transit dependent. These include:

1 People of Color

2 Low-Income

3 Limited English Proficiency

4 Zero-Vehicle Households

5 Seniors 75 Yrs and Over

6 People with a Disability

7 Single Parent Families

8 Severely Rent-Burdened Households

MTC determines a community is an EPC if it has a greater percentage of residents of color and low-income residents than most Bay Area census tracts, or if the community area exceeds the regional percentage threshold for low-income residents as well as three or more other demographic variables listed above.

The key goals of Community-Based Transportation Plans are:

- **Improve access and mobility for low-income and historically underserved communities, and**
- **Engage residents and community organizations in conducting the analysis and shaping recommendations of the plan.**

Napa County Equity Priority Communities

These CBTPs focus on several community areas that have been determined by MTC to be most in need for priority funding to access additional transportation services. MTC used a region-wide process of analyzing communities by a set of key U.S. Census data points which measure the percentages of underserved populations, such as high percentages of households with low incomes, or residents of color in a given census tract compared to the average for all of the Bay Area.[2]

MTC identified "Equity Priority Communities" (EPCs) throughout the Bay Area region, including five in the Napa Valley. These EPCs are communities with high percentages of residents who are more likely to be transit dependent, or who may be most in need of access to additional transportation options in their communities. This includes residents of color, low-income residents, seniors, residents with disabilities, residents with limited English proficiency, single parent families, and residents without access to a vehicle. The MTC-identified Equity Priority Communities in Napa County include four distinct communities within the City of Napa as well as the entire City of Calistoga.

In addition to these five community areas identified by MTC, NVTA examined every census-tract in Napa County and compared the percentages of residents who are more likely to be transit dependent against Napa Countywide data to determine if the plan should include any locally identified census tracts.

NVTA staff determined that there were four additional community areas that had high percentages of low-income residents, seniors, and/or residents with disabilities and lived in communities which would benefit from additional transportation opportunities. These four census tracts were also selected to provide geographic diversity among Napa County and staff took into consideration census tracts that were previously identified in the 2020 iteration of the plan to examine the progress made since the approval of the plan.

NVTA's role

Napa Valley Transportation Authority serves as the Congestion Management Agency for Napa County, responsible for programming state and federal funds for local projects in partnership with MTC and its jurisdictions. NVTA also leads several countywide transportation planning projects and coordination activities, looking to improve Napa County's streets, highways, and bicycle and pedestrian facilities. Many of these activities are focused on multi-modal transportation solutions, which is the idea behind the CBTP program: to consider non-traditional solutions to meet travel needs of low-income communities. Non-traditional modes of travel may include car share, bike share, ride share, van-, and/or car-pooling,

[2] Metropolitan Transportation Commission. "What are Equity Priority Communities?" Accessed September 2025 from https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities

and on-demand, and flex-route transit. The project team has reviewed and will continue to identify funding for projects that emerge from this CBTP, including state, regional, and federal funding sources available for improvements.

Current Planning Context

Many of the sources of funding, which NVTA uses to support projects like those recommended in this CBTP, originate from federal sources, including some COVID-19 era funds that are coming to an end. There also may be changes at federal agencies which are expected to require NVTA and partners to consider different sources of funding to support this work.

In addition to funding, another key limitation to improving mobility in Napa County, and across the country is the shortage of people to work as bus and shuttle drivers. This is affecting transit agencies, school districts, and other industries who employ drivers. While this trend is slowly beginning to reverse, this, in addition to lack of operational funding, may limit NVTA's ability to consider expanding its transit services.

2

Napa County Background

Napa County Background

Napa County lies to the north of San Pablo Bay, as one of nine counties in the San Francisco Bay Area. Napa is the fourth largest county in the Bay Area region when measuring by land area but has only two percent of the region's residents. Approximately 137,400 people currently live in Napa County.[3]

There are five incorporated communities in Napa County—American Canyon, Calistoga, St. Helena, Yountville, and the City of Napa, which account for 32 of the 788 square miles in the county. The remaining land area is unincorporated. Prominent communities in the unincorporated portion of Napa County include Angwin, Deer Park, Pope Valley, Silverado Resort. The rural nature of these outlying portions of the county create challenges in ensuring that transportation is available to all who need it.

Figure 1: Population by Community Area, Napa County

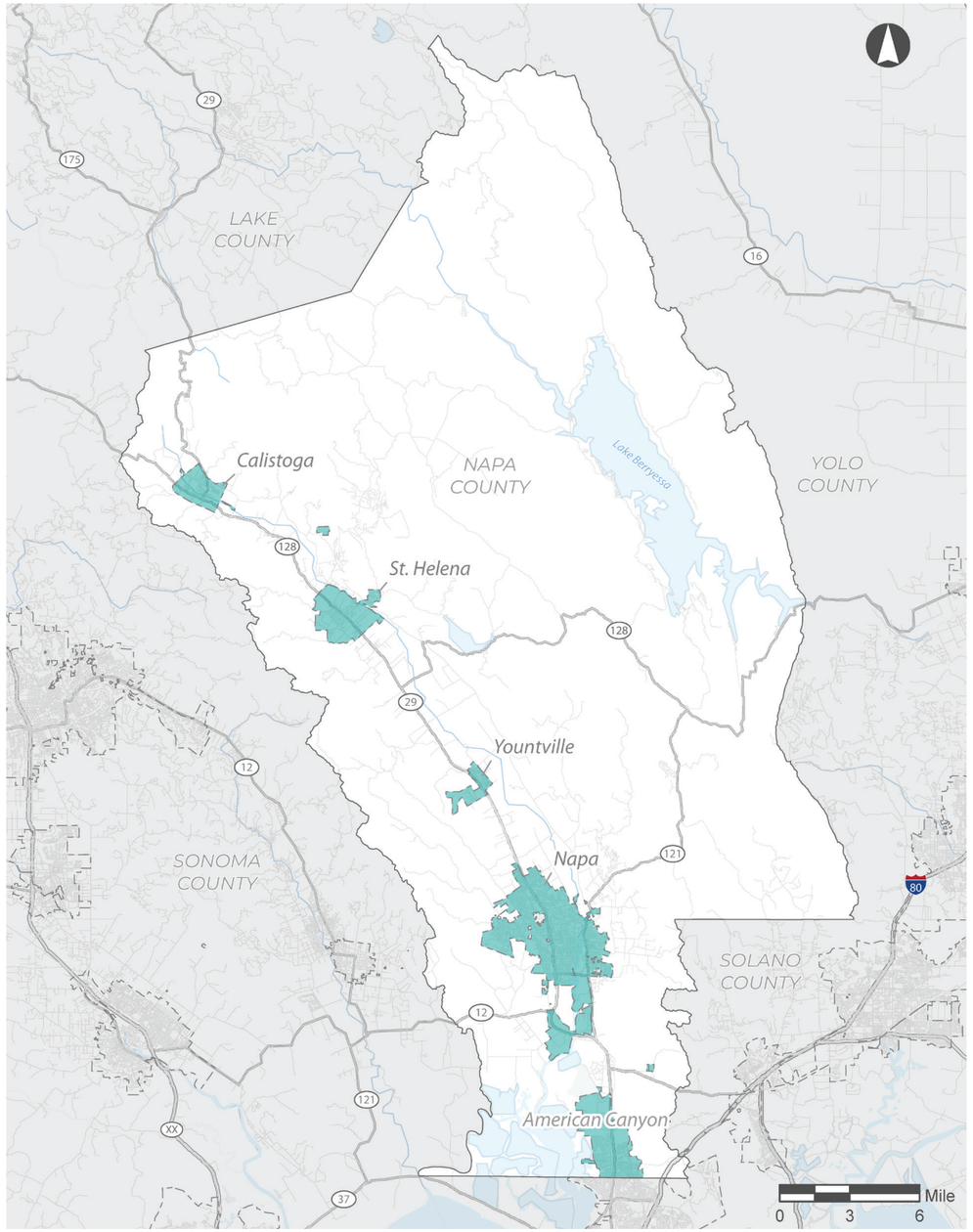
Jurisdiction	Total population (2022)	Residents of Color	Hispanic or Latino (of any race)
American Canyon	21,669	79%	28%
Calistoga	5,191	43%	39%
Napa	79,233	48%	41%
St. Helena	5,426	28%	23%
Yountville	3,397	31%	20%
Unincorporated Napa County	22,468	36%	25%
Napa County Total	**137,384**	**50%**	**35%**

Source: U.S. Census Bureau. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05

3 U.S. Census Bureau. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, 2022, Table DP05

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

Figure 2: Map of Napa County



Today, half of Napa County residents are nonwhite. By 2050, 73 percent of residents in Napa County will be people of color.

2022 population:

2050 population:

Napa County Population and Communities

RACE AND ETHNICITY

Half of all residents in Napa County identify as non-white, and more than one-third are Hispanic or Latino. The city of American Canyon has the largest percent of residents of color, with 40 percent of residents identifying as Asian, and 28 percent as Hispanic or Latino of any race.

In the coming decades, the population of Napa County may shift significantly in terms of race and ethnicity. The California Department of Finance projects that the number of residents who identify as Latino or Hispanic will grow by 38 percent, while the number of white residents may decline by more than half.[4] By 2050, Latino or Hispanic residents are expected to make up 52 percent of the Napa County population, and 73 percent will be residents of color.

AGE

According to the State of California's Department of Finance, Napa County's population is projected to decline by nearly 12,000 residents by 2050, with significant declines in the numbers of young people (blue sections in Figure 3) and working adults (purple sections) living in the county.

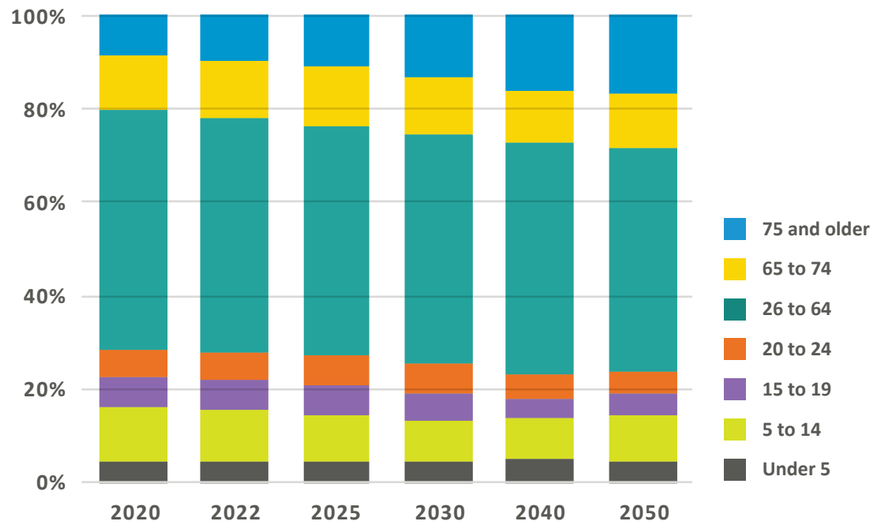
While this means that more residents will be older by 2050 (green sections), Napa County already has a greater share of older residents than in many other Bay Area counties and statewide. What will be potentially significant is the percentage of oldest senior residents (75 years and older) in Napa County, who may account for 17 percent of the county population, or nearly one in six residents by 2050.

By 2050, one in four residents in Napa County (28% of the population) will be 65 years of age or older.

[4] California Department of Finance, Demographic Research Unit. "Report P-2D: Population by Race and Ethnicity, California Counties, 2020-2070 (Baseline 2023) Population Projections; Vintage 2025 Release)". Sacramento: California. April 2025

[5] Napa Valley Transportation Authority. Accessible Transportation Needs Assessment. 2025

Figure 3: Actual and Projected Population Share by Age Group in Napa County, 2020 to 2050



Source: State of California Department of Finance, Report P-2C: Total Population by 5-year Age Group and Sex, 2020-2070

NVTA and partner organizations have been looking into the growing need for transportation services for older residents who live in Napa County. Most seniors live within the five incorporated jurisdictions in Napa County, and within the service area of existing paratransit services provided by Vine transit and other partners. But seniors still report needing to drive to access medical services, especially specialist appointments which are only provided outside of Napa County.[5] The recent Napa Older Adults Assessment found that many seniors do not receive the care they need because it is too far away and too expensive to get there.[6]

During NVTA's Accessible Transportation Needs Assessment, many seniors said they preferred to use public transit to get to medical appointments, but other issues, including understanding schedules, needing transportation outside of service hours, and having to navigate sidewalks and busy streets to get to bus stops are some of the additional issues to address to improve the mobility of older residents in Napa County.[7]

INCOME

Approximately half of all households in Napa County earn less than $100,000 per year, and nearly one in four (23%) have an annual income below $50,000.[8]

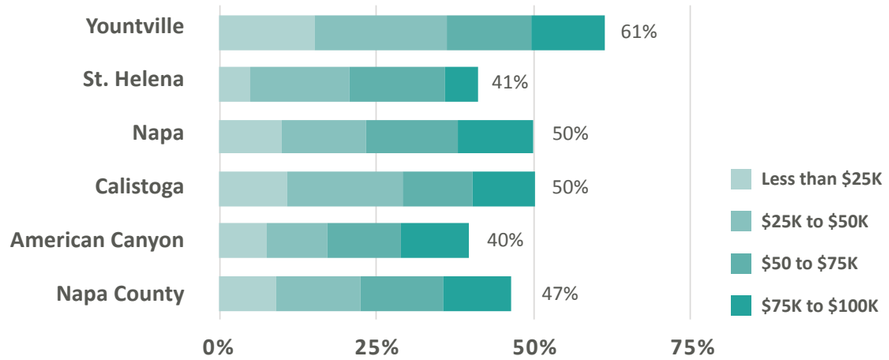
The communities of Calistoga and Yountville experience some of the highest rates of low-income households in the County. In Yountville,

[6] Napa County Older Adults Assessment and Next Steps. 2022-2024

[7] Napa Valley Transportation Authority. Accessible Transportation Needs Assessment. 2025

[8] U.S. Census Bureau. "Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars)." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1901

Figure 4: Napa County Households with Incomes Below $100,000 in the Last 12 Months



Source: U.S. Census Bureau. "Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars)." American Community Survey, ACS 5-Year Estimates Subject Tables, 2022, Table S1901

61 percent of households earn less than $100,000 per year (Figure 4). Yountville is home to the Veterans Home of California, which is the largest veteran's health services facility in the United States, serving as many as 876 veteran residents and their spouses on their campus of assisted living and nursing facilities.[9] This accounts for a large portion of the 61 percent of households that earn less than $100,000 in the Town of Yountville. Half of households in the City of Napa and Calistoga, and 40 to 41 percent of households in St. Helena and American Canyon have annual incomes that are less than $100,000.

The annual household income needed to support a family of two adults and two children in Napa County is more than $156,000, which requires both adults to earn an hourly wage of at least $37.70 per hour, according to the MIT Living Wage Calculator.[10] However, the median hourly wage in Napa County is $34.10.[11]

Some of the most common jobs in Napa County have median wages below $25 per hour. These include many of those at the hundreds of Napa Valley wineries and in the related hospitality industry, as well as home care and related health services positions supporting the growing community of older residents in the county.[12]

[9] Cal Vet. "Yountville Veterans Home." Accessed September 2025 from https://www.calvet.ca.gov/VetHomes/Pages/Yountville.aspx

[10] MIT Living Wage Calculator. "Living Wage Calculation for Napa County, California. Accessed August 2025 from https://livingwage.mit.edu/counties/06055

[11] Data from the U.S. Bureau of Labor Statistics. Occupational Employment and Wage Statistics (OEWS) Survey. May 2024 Estimates

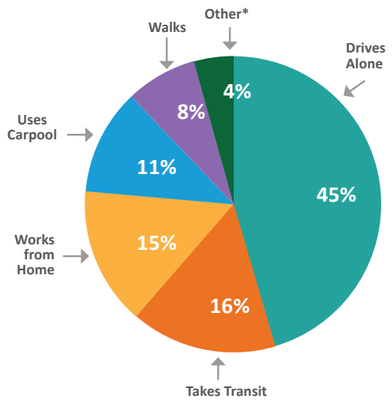
[12] U.S. Bureau of Labor Statistics. Occupational Employment and Wage Statistics (OEWS) Survey. May 2024 Estimates

County Travel Patterns

Residents in Napa County travelling to work are more likely to drive to their job by themselves. Nearly three quarters of workers (73%) drives to work alone, while one in ten works from home. Another one in ten carpools to work. Figure 6 shows how travel to work in Napa compares with the Bay Area region.

While Napa County workers are more likely to use a car, their trips to work are on average among the shortest in the region—the average daily commute to work in Napa County is 25.6 minutes, while it takes all Bay Area workers an extra five minutes for an average of 30.7 minutes of commute time to work. Nearly 81 percent of Napa County residents who work hold jobs within the county.[13]

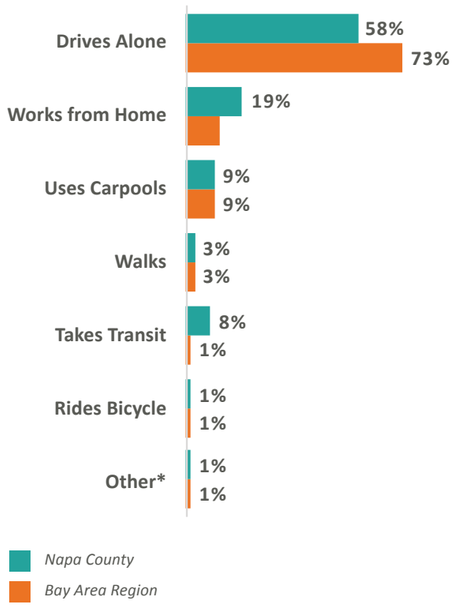
Figure 5: Share of Transportation Mode Used By Napa County Workers Who Do Not Have a Vehicle at Home



*** Other (Uses Taxi, Bike or other means)**

Source: U.S. Census Bureau, 2022, Table B08141

Figure 6: Share of Daily Work Trips by Mode of Transportation, Napa County and Bay Area Region



Source: U.S. Census Bureau. "Means of Transportation to Work by Vehicles Available." American Community Survey, ACS 5-Year Estimates Detailed Tables, 2022, Table B08141

[13] U.S. Census Bureau. "Commuting Characteristics by Sex." American Community Survey, ACS 5-Year Estimates Subject Tables, 2022, Table S0801

VEHICLE ACCESS

Approximately two percent of workers in Napa County, or approximately 1,150 people, do not have a vehicle available to get to work. Of all county communities, St. Helena has the highest rates of working residents without access to a vehicle at home, approximately six percent of residents. Among Napa County workers without a car at home to use, nearly half still drive to work, perhaps borrowing a car (see Figure 5). Sixteen percent take transit, 11 percent carpool, and eight percent walk to work.

Existing Transportation Infrastructure and Services

This section describes the existing transportation infrastructure and services within Napa County. The map of Napa County on the following page shows its major roadways, transit routes and connections, and highlights the nine community areas that are part of the CBTP Update.

MAJOR ROADWAY CORRIDORS

There are two major arterial routes in Napa County, State Route 29 (SR 29) and the Silverado Trail. Both run north to south through the county and provide connecting corridors which link most or all incorporated areas of the County together.

According to commuting flow data compiled by the U.S. Census (last completed in 2020), 17 percent of Napa County workers who commute travel from Solano County, and six percent from Sonoma County.[14] NVTA's 2025 Napa Valley Travel Behavior Study found that there are an average of 51,200 trips into Napa County every day, including 23,460 from Solano County and 12,200 from Sonoma County. There are on average 48,315 daily trips made between Napa and Solano Counties along State Route 12, and an average of 30,630 daily trips between Napa and Sonoma Counties along State Route 121. The table below describes the major highways in Napa County.

Napa County has more than 1,500 miles of roads, with many miles at risk of needing major repairs in the near future, according to the Metropolitan Transit Commission's Pavement Conditions Study (2024).[15] Three of five Napa County jurisdictions (American Canyon, Calistoga, and St Helena) are rated "at risk" for deterioration in MTC's Pavement Conditions Index (PCI), while roads in unincorporated Napa County have rated among the lowest in the region for the quality of roadway pavement conditions. The Napa County PCI score is "fair." To address its PCI score, the County is in the process of executing a five-year road paving plan using a variety of funding sources, including the recently approved Measure U, which is administered by NVTA. Measure U is a half cent sales tax that is used for local streets and road maintenance and allows for bond issuance.

[14] U.S. Census. Residence County to Workplace County Commuting Flows for the United States and Puerto Rico Sorted by Residence Geography. American Community Survey, ACS 5-Year Estimates Subject Tables, 2016-2020

[15] Metropolitan Planning Commission. Pavement Condition of Bay Area Jurisdictions. 2024. Accessed from https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index

[14] U.S. Census. Residence County to Workplace County Commuting Flows for the United States and Puerto Rico Sorted by Residence Geography. American Community Survey, ACS 5-Year Estimates Subject Tables, 2016-2020

Figure 7: Napa County Major Highways

Highway	Description
State Route 12	State Route 12 is an east-west highway that connects Solano and Sonoma Counties to Napa County. SR 12 also connects to Interstate 80.
State Route 29	State Route 29 is a north-south highway that is the "gateway" to Napa County from the south. It also connects all five urban centers and is the most heavily traveled corridor in the county.
State Route 121	State Route 121 is an east-west highway that connects from SR 37 at Sears Point in Sonoma County to SR 128 near Lake Berryessa in Napa County
State Route 128	State Route 128 is an east-west highway that begins from Highway 1 in Mendocino County, travels through Calistoga and St. Helena in Napa County and ends at Interstate 605 in Winters in Yolo County.
State Route 221	State Route 221 is a short, 2.1-mile highway runs from State Route 121 (Imola Avenue) to State Route 29 at Soscol Junction.

Public Transit

NVTA operates the Vine for the County of Napa. The Vine public transit system currently includes seven local bus routes (A-G), four on-demand community shuttles, paratransit service (called VineGo) within three quarters of a mile of where fixed route service operates, and five regional bus routes, shown in the system map in Figure 9 and described in the tables below. In fiscal year (FY) 2025 which represents the year from July 2024 to June 2025, local bus routes accounted for approximately one in four passenger trips across the Vine System (in yellow in Figure 8), while regional services accounted for approximately 63 percent of passenger trips (green).[16]

Demand response services, including VineGo and city shuttle services such as American Canyon Transit and the Yountville Bee Line, represented approximately 12 percent of all trips. Demand response ridership counts are shown by service in Figure 10.

Like all transit systems, The Vine experienced significant declines in ridership during the COVID-19 pandemic. In 2020, it lost 63 percent of local ridership and 39 percent of regional ridership from the year before.[17] Average monthly ridership has rebounded from 2021, when bus ridership on the Vine routes was at its lowest levels, but it remains about half of what ridership was in 2019.

Figure 8: Vine Transit Total Monthly Ridership, FY2025

Source: Napa Valley Transportation Authority

[16] Napa Valley Transportation Authority. FY2025 Vine Transit Ridership

[17] Analysis using data from National Transit Database. July 2025 Raw Monthly Ridership. Accessed from https://www.transit.dot.gov/ntd/data-product/monthly-module-raw-data-release

Figure 9: Map of Vine Transit's Existing Fixed Route Services

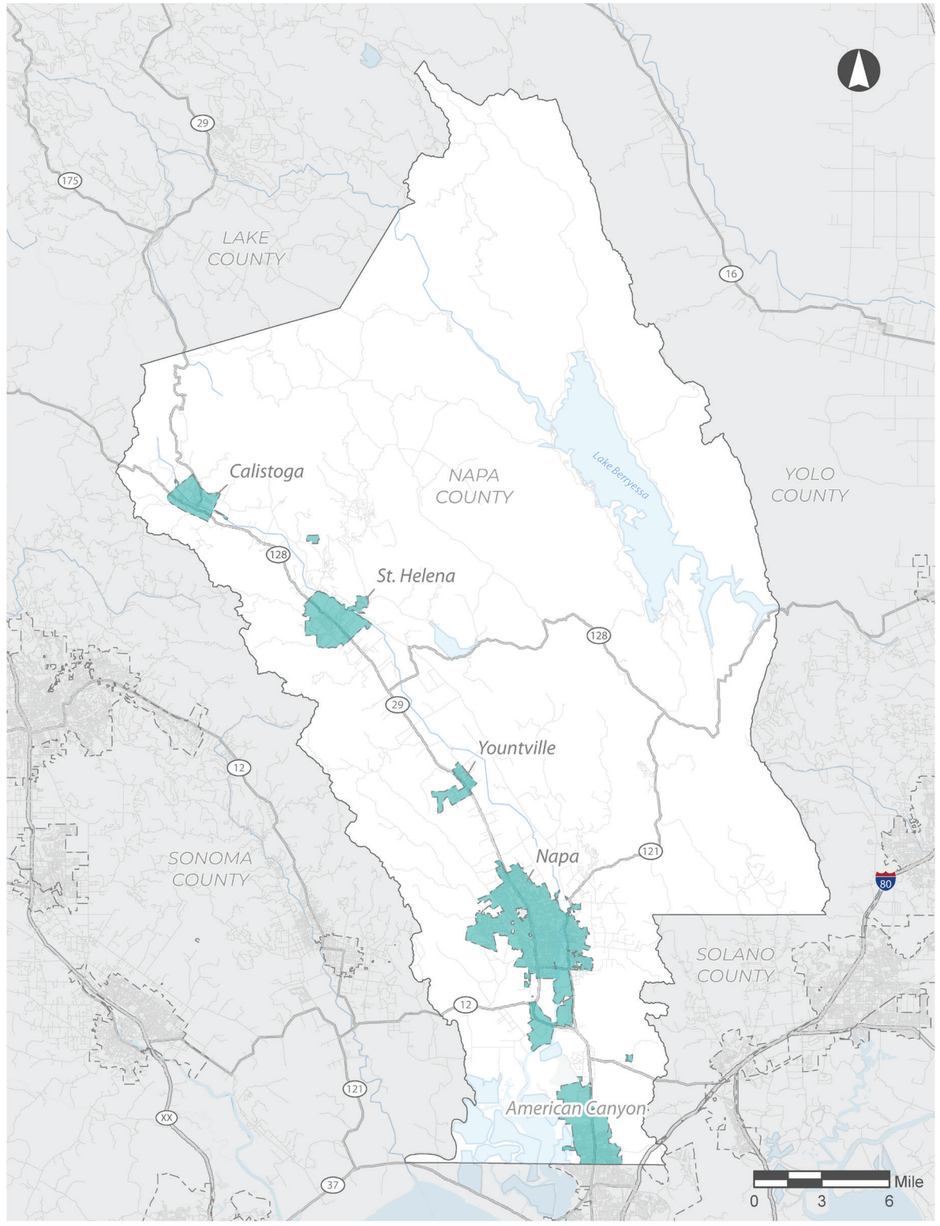
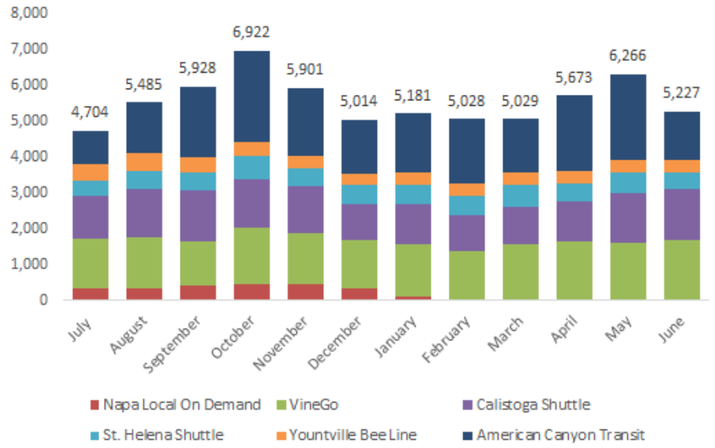


Figure 10: Vine Transit Demand Response Service Ridership, FY2025



Source: Napa Valley Transportation Authority

LOCAL TRANSIT

The Vine system includes seven local routes within the City of Napa, labelled A through G and shown in Figure 11.

These local bus routes serve many neighborhoods in the City of Napa, and all local routes start and end at the Soscol Gateway Transit Center located in Downtown Napa. Riders can transfer to regional bus routes or to other local routes at the Soscol Gateway Transit Center, at two Park and Ride facilities (Imola and Redwood) and at shared bus stops located throughout the city. Transfers are free, with the exception to Route 29 and from Route 10 to 11 and are valid for 90 minutes after issuance.

Local routes operate Monday through Saturday and run every 30 to 60 minutes with headways as often as 15 minutes on corridors served by multiple routes. The Vine's local bus routes are coordinated with high school and middle school bell times and serve all of the identified EPCs in the City of Napa.

Figure 11: Vine Local Routes

Route	Name	Frequency (Weekdays/ Saturday)	Route Description
A	**Browns Valley**	Every 60 minutes	Serves riders along Soscol Ave, Lincoln Ave, California Blvd, 1st St and Browns Valley Road. Serves two schools including Napa High School and Browns Valley Elementary School. Weekday service operates from 6:30AM to 6:12PM and weekend service operates from 7 AM to 5:43PM.
B	**Westwood | South Napa**	Every 35 minutes/ 1 hour and 5 minutes	Serves Westwood, downtown Napa and South Napa: Operates between Soscol Transit Center, Premium Outlets, West Imola Ave. and South Napa Marketplace from 6:20 AM to 7:01 PM Monday through Friday. Saturday service runs from 7:00 AM to 6:14 PM.
C	**Jefferson | Central Napa**	Every 30 minutes/ Every hour	Serves Downtown Napa, Jefferson St., and Trancas/Redwood: Key destinations include Soscol Transit Center, Kaiser Medical Offices, Napa High School, Napa Senior Center, Rohlffs Manor and Downtown Napa 3RD St in an inbound/outbound service from 6:30 AM to 6:52 PM Monday through Friday. Saturday service runs from 7:30 AM to 6:22 PM. Experiences the highest ridership out of all of the local City of Napa routes.
D	**Shelter | Shurtleff**	Every 30 minutes/ Every hour	Operates between Soscol Transit Center and Soscol Ave at Kansas Ave North in an inbound/outbound loop serving key destinations such as Camille Creek Community School, Phillips Magnet School and South Nappa Marketplace with service from 7:00 AM to 5:18 PM Monday through Friday. Saturday service runs from 7:30 AM to 4:55 PM.
E	**Vintage**	Every 30 minutes/ Every hour	Key destinations include Soscol Transit Center, Clinic Ole North Campus, Queen of the Valley Hospital, Jefferson Street Senior Housing and Vintage High School. Serves Northwest Napa on a modified inbound/ outbound service from 7 AM to 5:28 PM Monday through Friday. Saturday service runs from 7AM to 5:28 PM.
F	**Southwest Napa**	Every hour	Key destinations include Soscol Transit Center, Fuller Park, Imola Park & Ride, Riverside Shopping Center, and South Napa Marketplace. Serves Southwest Napa on an inbound/ outbound service from 6:15 AM to 7:01 PM Monday through Friday. Saturday service runs from 7:30 AM to 5:16 PM.
G	**Coombs | South Napa**	Every hour	On weekdays, serves key destinations including Soscol Transit Center, South Napa Marketplace via Coombs St., Napa Valley College, Napa Soscol Campus and Health and Human Services on a modified inbound/ outbound service from 6:50 AM to 6:37 PM. On Saturdays, service operates between the Soscol Gateway Transit Center and South Napa Marketplace runs from 7:00 AM to 5:22 PM.

Source: Vinetransit.com

REGIONAL TRANSIT AND CONNECTIONS

The Vine's five regional routes connect local jurisdictions within Napa County and to neighboring Solano and Contra Costa counties, as described in the Regional Routes Table and shown in the Vine System Map.

Several regional routes travel through the Soscol Gateway Transit Center. Routes 29 serves the Imola Park and Ride and Redwood Park and Ride on SR 29. Route 29 provides a connection to the El Cerrito del Norte BART station with additional stops at the American Canyon Post Office, Imola Park and Ride and Redwood Park and Ride. Route 21 serves the Soscol Gateway Transit Center, Napa Valley College, Fairfield Transportation Center and the Suisun City Amtrak station, with connections to the Capital Corridor. Route 11 provides a connection to ferries leaving the Vallejo Ferry Terminal. Route 11X operates as an expediated version of Route 11, serving the most popular stops on that route in a timelier manner. The Amtrak Thruway bus route 7 operating between Martinez and Cal Poly Humboldt makes multiple northbound and southbound stops at the Soscol Gateway Transit Center. Several riders utilize this service to connect to Sonoma County since there is no current public transit connection between those two counties.

Route 10 connects the City of Napa to the Up Valley jurisdictions of Yountville, St Helena and Calistoga while serving the EPCs in Calistoga, South St. Helena, Unincorporated Yountville, and East Imola.

Figure 12: Vine Regional Routes

Route	Name	Frequency (Weekdays/ Saturday)	Route Description
10	**Up Valley Connector**	Every 30 to 50 minutes every hour	Up Valley Connector: Operates between Calistoga and Napa Valley College, serving key destinations such as Queen of the Valley Hospital, the Yountville Veterans home, the Redwood Park & Ride, St Helena, The Town of Yountville, the Soscol Gateway Transit Center and the Bel Air Plaza shopping center, connecting the Napa Valley with Northbound/Southbound service from 5:15 AM to 9:42 PM Monday through Friday. Saturday & Sunday service runs from 5:55 AM to 8:14 PM.
11	**Napa-Vallejo Connector**	Every hour	Key destinations include Soscol Transit Center, Fuller Park, Imola Park & Ride, Riverside Shopping Center, and South Napa Marketplace. Serves Southwest Napa on an inbound/ outbound service from 6:15 AM to 7:01 PM Monday through Friday. Saturday service runs from 7:30 AM to 5:16 PM.

Source: Vinetransit.com

Figure 12: Vine Regional Routes (continued)

Route	Name	Frequency (Weekdays/ Saturday)	Route Description
11X	**Napa-Vallejo Express**	Every hour	On weekdays, serves key destinations including Soscol Transit Center, South Napa Marketplace via Coombs St., Napa Valley College, Napa Soscol Campus and Health and Human Services on a modified inbound/ outbound service from 6:50 AM to 6:37 PM. On Saturdays, service operates between the Soscol Gateway Transit Center and South Napa Marketplace runs from 7:00 AM to 5:22 PM.
21	**Napa-Solano Express**	Approx. every 1 to 2 hours	Napa Solano Connector: Operates from Soscol Transit Center to the Suisun Train Depot while serving key destinations including Napa Valley College and the Fairfield Transit Center. Service runs from 6:00 AM to 7:15 PM on Monday through Friday.
29	**Napa-BART Express**	Approx. every hour	Napa Bay Area Rapid Transit Connector: Operates from the Redwood Park and Ride in North Napa to the El Cerrito del Norte BART station with additional stops at the Imola Park & Ride and American Canyon Post Office. Service is timed to make connections with Route 10 at the Redwood Park and Ride and the Red Line BART Trains. Operates from 4:30 AM to 8:04 PM with a break in service in the early afternoon. Operates nine round trips on Saturdays and no service on Sundays.

Source: Vinetransit.com

VINE TRANSIT FARES

The fare for adult riders on Vine Local Routes is $2 per ride. Youth fares are $1.25, and the fare is half the cost for seniors, riders with disabilities and Medicare Card holders. Some regional route fares are greater, including Route 21, which is $3.50, and Route 29, the Napa BART Express, costs $6 per ride. Riders can buy day passes and monthly passes, with some restrictions on their uses. A special BART 31-Day Pass can be used on all Vine bus routes.[18] All Vine Transit routes accommodate Clipper Card payments, which is the regional fare payment system that is accepted by all Bay Area Transit agencies.

OTHER TRANSIT CONNECTIONS

Vine Transit routes connect with several other transit agency bus routes, including SolTrans, Fairfield-Suisun Transit, as well as all agencies that serve the El Cerrito Del Norte BART station (including AC Transit, WestCAT, Golden Gate Transit). As mentioned above, regional routes connect to other regional transportation services:

Greyhound

Vine Route 21 connects with Greyhound on weekdays (Monday to Friday) at the Suisun City Train Depot. Vine Route 11 connects with Greyhound daily (Monday to Sunday) at the Vallejo Transit Center.

[18] Vine Transit. "Fares and Passes." Accessed September 2025 from vinetransit.com/fares

Amtrak

Vine Transit riders can connect to Amtrak's Thruway Bus Route 7 at the Soscol Transit Center, which operates daily between Arcata/Eureka to Martinez, CA, and includes stops in Vallejo and Santa Rosa. Vine Route 21 connects with the Amtrak Capital Corridor Monday through Friday at the Suisun City Train Depot.

BART

Vine Route 29 connects with Bay Area Rapid Transit (BART) at the El Cerrito Del Norte BART station, Monday through Saturday.

San Francisco Bay Ferry

Riders can take Vine Route 11 or 11X to the Vallejo Ferry Terminal to meet the San Francisco Bay Ferry daily, Monday through Sunday.

Community Shuttle Service

There are four on-demand community shuttles operated by Vine. These provide on-demand shuttle services to Calistoga, St. Helena, Yountville and American Canyon, servicing the EPCs in these communities.

ACT – American Canyon Transit provides on demand door to door weekday service within the jurisdiction's borders between the hours of 8:30AM – 5:30PM and also offers a limited fixed-route service in the morning and afternoon that primarily serves students at the Middle School and High School. ACT experiences the highest ridership of all community shuttles and is close to reaching pre-COVID ridership levels. The cost of riding is $1.00 for adults and $.50 for seniors (65 and older), youth (6-18), and people with disabilities. Rides can be booked via an app, desktop, phone number or by waving the vehicle down.

The **St. Helena Shuttle** is an on-demand door to door shuttle service that operates within St Helena Monday – Saturday and offers a limited fixed route weekday service that primarily serves students with one morning trip and one afternoon trip. The service operates from 8:30AM – 6:00PM Monday – Thursdays, 8:30AM – 7:00PM on Fridays and 10:00AM – 7:00PM on Saturdays. Rides can be booked via an app, desktop, phone number or by waving the vehicle down.

The **Yountville Bee Line** (previously called the Yountville Trolley) is an on-demand transit service within the Town of Yountville that is free for all riders. It operates Monday – Thursday between 10:00AM – 7:00PM, Friday – Saturday 10:00AM – 9:00PM and Sunday 10:00AM – 7:00PM. Rides can be booked via an app, desktop, phone number or by waving the vehicle down.

The **Calistoga Shuttle** is an on-demand transit service within Calistoga within City limits and operates at select locations outside the jurisdiction boundaries including Bothe-Napa State Park, Bennet LanMze Winery, Chateau De Vie and Castello Di Amorosa. All rides cost $1.00. Punch passes worth $10 and $20 can be purchased at Calistoga City Hall. From May 1 through November 30, two shuttles operate the service to meet the higher demand and Sunday service is only offered during this time. Current service hours are Monday – Thursday 7:00AM – 7:00PM, Friday 7:00am to 9:00PM, Saturday 8:15AM – 9:00PM and Sundays 11:00AM – 9:00PM (May 1 – November 30). Rides can be booked via an app, desktop, phone number or by waving the vehicle down.

Figure 13: Map of Vine Transit Regional Routes and Community Shuttles

Source: Vinetransit.com

Figure 14: Vine Community Shuttle Services

Name	Hours of Service	Route Description
American Canyon Transit	Monday – Friday: 8:30 AM to 5:30 PM	Provides on demand door-to-door weekday service within the jurisdiction's borders and also offers a limited fixed-route service in the morning and afternoon that primarily serves students at the Middle School and High School. Middle School and High School. Adult Fare: $1 Youth (6-18) Fare: $0.50 Senior / Disabled Fare: $0.50
Yountville Bee Line	Monday – Thursday: 10 AM to 7 PM Friday – Saturday: 10 AM to 9 PM Sunday: 10 AM to 7 PM	Provides on-demand service within the Town of Yountville free of charge.
St. Helena Shuttle	Monday – Thursday: 8:30 AM to 6 PM Friday: 8:30 AM to 7PM Saturday: 10 AM to 7 PM	Provides on-demand door to door shuttle service that operates within St Helena jurisdiction limits and offers a limited fixed route weekday service that primarily serves students with one morning trip and one afternoon trip. Adult Fare: $1 Youth (6-18) Fare: $0.50 Senior / Disabled Fare: $0.50¢
Calistoga Shuttle	Thursday: 7 AM to 7 PM Friday: 7 AM to 9 PM Saturday: 8:15 AM to 9 PM Sunday: 11 AM to 9 PM (May 1 through November 30)	Provides on-demand transit service within Calistoga within City limits and operates at select locations outside the jurisdiction boundaries including Bothe-Napa State Park, Bennet Lane Winery, Chateau De Vie and Castello Di Amorosa.

Source: Vinetransit.com

Paratransit Services

VINEGO

NVTA also operates VineGo, the Americans with Disabilities Act (ADA) complementary paratransit service to fixed route bus services. VineGo is a shared ride service that provides demand response, door-to-door, transportation to qualifying persons with disabilities in Napa County to locations within ¾ of a mile of the Vine's fixed route bus system. People that cannot use or access the fixed route bus service system due to physical or cognitive limitations can qualify for this service. VineGo services are available during the same timeframe as buses on the fixed route service and are also available on Sunday. Service hours are shown in the figure below. Reservations are required. Clients can request rides up to seven days in advance. Fares to ride VineGo range from $4.00 to $8.00 depending on the distance of the trip. ADA fares are no more than twice the adult fixed route fare charged by the Vine. VineGo riders can buy passes to use at a discounted price.[19]

Figure 15: VineGo Service Hours

Service	Hours of Operation
Monday to Friday	6:00am – 6:00pm (6:00pm-9:00pm as available)
Saturday	6:30am – 6:00pm (6:00pm-9:00pm as available)
Sunday	8:00am – 6:00pm (6:00pm-9:00pm as available)

Source: Vinetransit.com/vine-go

Figure 16: VineGo One-Way Fares

Location	Calistoga	St Helena	Yountville	Napa	American Canyon	Kaiser Vallejo
Calistoga	X*	$4.00	$4.00	$4.00	$4.00	$8.00
St. Helena	$4.00	X*	$4.00	$4.00	$4.00	$8.00
Yountville	$4.00	$4.00	X*	$4.00	$4.00	$8.00
Napa	$4.00	$4.00	$4.00	X*	$4.00	$4.00
American Canyon	$8.00	$4.00	$4.00	$4.00	X*	$4.00
Kaiser Vallejo	$8.00	$8.00	$8.00	$4.00	$4.00	X*

Source: Vinetransit.com; X: if the city of residence has public transportation that offers door-to-door services, VineGo will only provide trips outside that city.*

[19] Vine Transit. "VineGo Paratransit Service." Accessed from vinetransit.com/vine-go/

Molly's Angels

In addition to VineGo's paratransit service, volunteer-based Molly's Angels, an organization not affiliated with NVTA, provides rides to seniors 60 and older. This community program offers free transportation to and from non-emergency medical, dental and eye appointments for seniors and ambulatory individuals to destinations throughout the Bay Area. Molly's Angels partners with NVTA to help ensure that riders that qualify for VineGo utilize our service and NVTA may refer clients to Molly's Angels when their ride requests fall outside the VineGo service area.

Lifeline Taxi Program (Taxi Scrip)

NVTA provides an additional service to residents of the City of Napa who are seniors (65 and older) and/or persons with disabilities in need of travel in the evening after Vine bus service ends or when a rider might not feel well enough to take the bus. City of Napa residents can use this service to take a taxi ride anywhere in the city and NVTA will cover up to half the cost of the cab ride. Individuals enrolled in this program receive a dedicated payment card, similar to a debit or credit card, that can be used on the card readers located in the taxi. Enrollees can add value to their card by phone, mail or in-person at the Soscol Gateway Transit Center in increments of $10, up to $30 per month. For each $1 spent, $2 will be loaded onto the card. NVTA will cover up to $12 of the cost of the taxi trip.

Bicycle and Pedestrian Routes

The Napa Countywide Active Transportation Plan currently under development establishes a target of ten percent active transportation mode share countywide by 2040. Active transportation means any sort of human-powered, non-motorized transportation, such as walking, biking, or using scooters or skateboards. The Countywide Bicycle Plan provides a regional vision to increase the safety and connectivity of the active transportation network and includes local policies and programs that jurisdictions planned to undertake to improve their local infrastructure.

There are approximately 146 miles of bicycle facilities across Napa County. This includes shared-use paths like the Vine Trail, which are separated from the roadway and designated for bicycle and pedestrian use, on-road facilities such as protected bike lanes, and shared facilities such as bike routes and bicycle boulevards, which include traffic calming and other improvements to develop corridors.

The forthcoming Active Transportation Plan calls for more than 500 miles of bicycle facilities countywide. It also identifies more than 200 priority locations countywide that have pedestrian access gaps. The Plan includes a toolkit that identifies potential improvements to enhance pedestrian comfort and safety, such as wider sidewalks and pedestrian scale lighting at key intersections and along key corridors. It also lays out programs and policies to be implemented by local jurisdictions to encourage and enhance walking and biking in local communities.[20]

[20] NVTA. Napa Countywide Active Transportation Plan, nvta.ca.gov/planning-and-projects/planning/regional/active-transportation-plan/

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NAPA VALLEY VINE TRAIL

The Napa Valley Vine Trail Coalition has been developing a multi-use pathway system designed to connect Napa Valley communities, encourage opportunities for walking and biking, reduce congestion, and promote recreation and tourism. When completed, the Vine Trail will span 47 miles, linking communities from Vallejo to Calistoga and connecting with existing trails, parks and civic spaces along its route.[21]

Thirty-three miles of the shared-use pathway are complete and open for use, with a significant segment, between Yountville and St. Helena currently in the environmental phase.

Other Transportation Services

PRIVATE TAXIS AND TRANSPORTATION SERVICES

As described in the previous CBTP, there are other transportation services in Napa County, including taxis, shared vehicle services like Uber and Lyft, private cars and shuttles, and tour services. There are taxi companies headquartered in the City of Napa and in American Canyon, and there are many private transportation and touring companies located in the County that provide tours to wineries and other local destinations.

There are also several non-emergency medical transportation services (NEMTs) which operate in Napa County, which provide transportation to medical appointments. Local health organizations such as Partnership Health Plan also provide no cost NEMT services to members who need help getting to appointments.[22]

V-COMMUTE

NVTA's V-Commute, is a travel demand management program which provides information, eoncouragement and incentives to Napa County workers and residents on alternatives to single-occupancy driving. The program provides weekly rewards to eligible participants, subsidies for vanpools through a partnership with Commute with Enterprise, and reimbursement programs to encourage bicycling (Bucks for Bikes program) and provide up to $100 back through the Guaranteed Ride Home Program for eligible users who are faced with a personal or work-related emergency. V-Commute is hosted through the RideAmigos platform and is part of the Bay Area 511 Regional Rideshare Program.

[21] Napa Valley Vine Trail. Accessed from vinetrail.org

[22] Partnership Health Plan. Napa County Transportation Resources. Accessed September 2025 from www.partnershiphp.org/Community/Documents/Napa/Napa_Transportation.pdf

3

Priority Communities Analysis

Priority Communities Analysis

This section describes how the community areas in this plan were determined.

Equity Priority Communities as defined by MTC are census tracts which exceed the regional concentration threshold (the % in parentheses below) of residents according to several key demographic factors:

- **People of Color (70% threshold)**
- **Low-Income Residents (28%)**
- **Limited English Proficiency (12%)**
- **Zero-Vehicle Households (15%)**
- **Seniors 75 Years and Over (8%)**
- **People with a Disability (12%)**
- **Single Parent Families (18%)**
- **Severely Rent-Burdened Households (14%)**

The threshold represents one-half of a standard deviation above the Bay Area regional average, which means that there is a statistically significant concentration of residents who identify as or experience this demographic factor.[23] If a census tract exceeds both the threshold values for low-income residents and people of color, or exceeds the threshold value for low-income residents and also exceeds the threshold values for three or more of the other factors listed above, it is designated an Equity Priority Community.

A census tract is an area in a community about the size of a neighborhood, which t he U.S. Census Bureau uses to analyze populations. Each census tract has a population size of 1,500 and 8,000 residents.

(Source: www.census.gov)

The regional averages and thresholds for these data factors were determined by MTC using 2018 ACS data. The data used to determine the four additional community areas, and to develop the community profiles for all nine community areas in this report is more recent, from 2022, in order to develop a current snapshot of potential transportation services needs among residents in Napa County communities.

MTC has recently proposed a revision to these measures as part of its update, Plan Bay Area 2050+. Since these are still in draft form, our analysis relies on the Plan Bay Area 2050 data and criteria.

Regionally Significant Equity Priority Communities

MTC determined there are five census tracts in Napa County that qualify as Equity Priority Communities, listed in Figure 17. The highlighted data (turquoise color) in Figure 18 shows how each of these communities meet the threshold measures as defined by MTC. All five of the EPCs designated by MTC have percentages of low-income residents above the regional threshold of 28 percent of the population. The Westwood EPC qualifies due to the high percentage of residents who identify as people of color (greater than 70%). The other four EPCs exceed the regional concentration threshold in three or more additional demographic factors.

Note: these five EPCs and related data will be shown in turquoise to distinguish them from the locally significant EPCs described next.

[23] Metropolitan Transportation Commission. PBA2050+ 2024 Equity Priority Communities Update, MTC Policy Advisory Council Presentation. April 2024

Figure 17: Regionally Significant Equity Priority Community (EPCs) in Napa County, 2024

Regionally Significant EPCs		
2002.02	City of Napa	South Downtown Napa EPCA
2003.01	City of Napa	Southeast Napa Neighborhoods EPCA
2008.04	City of Napa	Westwood Neighborhood EPCA
2009	East Imola	East Imola EPCA
2020	Calistoga	Calistoga EPCA

Figure 18: Threshold Measures for Napa County Regionally Significant EPCs

Demographic Factor (Highlighted: Meets or Exceeds Regional Threshold)	Bay Area Regional Average	Bay Area Regional Threshold	South Downtown Napa EPC	Southeast Napa EPC	Westwood EPC	East Imola EPC	Calistoga EPC
People of Color	60%	70%	50%	59%	**75%**	45%	47%
Low-Income Residents (<200% of Federal Poverty Threshold)	21%	28%	**34%**	**33%**	**38%**	**87%**	**30%**
Limited English Proficiency	8%	12%	**13%**	**21%**	**23%**	1%	16%
Zero-Vehicle Households	9%	15%	14%	8%	4%	**89%**	7%
Seniors 75 Years of Age and Older	6%	8%	5%	5%	3%	3%	**10%**
People with a Disability	10%	12%	**15%**	**17%**	7%	**67%**	**16%**
Single-Parent Families	13%	18%	**30%**	**21%**	**21%**	**36%**	**18%**
Severely Rent-Burdened Households	10%	14%	**16%**	11%	13%	**59%**	6%

Sources: MTC, Plan Bay Area 2050; U.S. Census, American Community Survey, 5-year data tables, 2018

Locally Significant Equity Priority Communities

In addition to the five community areas designated by MTC as Equity Priority Communities, the planning team determined that there were four additional census tracts in Napa County with a substantial number of residents whose lived experiences might affect their access to transportation services and their mobility. While these communities in most cases did not meet the regional thresholds set by MTC, the percentage of residents in these communities who experience some or many of these demographic factors is high relative to the Napa County average.

Figure 19 and Figure 20 display these four communities; the highlighted data (yellow color) in Figure 20 shows how each exceeds the Napa County average for at least four of these factors, and in one, Pueblo Park, nearly all of these. These four EPCs and related data will be shown using yellow, to distinguish them from the regionally significant EPCs.

Figure 19: Locally Significant Equity Priority Communities

Locally Significant Equity Priority Communities		
2007.04	City of Napa/Pueblo Park	**Pueblo Park EPC**
2012	Yountville/Napa County	**Unincorporated Yountville EPC**
2016.01	St. Helena	**South St. Helena EPC**
2010.04	American Canyon	**American Canyon EPC**

Figure 20: Threshold Measures for Locally Significant Equity Priority Communities

Demographic Factor [Highlighted: Exceeds County Average]	Napa County	Pueblo Park EPC, Census Tract 2007.04	American Canyon EPC, Census Tract 2010.04	Unincorporated Yountville EPC, Census Tract 2012	South St. Helena EPC, Census Tract 2016.01
People of Color	50%	**53%**	**85%**	41%	39%
Low-Income Residents (<200% of Federal Poverty Threshold)	20%	**36%**	16%	**25%**	**23%**
Limited English Proficiency	15%	**28%**	**20%**	**17%**	12%
Zero-Vehicle Households	5%	**11%**	1%	4%	**8%**
Seniors 75 Years of Age and Older	9%	**12%**	6%	**13%**	**12%**
People with a Disability	12%	**14%**	12%	**18%**	12%
Single-Parent Families	22%	**23%**	**25%**	15%	**25%**
Severely Rent-Burdened Households	24%	19%	**33%**	18%	**28%**

Source: U.S. Census, American Community Survey, 5-year data tables, 2022

4

Review of Previous CBTP Projects and Related Plans in Napa County and Communities

Review of Previous CBTP Projects and Related Plans

In 2020, NVTA completed a Community Based Transportation Plan for Napa Valley which included some of the same community areas that are part of this plan.

Before engaging community members about current issues and needs, the project team reviewed the progress of projects proposed in the 2020 plan to address what residents considered their priority transportation and mobility-related needs at that time. The project team developed a matrix to review the 2020 CBTP strategies and projects, part of which is below in Figure 21.

Understanding past community concerns and what projects are still ongoing and outstanding provides important context for those talking to community members at outreach events during this planning process, so they can provide accurate information to residents and stakeholders about the status of their previous recommendations and the progress toward community improvements laid out in 2020.

Figure 21: Review of Previous CBTP Plan Projects

Project	Expected Outcome/ Benefit	Related Community Area (2020)	Implementation Timeline	Current Status
Bike facility from Jefferson Street to Soscol Avenue on Trancas	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Northeast Napa	Long-term	Project completed
Enhanced pedestrian crossing /RRFB on Trancas Street at Valle Verde Drive	Safety; Improved Mobility	Northeast Napa	Medium-term	High visibility crossing installed on west leg of T- Intersection
Enhanced pedestrian crossing/RRFB at Jefferson Street and Rubicon Street	Safety; Improved Mobility	Northeast Napa	Short-term	Upcoming corridor study; Jefferson on FY27-28 Paving Schedule (Measure T and HSIP funding)
Enhanced pedestrian crossing at Jefferson Street and El Capitan Way	Safety; Improved Mobility; Improved school access	Northeast Napa	Short-term	Upcoming corridor study; Jefferson on FY27-28 Paving Schedule (Measure T and HSIP funding)

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Figure 21: Review of Previous CBTP Plan Projects (continued)

Project	Expected Outcome/ Benefit	Related Community Area (2020)	Implementation Timeline	Current Status
Bus shelter/benches at high usage stops	Safety; Reduced Emissions; Improved Mobility	South St Helena	Medium-term	Not completed- in need of study to determine ADA sidewalk access
Hunt Ave sidewalks and pedestrian improvements	Safety; Improved Mobility	South St Helena	Short-term	Project completed
Pope Avenue sidewalks/pedestrian and lighting improvements	Safety; Improved Mobility	South St Helena	Medium-term	Sidewalk enhancements completed
Expanded evening hours on local transit	Reduced Emissions; Improved Mobility	Napa Valley	Medium-term	Not completed – in need of additional funding for local Routes A-G to extend past 7pm
Expanded TaxiScrip and Commute Options	Reduced Emissions; Improved Mobility	Napa Valley	Medium-term	Underway, commute options expanding
Transit service from St. Helena to Angwin and St. Helena Hospital	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	South St. Helena and rural northeast Napa County	Long-term	Lake Transit Rt 3 provides limited service; not available via Vine or Vine Go due to lack of funding, vehicles and drivers
Transit service from Calistoga to Santa Rosa medical facilities like Kaiser and Sutter Hospital	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Calistoga	Long-term	Not currently available
Trower Ave Widening	Improve pedestrian safety; Improve pedestrian access to schools; Expand mobility options	Northwest Napa	Short-term	Project completed
Linda Vista Ave Widening	Improve pedestrian safety; Improve pedestrian access to schools; Expand mobility options	Northwest Napa	Short-term	Ongoing, additional funding and design options needed

Figure 21: Review of Previous CBTP Plan Projects (continued)

Project	Expected Outcome/ Benefit	Related Community Area (2020)	Implementation Timeline	Current Status
Trower Ave Rehabilitation	Improve pedestrian safety	Northwest Napa	Short-term	Ongoing, construction expected to begin in 2025
Laurel St Rehabilitation	Improve pedestrian safety; Improve pedestrian access to schools; Expand mobility options	Westwood, City of Napa	Short-term	Ongoing, phase 1 First St to Griggs complete
Franklin St/2nd St Enhanced Pedestrian Crossing	Improve pedestrian safety	South Downtown Napa	Short-term	Project completed

Sources: Napa Valley Community Based Transportation Plan, 2020; current status updates provided via communications with jurisdiction and agency staff

Napa Valley Plans and Studies

Many of the strategies developed in the 2020 plan are used again here in this CBTP, which highlights the ongoing need for additional transportation infrastructure, service and mobility enhancements to meet the needs of community members across Napa Valley. The CBTP is not the only plan which addresses community transportation and mobility challenges—these are also the goals of many other concurrent Napa County and community planning efforts, programs and studies. The project team reviewed many of these plans and studies for potential projects and outcomes from concurrent planning efforts to look for opportunities for synergies, funding or places where community concerns were also being addressed. Some of these with the most overlap with potential CBTP projects and goal areas are discussed here. Plans and projects that cover local jurisdictions or corridors are included in the community profiles which start on page 65.

Napa Countywide Pedestrian Plan (2016)
The goals of this plan include expanding the number of walking trips to transit and reducing pedestrian-related collisions by half by 2040. The plan also commits to providing a connected network of accessible pedestrian sidewalks, trails and pathways in the county and area jurisdictions To meet this goal, the plan establishes an objective of one pedestrian CIP (Capital Improvement Project) project per jurisdiction each year. Countywide recommendations include continued coordination between schools and the county to provide ongoing education and to fund education programs; providing transportation and safety analyses around school sites and routes; developing safe and secure long term bike parking; coordinating with NVTA to seek additional funding for Safe Routes to School (SRTS)- related infrastructure projects; and expanding SRTS enforcement. Related projects include Safe Routes for Seniors and Safe Routes to Transit initiatives, and sidewalk and crosswalk enhancements in all jurisdictions.

Napa Countywide Bicycle Plan (2019) The goals of the Napa Countywide Bicycle Plan include creating a connected, safe, and equitable bicycle network that connects county communities, provides access to public transit and community destinations, expands connectivity and access for underserved communities, improves safety of all residents and increases the share of bicycle riders. This plan includes goals and proposals for expanding the bicycle network in each jurisdiction and unincorporated Napa County.

Napa Active Transportation Plan (ATP) (Forthcoming in 2026) NVTA is leading the effort to develop the first active transportation plan for Napa County, which will combine elements of the countywide bicycle and pedestrian plans and jurisdiction efforts to improve safety on roadways for all users. Many comments from residents at events for the ATP overlap with the issues and challenges mentioned by community members during CBTP outreach.

Napa Countywide Transportation Plan (2021) This plan describes NVTA and countywide priorities to relieve traffic congestion, improve safety, create more active transportation infrastructure, provide more reliable and more frequent transit service, support the regional economy, and maintain the existing transportation system. It also includes projects that respond to the transportation challenges raised by the 2020 CBTP, such as expanding access to transit, shared vehicles and bicycle programs; building out active transportation network and supporting complete streets efforts; and funding programs to support and expand mobility in low-income and transit-dependent communities. The plan includes projects by jurisdiction that look to enhance and reconstruct roadway infrastructure, add new pedestrian infrastructure and safety improvements such as crosswalks, implement complete streets enhancements, create new transit connections and centers, and provide new multi-modal infrastructure including bridges and overpasses for pedestrians and cyclists.

Accessible Transportation Needs Assessment (2025) This assessment examined the transportation needs of people with disabilities and senior residents in Napa Valley. Many of the assessment's key takeaways are important context for this CBTP, including: the need for medical access for older adults is high, and many report driving themselves, which contributes to higher traffic congestion, collisions and emissions; many community members lack information about available transit services and mobility programs and the knowledge about how to use them, especially those who do not use smart phones or do not speak English well; affordable transportation options are limited, and while few older adults use fixed route or on-demand transit options, the majority of older adults and those with disabilities live within Vine Transit's and VineGo's service areas; many trips seniors take occur later in the evening after available transit services end; and limited public funding for transit means that additional and alternative funding sources and partnerships with local institutions will be needed to help "close transportation gaps for isolated and vulnerable communities in Napa County."[24]

NVTA Travel Behavior Study (2025) This study looked at the travel patterns of Napa County residents, workers and visitors in the Fall of 2024.

[24] Napa Valley Transportation Authority. Accessible Transportation Needs Assessment: Existing Conditions Report. 2025, p.51

The study found that an average of 73 percent of weekday trips have both an origin and destination within Napa County. It also found that 54 percent of all trips within the county are less than five miles in length, and average trip length is less than ten miles (9.9 miles). One in four trips (27%) are a distance of two miles or less. The high number of short distance trips shows that there is a potential opportunity to shift the transportation modes that residents use to travel from driving to non-auto modes of travel.

NVTA Vision Zero Plan (2023) NVTA's Vision Zero plan provides a set of infrastructure and program recommendations to support roadway safety, especially in high-injury locations across Napa Valley. The plan includes ten profiles of collision types that occur in the region, such as driving at unsafe speeds, pedestrians hit at crosswalks, and bicycle collisions at intersections. It identifies collision "countermeasures" organized by cost and proposes a set of safety projects in key locations in Napa Valley communities, and enhancements such as reducing speed limits, installing high visibility crosswalks and creating separated bikeways.

Napa County Safe Routes to School Recent NVTA partnership with the Napa County Office of Education and the Napa County Bicycle Coalition to provide SRTS programming, including in-classroom education, on-bike and pedestrian safety training, school site walk audits, evaluations, and surveys. The SRTS team worked closely with school parent groups and teachers, police departments, public health staff, and city traffic managers to improve safety for children and community members. This program is not currently in operation and is included in the CBTP list of projects/programs to engage and educate community members about alternative modes of transportation and active transportation options to school.

Napa Valley Vine Trail Impact Report (2024) The Vine Trail is a 47-mile multi-use (class I) paved trail through Napa Valley, from Calistoga all the way south to the Vallejo Ferry. The Vine Trail provides a vehicle-free route through Napa Valley for visitors and residents. Developed by a coalition of local non-governmental organizations, the Trail is funded in part by state and federal funds, private donations and local jurisdiction funding. It provides connections to several dozen Vine bus

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Community Needs Assessment

Community Needs Assessment

Between November 2024 and June 2025, consultant staff from MIG and Emergent Labs partnered with the Napa Valley Transportation Authority (NVTA) to gather community input for the CBTP.

The team collected feedback through a combination of in-person and virtual methods, including stakeholder interviews, community focus groups, pop-up events, briefing sessions, and a bilingual paper survey. During these activities, the project team heard directly from community members about their transportation challenges and suggestions for improvements to transportation services in their community. Participants were also asked to identify any unsafe locations and key destinations they travel to in their neighborhoods and community. Themes from the input are described below. Specific challenges and recommendations that community members provided for Equity Priority Communities (EPCs) are listed in the next section, as part of the Community Profile for each EPC. These comments were also located onto a map, which can be viewed at this link: http://bit.ly/481XS4C.

Overview of Engagement Activities

As a foundational step, the team identified and engaged stakeholders from eight organizations that have direct relationships with residents living in Napa County EPCs. These organizations were selected for their trusted roles within the community and their deep understanding of local needs.

Through a series of one-on-one and small group interviews, stakeholders provided a comprehensive view of the transportation challenges faced by Napa County's Equity Priority Communities:

- Stakeholders emphasized the lack of reliable and accessible public transit, especially in rural areas and around affordable housing, which isolates low-income residents, seniors, and farmworkers from essential destinations like medical services, food banks, and workplaces. Seniors face compounded barriers due to mobility limitations, technological inexperience, and a lack of door-to-door transportation.
- Farmworkers often depend on informal carpools and face long, fragmented commutes to remote vineyards, with few viable public options.
- Across groups, there were widespread concerns about pedestrian and cyclist safety, poor infrastructure, and limited Spanish-language information.

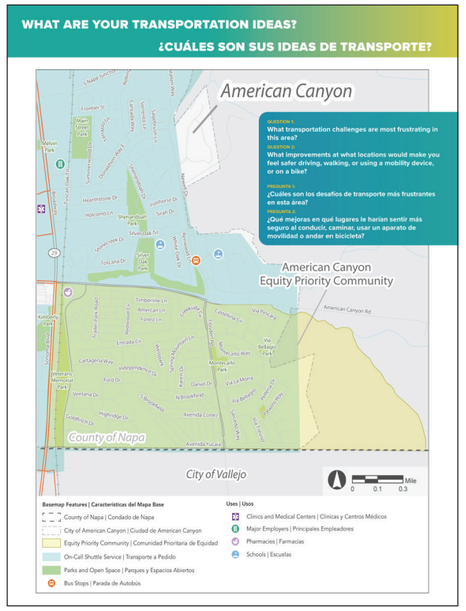
Interviewees recommended expanding on-demand services, improving safety infrastructure, completing active transportation networks like the Vine Trail, and tailoring outreach to cultural and community-specific contexts to ensure that solutions are inclusive and effective.

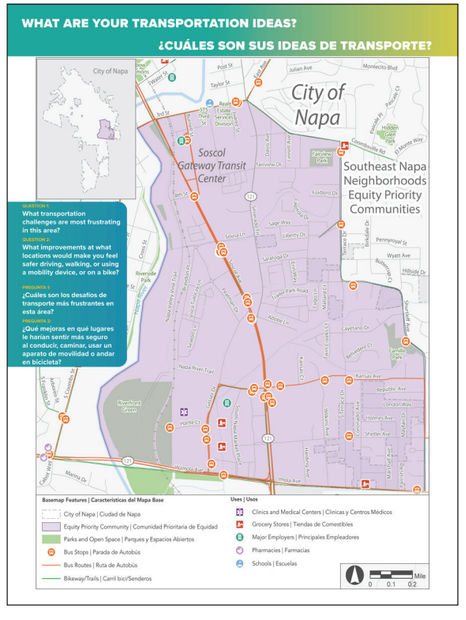
Stakeholder organizations interviewed by the project team:

- Napa Valley Farmworker Foundation
- Puertas Abiertas (Open Doors)
- UpValley Family Centers
- Rianda House
- Molly's Angels
- Napa County Bike Coalition
- Napa Valley Vine Trail Coalition
- Community Action of Napa Valley
- County of Napa Housing and Homelessness Services

Stakeholders recommended engaging community members through trusted, informal, and culturally responsive approaches. For seniors, they suggested outreach during regular gatherings like lunches at senior centers or mobile home communities, using word-of-mouth and family referrals rather than digital outreach, and providing bilingual or Spanish-only sessions. Across all groups, stakeholders emphasized offering incentives, hosting activities at familiar community hubs like churches and resource centers, and ensuring materials and events are accessible in both English and Spanish to effectively reach underserved and hard-to-reach populations.

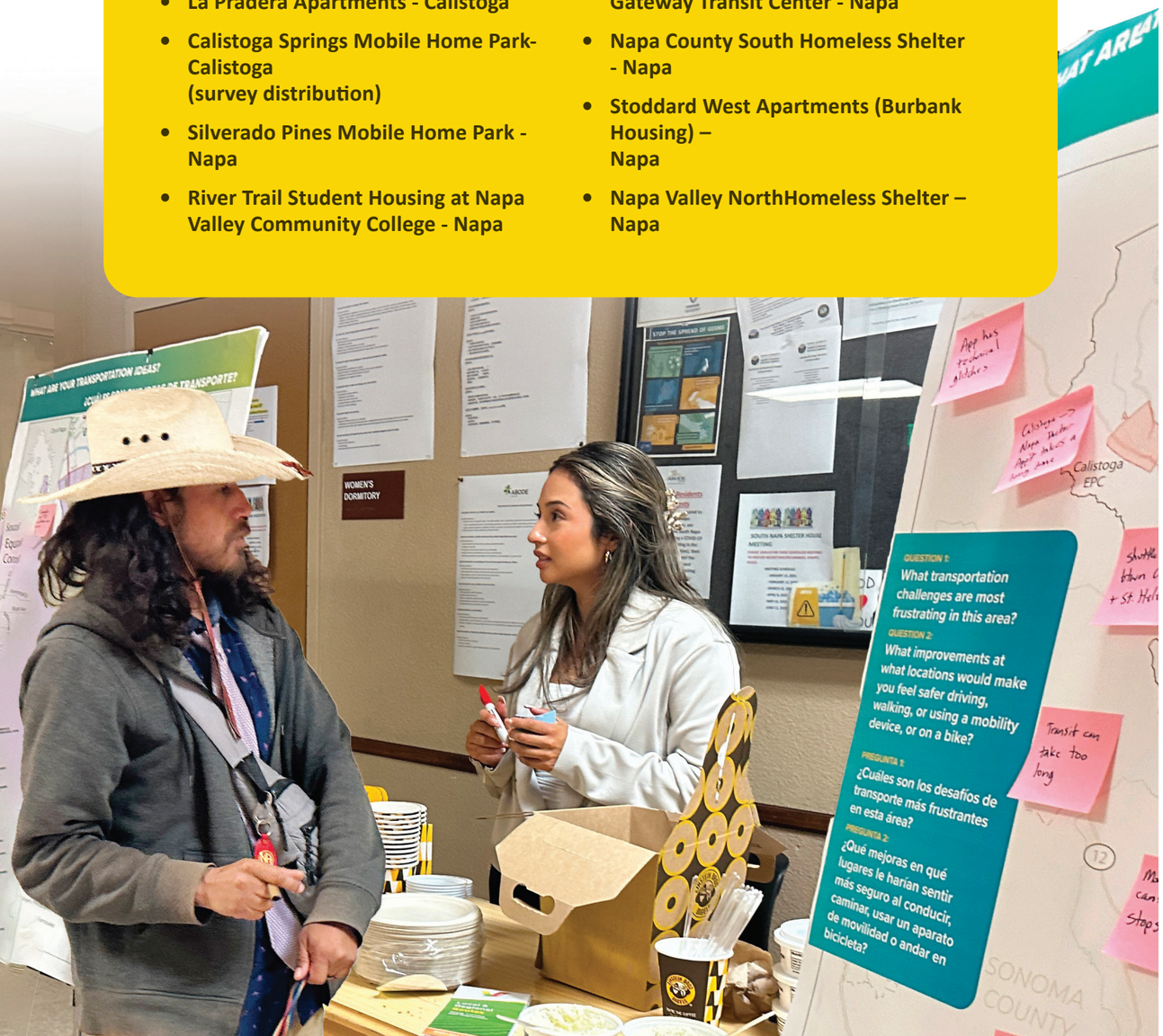
To initiate the engagement process, the project team developed large-format posters featuring detailed maps of each Equity Priority Community (EPC), accompanied by key questions such as: ***"What is most frustrating about transportation in your area?"*** and ***"What ideas do you have for improving mobility?"*** The team also created a survey designed to gather more in-depth information about residents' transit use and mobility habits.





NAPA CBTP Community Engagement Events:

- Molly's Angels - Volunteer Drivers (virtual focus group)
- Las Casitas Mobile Home Community – American Canyon
- La Pradera Apartments - Calistoga
- Calistoga Springs Mobile Home Park- Calistoga (survey distribution)
- Silverado Pines Mobile Home Park - Napa
- River Trail Student Housing at Napa Valley Community College - Napa
- Rohlffs Manor - Napa
- Rianda House - Lunch & Learn – St. Helena
- Pop up and Intercepts - Soscol Gateway Transit Center - Napa
- Napa County South Homeless Shelter - Napa
- Stoddard West Apartments (Burbank Housing) – Napa
- Napa Valley NorthHomeless Shelter – Napa



With these materials prepared, the project team reached out to a range of community settings to ensure broad participation. This included outreach to community-based organizations, affordable housing complexes, senior housing developments, and mobile home communities.

The project team held 12 community outreach events across Napa County in the nine Equity Priority Communities. NVTA staff attended other existing community wide events, such as Earth Day Napa, the St Helena Farmer's Market, the City of Calistoga Safety Event, Napa County Health and Human Services Resource and Career Fair, the Older Adult Health and Wellness Fair in Calistoga, Napa Valley Bikefest and the Meet Me in the Streets event in American Canyon, to talk to community members. NTVA staff also held a pop-up outreach event at the Soscol Gateway Transit Center to directly engage with transit riders. The Soscol Gateway Transit Center is the most popular bus stop, both in terms of boardings and alightings, and it is directly located within an EPC which is why staff chose to conduct outreach at this particular location. More than 250 people participated in interviews and engagement events, and there were 185 responses to the survey.

The team also reviewed comments from recent outreach conducted for the NVTA's Active Transportation Plan that were relevant to the EPCs. These comments have been integrated into this report in order to help coordinate the transportation planning efforts occurring in the EPC areas.

Key Findings

Participants provided comments at outreach events and through the community survey and shared a wide range of transportation needs and issues.

The team organized community input into several themes including infrastructure improvements; transit system and service improvements; community safety concerns; affordability and cost barriers to mobility; and information, promotion and awareness about transportation services.

These recommendations reflect a broader community vision for a more equitable and connected transportation system—one that reduces isolation, increases mobility choices, and responds to the diverse needs of Napa County's priority communities.

Infrastructure Improvements

PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

Sidewalk and Trail Repairs, Traffic Calming, and Visible Street Crossings

Improving conditions for people walking was a prominent theme from community members, with 63 comments focused on sidewalk and trail repairs, crosswalk enhancements, and general pedestrian safety. Many sidewalks were described as incomplete, damaged, or inaccessible, particularly for individuals using mobility devices or strollers. Specific areas such as along West Pueblo and Solano Avenues in the City of Napa and Main Street in St Helena, and neighborhoods near schools were identified as needing immediate attention.

Residents also requested more visible and protected crosswalks, better lighting, and traffic

calming near high-traffic intersections. The goal of these improvements is to promote safe walking routes to transit stops, schools, and local businesses, especially for seniors, youth, and people with disabilities.

BICYCLE INFRASTRUCTURE IMPROVEMENTS

Separation from Traffic, Signage, Bike Parking

There were 62 comments focused on the need for safer and more connected bike infrastructure. Residents described key corridors as challenging or unsafe for bicyclists, citing narrow lanes, high-speed traffic, and intersections that lack bike-friendly signaling. In particular, locations like Soscol Avenue, Hudson Avenue, Allyn Avenue, Trancas Street, Jefferson Street, and the S-curve on Pope Street in St. Helena were highlighted for their risks. Suggestions included the addition of dedicated bike lanes, improved bike signage, and traffic separation measures. Some participants also requested more secure bike parking at key destinations such as schools, shopping centers, and transit hubs to support multimodal travel. Others suggested access to showers and other amenities at large employer locations to further encourage workers to bike to work.

Accessible Bicycle and Electric Vehicle Infrastructure

Community-based organizations working with low-income residents, including the farmworker community, advocated for the introduction of accessible bicycle and electric vehicle infrastructure and programs, including an e-bike share program, EV charging stations at farmworker centers and affordable housing complexes, and prioritization of bike-friendly design in new housing projects and urban developments, as well as retrofits of existing housing bicycle storage for diverse bike types.

ROADWAY INFRASTRUCTURE IMPROVEMENTS

There were 59 comments focused on general roadway improvements, including pavement maintenance, speed reduction measures, and reconfiguration of unsafe intersections. These requests were typically paired with safety concerns or service needs, such as poor road conditions making bus travel uncomfortable or dangerous, or lack of sufficient notice being given for road work and construction.

Transit System Improvements

SERVICE ENHANCEMENTS

The most frequently cited area of need was transit service enhancements, with 110 comments identifying gaps or barriers in current operations. Residents expressed a strong desire for more frequent and reliable service, particularly during evenings and weekends. Many emphasized the limited hours of service, making it difficult for shift workers, seniors, and students to access jobs, health appointments, and social services outside of typical daytime windows.

STRUCTURAL ENHANCEMENTS

There were also several requests for improvements to bus stops including more shade, trash containers, shelters at all stops, and better maintenance or improved cleaning. Finally, there were several comments regarding the need to ensure that bus equipment, such as stop request cords, work properly.

CONNECTIVITY

There were repeated requests for expanded service coverage in rural and unincorporated areas, such as Pope Valley, Angwin, and farmworker housing centers. Community members also highlighted the need for better connections between towns and their shuttle services and to key destinations such as hospitals, food banks, and shopping centers. Some comments proposed microtransit or shuttle options to address last-mile gaps and improve access for residents without personal vehicles.

Community Safety Concerns

Safety emerged as a central concern across many comments collected from Equity Priority Communities during the CBTP outreach process. Residents shared specific challenges they face while walking, biking, or using transit, often linking safety with broader issues of accessibility and infrastructure design. These concerns reflect both physical hazards and broader conditions that impact personal well-being and community mobility. Improvements related to these needs are listed above under infrastructure.

Community members' feedback emphasized that improving pedestrian safety isn't just about infrastructure, it's about ensuring that people feel safe and confident walking in their neighborhoods.

PEDESTRIAN SAFETY

Sidewalk Gaps, Needed Crosswalk, Difficulty Walking at Night

The most frequently cited safety issue—mentioned in 70 comments—was pedestrian safety. Community members described hazardous walking conditions caused by incomplete sidewalks, poor lighting, and lack of crosswalks at busy or high-speed roads. Intersections near schools, transit stops, and downtown areas near main arterial streets were identified as particularly dangerous, where vehicles often fail to yield or where crossings are inadequately marked. Residents expressed fear of walking at night or sending children to school due to these risks.

In areas like Spring Street and Main Street, residents called for improved pedestrian visibility, traffic calming measures, and more designated safe crossings.

BICYCLE SAFETY

Unsafe or Missing Bicycle Lanes, Speeding and Intersection Challenges

Bicyclists also voiced strong safety concerns, with 53 comments highlighting the lack of bike lanes, high vehicle speeds, poorly designed intersections, and debris in bike lanes. Key corridors such as Soscol Avenue, Hudson Avenue, Allyn Avenue, Trancas Street, Jefferson Street, and Pope Street were described as intimidating and unsafe for riders due to narrow lanes, blind curves, and the absence of physical protection from traffic.

Protected Bicycle Lanes and Bicycle Signage

Cyclists reported feeling vulnerable on roads that are shared with fast-moving cars, and many suggested the need for dedicated bike lanes, buffered shoulders, and bike-prioritized signage. Several comments noted that improving bike infrastructure would not only increase safety but also support a healthier, more environmentally friendly transportation option for all ages.

PERSONAL SAFETY CONCERNS

Fear of Walking and Riding Transit

Beyond physical infrastructure, 9 comments raised concerns about personal safety and crime, particularly around transit stops and in areas with poor lighting, or areas with many unhoused individuals. Residents expressed fears about harassment, theft, and general vulnerability while waiting for or walking to transit. This was especially noted by seniors and women, who described feeling unsafe in poorly monitored public spaces.

Emergency Infrastructure

Suggested improvements included better lighting, emergency call boxes, and more visible community presence or patrolling near key transit access points. These changes, according to community

feedback, would make public transportation a more viable option for people who currently avoid it due to safety concerns.

Other Safety Concerns

A few comments (8 total) pointed to miscellaneous or location-specific hazards, such as dangerous curves, lack of shoulder space, or unsafe driveways or curb cuts. These “other” safety issues often intersected with broader themes of infrastructure maintenance and road design, particularly in rural or hillside areas.

These concerns underscore a clear need for comprehensive safety planning in Napa County’s transportation system. Solutions must proactively address the lived experiences of residents—ensuring safe and comfortable access for pedestrians, cyclists, and transit riders alike. These insights should inform project prioritization and help guide targeted investments in both infrastructure and community safety initiatives.

Affordability

While not the most frequently mentioned theme, affordability and the cost of transportation services surfaced as a significant barrier for many residents in Napa County’s Equity Priority Communities. In 12

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

community comments, participants described how financial constraints limit their mobility and access to essential destinations such as work, school, medical appointments, and social services.

SERVICE COSTS

Transit is Disproportionately Burdensome for EPC Communities

One of the most common concerns was the cost of using public transit, particularly for families with multiple riders, low-income individuals, seniors on fixed incomes, the unhoused, and undocumented residents who may lack access to transportation subsidies. Community members noted that even modest fare costs add up quickly, especially for people making multiple trips per day or traveling long distances across the county.

Several participants suggested the need for or better promotion of fare-free or reduced-fare programs, especially for priority populations such as youth and students; seniors; farmworkers; people with disabilities; residents in rural or underserved areas, and unhoused persons.

Inter-Agency Fare Confusion

There were also mentions of inconsistencies between transit agencies in fare structures and payment systems, which create confusion and additional financial burden for riders who must transfer between services.

INDIRECT COSTS

Beyond fares, residents pointed to indirect costs that make accessing transportation unaffordable. For example, when transit service is infrequent or unreliable, individuals are often forced to pay for taxis or ride-shares, which are expensive and not always available in rural areas; miss work or appointments, resulting in financial penalties or lost income, and/or depend on family or neighbors for rides, placing strain on social networks and reducing independence.

These comments revealed that a lack of awareness, not just a lack of service, can be a significant barrier to mobility, particularly for populations who rely most on public transportation.

Some residents shared experiences of walking long distances or skipping essential trips altogether due to cost concerns, reinforcing the inequities faced by those without access to a personal vehicle.

GEOGRAPHIC INEQUITY AND RURAL ISOLATION

Isolation, Missing Opportunities

Affordability barriers are especially acute in rural areas such as Pope Valley and Angwin, where transit options and bicycle and pedestrian infrastructure are limited or nonexistent. Without reliable and affordable transportation, residents in these communities face greater isolation and fewer opportunities for employment, healthcare, education, and social connection.

Even the best-designed systems cannot succeed if people don't know about them, don't understand how to use them, or don't believe they are for them. Addressing these informational gaps is essential for building a transportation system that is both accessible and trusted by the communities it aims to serve.

Participants called for more equitable investment in rural transit service that accounts for both the geographic and economic isolation of these areas.

Together, these insights highlight the urgent need to address financial barriers to mobility as part of Napa County's transportation planning. Reducing or eliminating transit costs, simplifying fare structures, and improving service reliability would provide meaningful relief for residents struggling with affordability—and ensure that all community members can access the opportunities they need to thrive.

Information and Awareness

Throughout the community engagement process, residents from Napa County's Equity Priority Communities expressed a consistent need for better information, communication, and visibility around existing transportation services.

GAPS IN AWARENESS AFFECT RIDERSHIP

Many community members reported that they were unaware of current transit routes, schedules, or available programs, even when services existed nearby. This was especially true in rural or linguistically isolated communities, where information often fails to reach residents in clear, accessible, and culturally relevant ways. Some participants mentioned discovering services only through word-of-mouth or by chance, indicating missed opportunities for outreach. Community members also noted that information available on the Vine website or local transit apps is not always accurate.

This gap in awareness creates a disconnect between transit supply and community need—residents may not use transit not because it's unavailable, but because they simply don't know how to access it or don't trust that it will reliably meet their needs.

NEED FOR MULTILINGUAL AND CULTURALLY RELEVANT MATERIALS

Spanish Language Promotional Campaign

Several comments emphasized the importance of providing transportation information in multiple languages, particularly Spanish, to better reach immigrant and farmworker communities. Participants called for materials that go beyond translation to incorporate visual aids, plain language, and trusted community messengers such as promotores who can help explain how to navigate the system.

SIMPLIFIED AND CENTRALIZED INFORMATION

Mobility Hub, Transit Tutoring

There were also calls for simplifying transit information and offering centralized resources

where people can easily find real-time updates, trip planning tools, and eligibility for fare discounts. Some participants suggested a countywide mobility hub or call center that could provide personalized assistance—particularly helpful for seniors, non-English speakers, and first-time riders.

Residents highlighted the need for information on:

- How to plan trips across multiple services
- Understanding regional connections to the broader Bay Area region
- Fare structures and discount programs
- Where and how to access services such as on-demand shuttles or paratransit
- Changes to routes or schedules

PROMOTIONAL CAMPAIGNS TO BUILD TRUST AND FAMILIARITY

Innovative Ways to Promote Transit

In addition to informational needs, participants called for proactive promotional campaigns to build confidence in transit and normalize its use across different demographics.

Promotion suggestions included:

- Highlighting success stories of real riders
- Creating videos or social media reels/short videos
- Providing orientation sessions for seniors or students
- Offering "try transit" days or free-ride promotions to attract new users

Promotional efforts should also address misconceptions about who transit is for and reframe public transportation as a safe, reliable, and inclusive option for everyone.

These comments underscore the critical role that communication and outreach play in equitable transportation planning.

Awareness of Safe Bicycling Options

In addition to encouraging transit as an inclusive option for all, community events like Ciclovia (open streets), collaboration with *promotores* (community health workers) and community leaders, and community organizations such as schools, churches, and workplaces can help promote bicycle use within low-income and Latino communities.

6

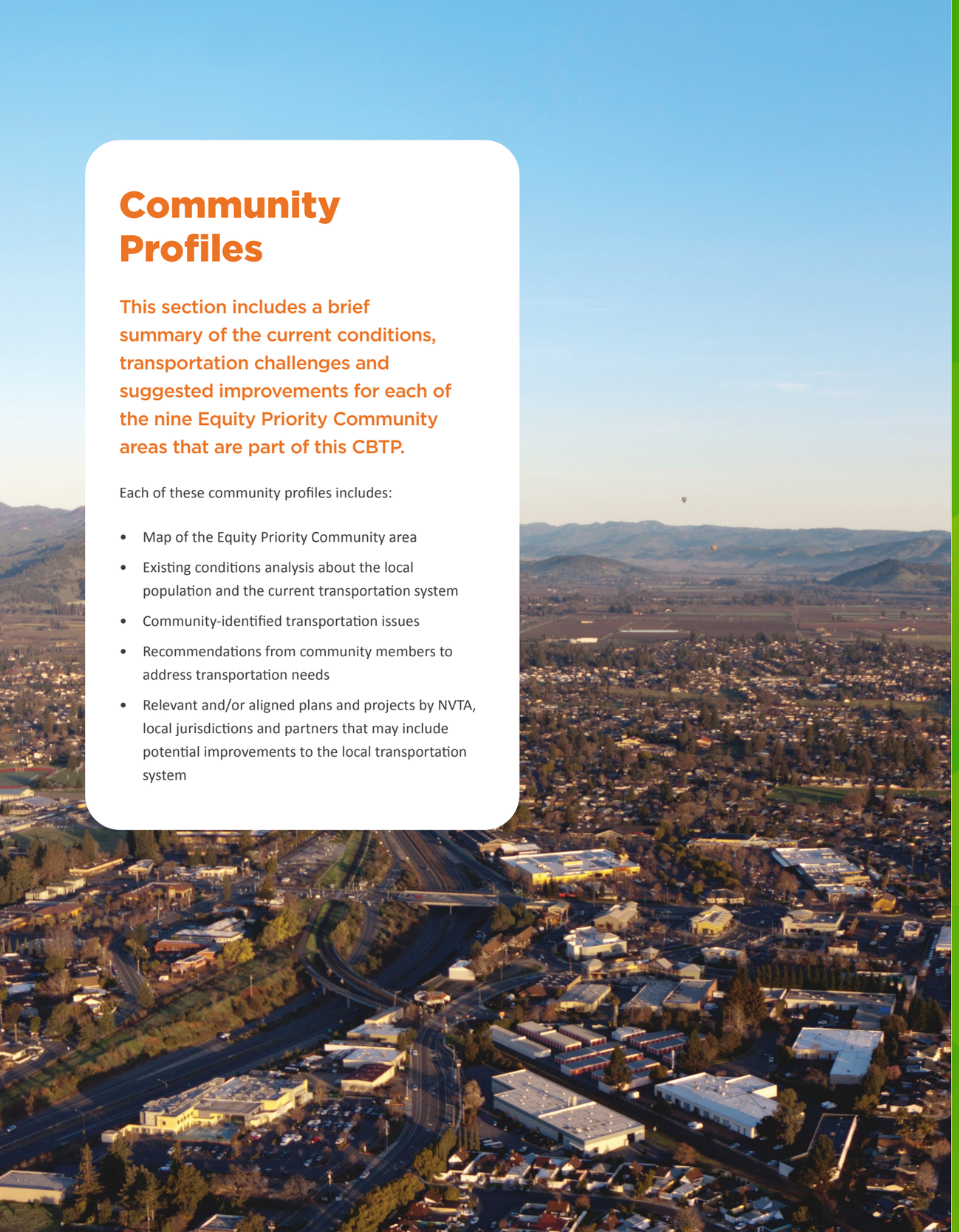
Community Profiles

Community Profiles

This section includes a brief summary of the current conditions, transportation challenges and suggested improvements for each of the nine Equity Priority Community areas that are part of this CBTP.

Each of these community profiles includes:

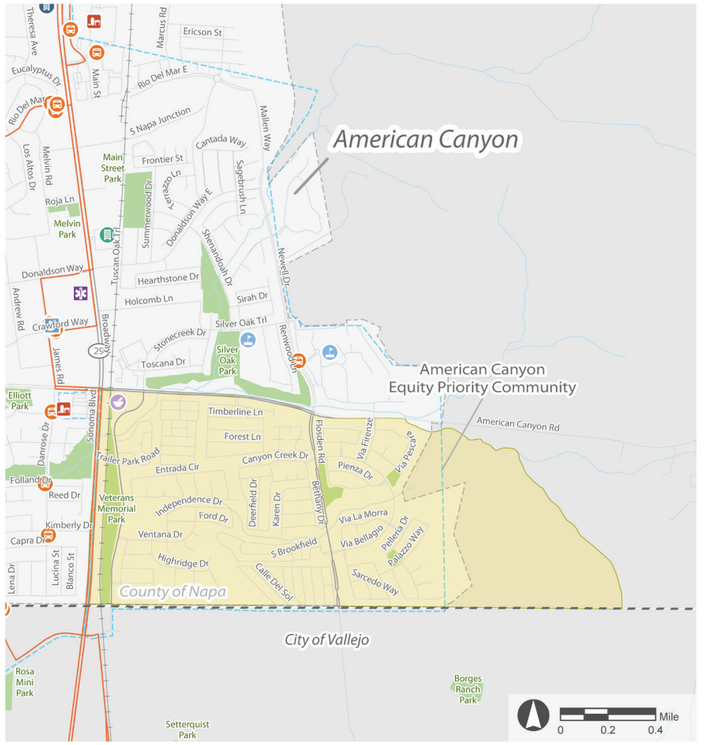
- Map of the Equity Priority Community area
- Existing conditions analysis about the local population and the current transportation system
- Community-identified transportation issues
- Recommendations from community members to address transportation needs
- Relevant and/or aligned plans and projects by NVTA, local jurisdictions and partners that may include potential improvements to the local transportation system



COMMUNITY PROFILES

American Canyon

Figure 22: Map of American Canyon EPC



The American Canyon Equity Priority Community is in the southern portion of American Canyon to the east of Hwy 29, from American Canyon Road south to the border of Napa and Solano counties. The community is represented in yellow in the map below and includes a portion of unincorporated American Canyon to the east.

The City of American Canyon is a growing community, and residents are experiencing significant traffic issues along Hwy 29, which runs along the spine of the city. There are several elementary schools to the north of the EPC and senior housing and services west of Hwy 29. Veterans Park and other green spaces run along the eastern edge of the highway, at the boundary of the EPC. Other key destinations in or near the EPC include a Safeway, a CVS, and a 7-Eleven near the intersection of Hwy 29 and American Canyon Rd.

American Canyon

About the American Canyon EPC

- This community has higher rates of residents of color, single parent families, rent-burdened households, and residents who have limited English proficiency than in all of Napa County.
- In nearly one third of households, residents experience significant financial burdens due to the cost of housing and pay more than half their income toward rent.
- This community has a large number of residents who identify as Filipino.
- Only half of residents who work have jobs in Napa County—many commute to work in neighboring counties.
- A large number of workers carpool to work. Many also work from home. Residents travel an average of 33 minutes to work.

Residents
6,844

Households
1,907

Residents with jobs in American Canyon
19%

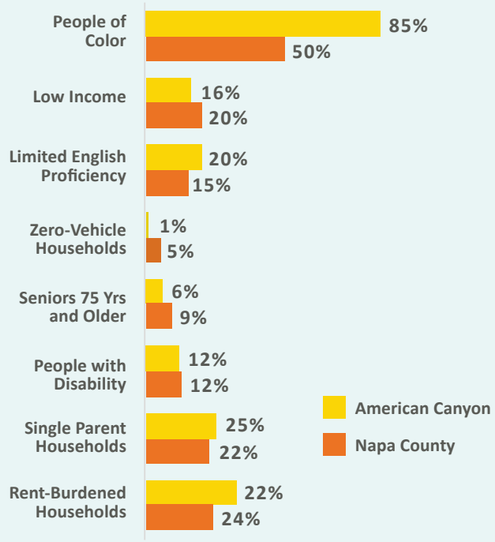
Residents with jobs in Napa County
53%

Median Income
$105,703

Average Travel Time to Work
33 minutes

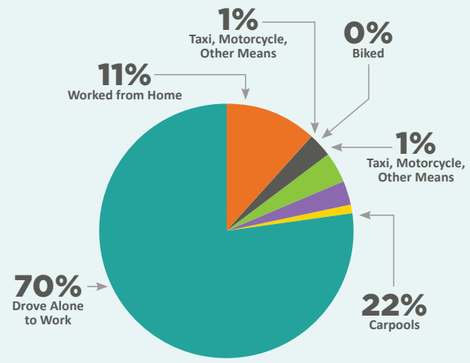
Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 23: EPC Metrics, American Canyon EPC



Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 24: How American Canyon Residents Travel to Work, 2022



Source: U.S. Census, Commuting Characteristics by Sex, ACS 5-year Estimates Data Profiles, Table S801, 2022

Existing Transportation System

ROADWAY AND BIKE INFRASTRUCTURE

There are approximately 25 miles of roadways within the American Canyon EPC. Some of the roadways within this EPC are private and located within existing developments, including mobile home and single-family communities Traffic volumes are highest along Hwy 29, with 38,000 average daily vehicle trips at American Canyon Road and 46,500 average daily vehicle trips on Hwy 29 at the Solano/Napa County line. American Canyon Road, Broadway St and Flosden Rd are other arterial roadways in the EPC and have greater traffic volume capacity than nearby local streets.

There are approximately 18 miles of bicycle facilities in the City of American Canyon, with approximately 25 additional miles proposed in the NVTA Countywide Active Transportation Plan.

American Canyon has used Measure T funding to complete 4.6 miles of recent road improvements in the city, including repairing street pavement and sidewalks, painting bike lanes, adding curb ramps, and traffic calming measures in front of American Canyon Middle School. Other funds used for this work include ARPA funding and the city's gas tax.

TRANSIT SERVICE

There are no local Vine Transit fixed-route stops within the EPC; however, the American Canyon Transit shuttle service provides on-demand, door-to-door bus service within the City of American Canyon, while accommodating the high school bell schedule. The Route 29 (Napa-BART Express) and 11X (Napa-Vallejo Express) both stop nearby at the American Canyon Post Office, (near the NW corner of EPC), and provide connections and access to regional destinations in the East Bay, Vallejo and the BART service area.

American Canyon

COLLISIONS

Eight collisions occurred between 2020 and 2024 in the American Canyon EPC. Of these, most happened along HWY 29. Three collisions involved a bicyclist, and 5 involved pedestrians. In two incidents near route 29 and Kimberly Drive, fatalities occurred during a collision with someone walking or biking. Two other collisions were categorized as causing severe injuries; all events led to injuries for the bicyclist or pedestrian involved.

Community Identified Transportation Issues

During outreach events, community members were asked to share their thoughts about transportation challenges and unsafe locations in their community, and their suggestions for improvements related to the transportation issues they experience.

TRANSPORTATION CHALLENGES

- Pedestrians have a difficult time crossing Hwy 29 due to the speed of traffic.
- Crosswalks on Hwy 29 do not provide enough time for pedestrians, especially older adults, to cross the street.
- Schools are located on opposite side of Hwy 29 and American Canyon Road from residents-- students need safe crossings to get to school.

Unsafe Locations

- There is no safe place to wait for the bus at Napa Junction and Hwy 29.
- At Broadway and American Canyon Rd, drivers turning right from Broadway or the retail parking lot on the corner often don't look for and nearly miss hitting pedestrians.

Suggested Improvements

- Fix or add a flashing beacon at the crosswalk on Broadway near Las Casitas Mobile Home Park (pictured above).
- Add safety infrastructure like an improved pedestrian crossing, sidewalks, and bus shelter at Highway 29 and Lincoln Ave, Napa Junction (near American Canyon City Hall).
- Add more bus shelters, replace missing sidewalks and add crosswalks at bus stops along Highway 29.
- Consider relocating bus stops on Hwy 29 near intersections with safe crossing points.
- Expand safe routes to school and introduce safe crossings where schools are located on opposite sides of the highway.
- Expand safe routes for biking and walking along Hwy 29.
- Complete Vine Trail segment from South Napa to American Canyon to better connect underserved communities

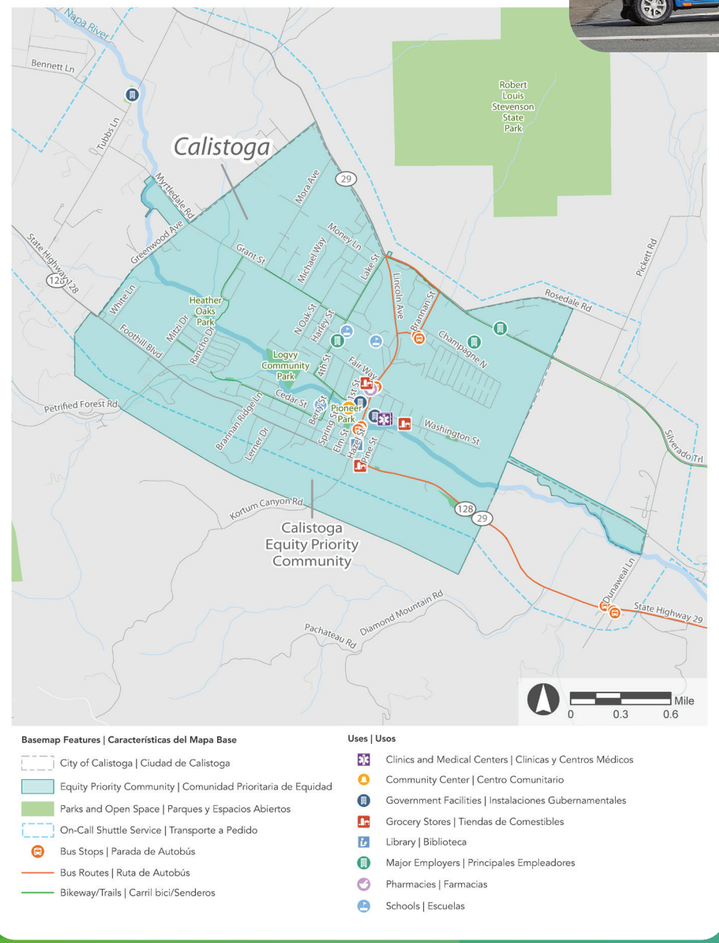
Relevant/Aligned Plans and Projects

- NVTA is in the environmental process of the American Canyon Improvements Project along Hwy 29, which includes reconfiguration with multimodal enhancements: narrowed general purpose lanes, improved transit operations, and enhanced bicycle and pedestrian facilities. This project aims to address traffic backups and pedestrian safety concerns. The environmental process is expected to be completed in 2026. Once completed, the project will move into the design and right-of-way obtainment which is estimated to be complete by 2028. Pending funding, project construction is estimated to begin as early as 2028.
- The City of American Canyon's Broadway District Plan may also address some of the traffic and pedestrian safety issues listed above.
- The Napa Valley Countywide Transportation Plan includes several projects in American Canyon proposed to improve traffic flow and pedestrian safety, including the proposed construction of pedestrian crossings over Hwy 29.

COMMUNITY PROFILES

Calistoga

Figure 19: Map of American Canyon EPC



The Calistoga EPC covers the entire city of Calistoga. Greenwood Ave on the west, Hwy 29, Silverado trail and Rosedale Road to the north and communities just beyond 128 on the south. Calistoga is in the northwest corner of Napa County, 25 miles north of the City of Napa along Hwy 29.

The city is known as a tourist destination for nearby hot springs, resorts and vineyards. Key destinations for local residents include several grocery and convenience stores along Foothill Blvd and Lincoln Ave, Kaiser medical offices on Foothill, the Calistoga Community Center, and the Calistoga Junior-Senior High school. Bothe-Napa Valley State Park is four miles from the center of town.

About the Calistoga EPC

- **This community has many older residents, and housing is generally affordable for most households.**
- **One in ten residents is living with a disability-- many residents have ambulatory difficulties.**
- **Twenty percent of residents, and more than 900 Spanish speakers who live in Calistoga say they do not speak English very well.**
- **Walking is a keyway residents in this community get to work, after driving. Rates of public transit use are low but not zero, like other EPCs.**
- **70 percent of Calistoga residents who work have jobs in Napa County; 40 percent travel more than 30 minutes to their workplace.**

Residents
5,191

Households
2,166

Residents with jobs in Calistoga
31%

Residents with jobs in Napa County
72%

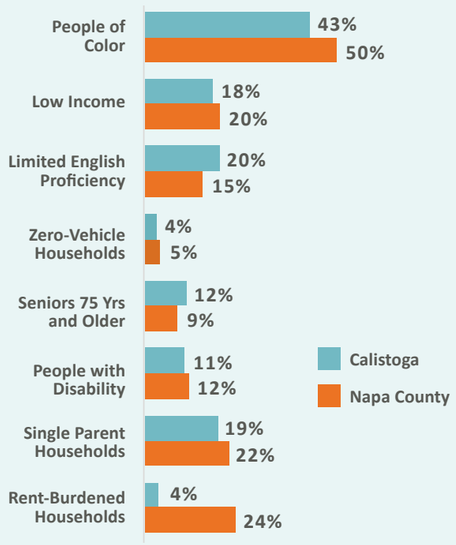
Median Income
$96,825

Average Travel Time to Work
24 minutes

Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

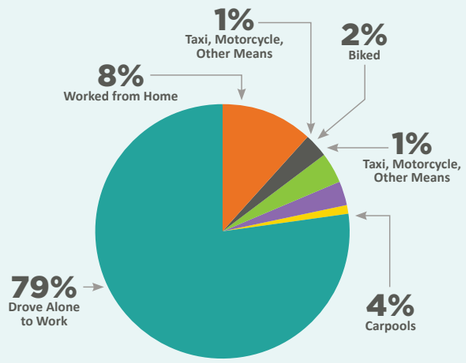
Calistoga

Figure 26: EPC Metrics, American Canyon EPC



Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 27: How Calistoga Residents Travel to Work, 2022



Source: U.S. Census, Commuting Characteristics by Sex, ACS 5-year Estimates Data Profiles, Table S801, 2022

Existing Transportation System

ROADWAY AND BIKE INFRASTRUCTURE

The City of Calistoga includes approximately 19 miles of roads[31] including 15 miles of local roadway.[32] The largest traffic volumes occur on State Highways 128 and 129, based on average annual daily traffic (AADT) counts.[33] Other high-volume corridors in the EPC include Grant Street, Lake Street and Washington Street.

There are approximately 8 miles of bicycle facilities in the City of Calistoga, with an additional 13 miles of bike routes proposed to be developed in the coming years.[34]

TRANSIT SERVICE

Vine Transit's Route 10 Up Valley Connector provides bus service from Calistoga to Downtown Napa and to Napa Valley College with stops in St Helena and Yountville. The Calistoga shuttle provides on-demand door-to-door bus service within the City of Calistoga Monday to Saturday and on Sundays during the busier tourist season from May - November. The shuttle also provides trips to several additional locations outside the city limits, including Bothe Napa State Park.Collisions.

COLLISIONS

Ten collisions occurred between 2020 and 2024 in the City of Calistoga. Of these, most happened near the intersection of Washington and Lincoln Aves. Seven collisions involved a bicyclist, and three involved pedestrians. None of these collisions were fatal; two collisions were categorized as causing severe injuries.[35]

[31] Caltrans. California Road System – Functional Classification, Accessed September 2025

[32] City of Calistoga. Pavement Management Budget Options Report, Accessed September 2025

[33] Caltrans. Traffic Census Program, Traffic Volumes: Annual Average Daily Traffic, All Vehicles, 2023

[34] NVTA. Active Transportation Plan, 2025

[35] UC Berkeley. Transportation Injury Mapping System, Accessed August 2025

Community Identified Transportation Issues

During outreach events, community members were asked to share their thoughts about transportation challenges and unsafe locations in their community, and their suggestions for improvements related to the transportation issues they experience.

TRANSPORTATION CHALLENGES

- The long time it takes to ride the bus from Calistoga to the City of Napa requires riders to leave home very early in order to make their appointments on time.

UNSAFE LOCATIONS

- Uneven pavement and lack of sidewalks in some areas create hazards for residents, particularly for those with mobility impairments, walking to bus stops or local stores.
- High traffic volumes along Washington Street during school drop-offs may make it unsafe for young bicyclists riding to school.
- Several areas of Washington Street need to be paved to make it safer for bicyclists to use.
- Drivers don't pay attention to no turn on red sign at Hwy 128 and Petrified Forest Road

SUGGESTED IMPROVEMENTS

- Improve signage at Silverado Trail and Lake Street
- Increase enforcement or add infrastructure to stop drivers from disobeying no turn on red at Hwy 128/ Petrified Forest Road
- Improve sidewalk walkability and safety, especially in areas where uneven pavement and lack of sidewalks in some areas create hazards for residents.
- Complete remaining segments of the Vine Trail (including St. Helena to Yountville) to better connect underserved communities.
- Improve options for reaching remote communities with significant transportation challenges, such as Calistoga, Angwin and Pope Valley.
- Develop an e-bike share program, particularly in communities like Calistoga and St. Helena. This program would make bikes available at specific locations to increase mobility for residents without personal vehicles. This could include engaging industries such as restaurants and wineries to provide their workers with greater mobility.
- Provide a shuttle service between Calistoga and St. Helena.
- Improve transit route frequencies/service times between Calistoga, City of Napa and regional transit connections.

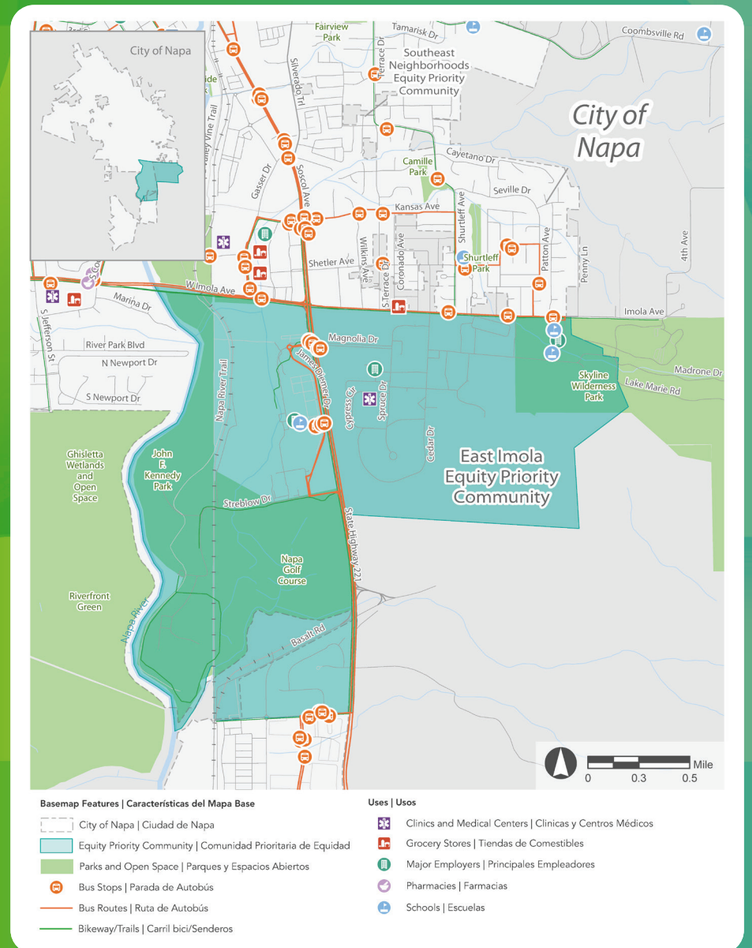
RELEVANT/ALIGNED PLANS AND PROJECTS

- The City of Calistoga has announced renovation plans for Brannan Street and Lincoln Avenue, which includes modifications to the curb, gutters, curb returns and ADA ramps, relocating the crosswalk on Brannan Street, and adding a crosswalk on Lincoln Street with a Rectangular Rapid Flashing Beacon system. This project was also proposed as part of the Napa Valley Countywide Transportation Plan.
- Other proposed projects in the Napa Valley Countywide Transportation Plan include intersection improvements along SR 29 to add signals at intersections at Silverado Trail and Fair Way; pedestrian and bicycle safety enhancements along the Lincoln corridor, and complete street enhancements and multi-use pathway on Grant.
- Calistoga's CIP plan calls for $361,000 to be allocated toward the Vine Trail segment from St. Helena to Calistoga in FY25-26. Other upcoming allocations include addressing the safety of the intersection at 128 and Petrified Forest Road, repaving segments of Lake and Washington Streets, and upgrades to Grant Street and a multi-use path to run along Grant.

COMMUNITY PROFILES

East Imola

Figure 28: Map of East Imola EPC



The East Imola EPC is located in the southeast part of the City of Napa. It is bounded by the Napa River to the west, Imola Avenue to the north, and is bisected by State Highway 221 (Napa-Vallejo Highway).

This community has fewer residents than other EPCs. Many people who live in this community area are residents in the state hospital, and are unlikely to have access to a vehicle. The Imola corridor, which borders the EPC, is an important asset as it gives residents in and around the EPC improved access to jobs, retail, entertainment, and nearby Napa Valley College. Key destinations within or near the EPC include several community schools along the west side of the community area, the South Napa shopping center along Imola/121 at the 221, and several big parks including Skyline Wilderness Park on Imola and Kennedy Park along the Napa River. The Napa County Office of Education and Napa Valley State Hospital are large employers and draw many commuting workers to the EPC.

About the East Imola EPC

- Historically, this community has had very few residents, since most of the EPC is part of a state hospital campus. In fall of 2024, Napa Valley College opened a new student residence, at River Trail Village with accommodations for up to 464 students.
- While only half of residents identify as residents of color, one in four residents are Black or African American.
- Among the small number of families who live in this EPC, all are headed by a single parent.
- Residents in East Imola are very low-income, and most spend more than half their income toward housing costs.
- Nearly 60 percent of residents in this EPC are living with at least one disability; more than half of these residents have a cognitive difficulty.
- There are a significant number of zero-vehicle households and residents who use transit to get to work.

Residents
438*

Households
28

Residents
with jobs in East Imola
0%

Residents
with jobs in Napa County
58%

Median Income
$37,419

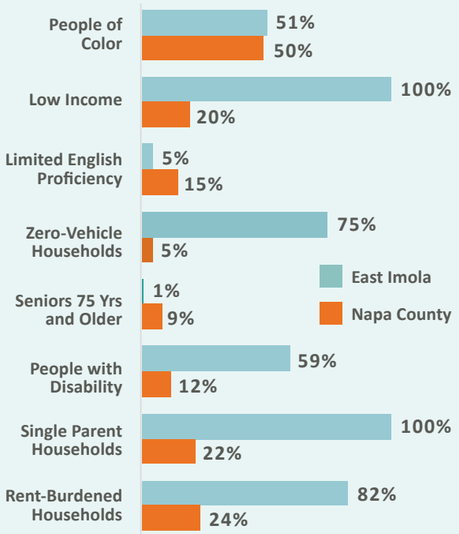
Average Travel Time to Work
N/A

Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

**Note: This data does not yet reflect the number of student residents who live in the EPC; however student comments are included in the pages that follow.*

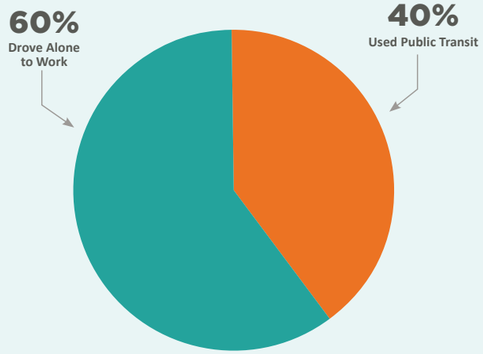
East Imola

Figure 29: EPC Metrics, East Imola EPC



Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 30: How East Imola Residents Travel to Work, 2022



Source: U.S. Census, Commuting Characteristics by Sex, ACS 5-year Estimates Data Profiles, Table S801, 2022

Existing Transportation System

ROADWAY INFRASTRUCTURE

The East Imola EPC has approximately 14 miles of roads.[38] State highway 221 and Imola Avenue are part of 3.5 miles of arterial roadways in the EPC, which have the greatest daily traffic volumes of roads within the EPC.[39]

Paving by City of Napa Public Works in 2024 included maintenance paving along W. Imola Ave. The City is planning to pave E. Imola Ave in the coming years as part of the complete streets project on Imola Corridor.

TRANSIT SERVICE

The EPC has Monday to Saturday service on Vine routes B, F and G that operate around the South Napa Marketplace. Route D also operates within the EPC and includes several stops along Imola Ave at the edge of the EPC and provides connections north to area shopping centers and the Soscol Transit Center. The EPC is also served by Vine routes 10 UpValley Connector, 11 Napa Vallejo Connector, 11X Napa Vallejo Connector Express and 21 Napa Solano Express.

COLLISIONS

Three collisions occurred between 2020 and 2024 in the East Imola EPC. Of these, two occurred on Imola Ave. One pedestrian fatality occurred on Route 221 near Streblow Drive. One collision involved a bicyclist, and two involved pedestrians.[40]

Community Identified Transportation Issues

During outreach events, residents of the new Napa Valley College Housing complex, River Trail Village, were asked to share their thoughts about transportation challenges and unsafe locations in their community, and their suggestions for improvements related to the transportation issues they experience.

TRANSPORTATION CHALLENGES

- Pedestrians have a hard time walking north on Hwy 221 to Imola Ave and the South Napa Marketplace shopping center due to missing sidewalks on Hwy 221.
- Some residents walk to the River Park shopping center via the Imola Blvd Bridge. The bridge is difficult to walk over, especially on a hot day, given its lack of shade and long hill-like grade.

UNSAFE LOCATIONS

- There is a wasp nest at the southbound bus stop at Magnolia and Hwy 221.

SUGGESTED IMPROVEMENTS

- Add speeding cameras along East Imola.
- Create a sidewalk and crosswalk on the west side of Hwy 221 near the Napa Valley College residences so pedestrians can walk straight to the South Napa Marketplace.
- Create a flat shaded path on Imola Blvd to make the walk easier to River Park Shopping Center.

RELEVANT/ALIGNED PLANS AND PROJECTS

- The east segment of the Imola Corridor Complete Streets Plan is along the border of this EPC. Proposed elements for Imola Ave east of 221 include creating a shared use path along Imola to provide a safe route for pedestrians and bicyclists.
- Caltrans has nearly completed a design for pavement rehabilitation and complete streets along SR 121, which is part of Imola and Soscol Avenues in the EPC. The City of Napa plans roadway upgrades on E. Imola Ave as part of this project.[41]

[38] Caltrans. California Road System – Functional Classification, Accessed September 2025

[39] Caltrans. Traffic Census Program, Traffic Volumes: Annual Average Daily Traffic, All Vehicles, 2023

[40] UC Berkeley. Transportation Injury Mapping System, Accessed August 2025

[41] City of Napa. Capital Improvement Projects Public Viewer. E Imola Ave Rehabilitation: Public Works Department. Accessed September 2025

COMMUNITY PROFILES

Pueblo Park

Figure 31: Map of Pueblo Park EPC

The Pueblo Park Equity Priority Community covers nearly the entire neighborhood of Pueblo Park. Nearly half of the EPC is part of unincorporated Napa County. The EPC is bounded by Redwood Road to the north and West Park Ave to the south. On the east is Hwy 29 and Napa Creek is along the west boundary.

There are two schools in the EPC, and a third on West Park Ave along the EPC's southern boundary. A grocery store anchors the retail mall at the northeast corner of the EPC. The Redwood Park and Ride is along Redwood to the northeast as well. There are several senior housing facilities along Redwood Road, and Rolff's Manor Senior Housing Community near Sutherland Park.

About the Pueblo Park EPC

- This community has much higher percentages than Napa County of low-income residents, residents who may not speak English very well and residents without access to a car. It also has higher percentages of residents of color, seniors and disabled residents.
- The median income in the EPC is only 60 percent of the countywide median income. One third of residents have incomes that are below 200 percent of the poverty threshold. One in five households is significantly burdened financially by their housing costs.
- One in ten households do not have a vehicle. Fourteen percent of residents who work carpool to their jobs, and four percent walk.
- Average commute time to work is under 20 minutes, and most residents work in Napa County.

Residents
4,930

Households
1,726

Residents with jobs in Pueblo Park
38%

Residents with jobs in Napa County
92%

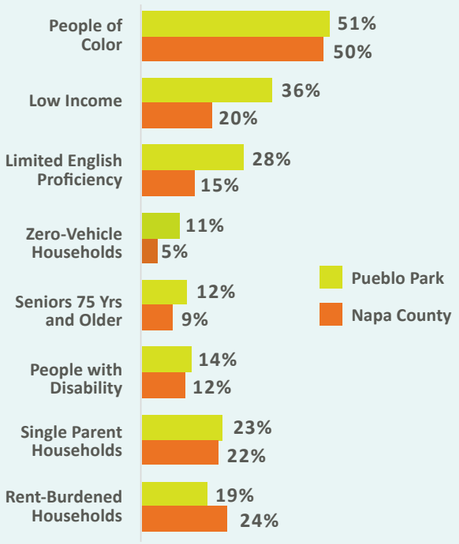
Median Income
$63,462

Average Travel Time to Work
19 minutes

Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

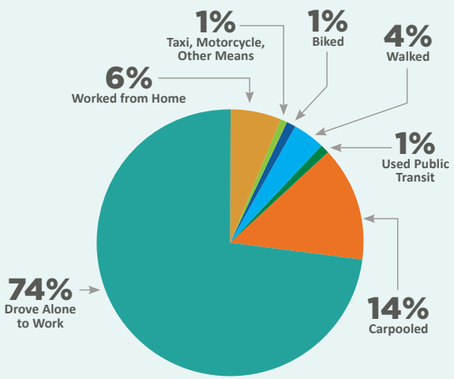
Pueblo Park

Figure 32: EPC Metrics, Pueblo Park EPC



Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 33: How Pueblo Park Residents Travel to Work, 2022



Source: U.S. Census, Commuting Characteristics by Sex, ACS 5-year Estimates Data Profiles, Table S801, 2022

Existing Transportation System

ROADWAY INFRASTRUCTURE

There are approximately 16 miles of roadway in the Pueblo Park EPC.[42] While most of the roads in this EPC are local streets or collector roads, the EPC includes one mile of Redwood Rd, which is considered a principle arterial roadway, and carries higher traffic volumes moving at greater speeds than on neighboring streets.

In 2024, the City of Napa completed maintenance paving along Redwood Rd and Pueblo Ave.[43] Future pavement maintenance by the City of Napa in the EPC along W Pueblo Ave and Morlan Drive will take place in 2027. Repaving along Linda Vista is scheduled for 2026.[44] The County of Napa, which has jurisdiction over about half of the EPC, is preparing to repave the streets in the "Pueblo Pocket" areas in 2027.[45] These include many of the neighborhood streets on eastern half of the EPC, from Solano Ave west to Linda Vista, and a small area along Rancho Drive south of W Pueblo Ave.

TRANSIT SERVICE

The Vine's Route C provides Monday to Saturday service to Rohlffs Manor and senior communities along Redwood Avenue. The route travels south along Jefferson to 3rd Street and to Soscol Transit Center while serving key destinations such as the Redwood Plaza, the Bel Air Shopping Center, Kaiser Medical Offices, Napa High, Napa Senior Center and downtown Napa. The EPC is directly adjacent to the Redwood Park & Ride (located on the northeast corner of the intersection of Solano Ave and Redwood Road). The Redwood Park & Ride is served by Vine Transit Routes 10, 11, 11X and 29.

[42] Caltrans. California Road System – Functional Classification, Accessed September 20255

[43] City of Napa. Street Programs Update, December 2024

[44] City of Napa. Pavement Maintenance Schedule, Accessed August 2025

[45] City of Napa. Pavement Maintenance Schedule, Accessed August 2025

COLLISIONS

Twelve collisions occurred between 2020 and 2024 in the Pueblo Park EPC. Of these, most occurred along Redwood Road. Seven collisions involved a bicyclist, and five involved pedestrians. No collisions were fatal or categorized as severe.[46]

Community Identified Transportation Issues

During outreach events, community members identified the following transportation challenges and recommended improvements for their community.

TRANSPORTATION CHALLENGES

- Senior residents who live at Vintage at Napa Senior Housing on Redwood Road find it dangerous to cross the street to access the bus stop. Many avoid public transit due to safety concerns.
- Many walkers, bikers, and runners jaywalk across Linda Vista to connect to Kathleen Drive and Sutherland Drive.
- There are extremely uneven sidewalks due to tree roots on Dry Creek Road between Redwood Road and Trower, particularly in front of Dry Creek Park, that make navigating with a stroller impossible. Pedestrians are forced to walk in the street.

UNSAFE LOCATIONS

- Missing sidewalks along West Pueblo Ave force pedestrians to walk in the street, where there is a lot of passthrough traffic.
- Pedestrians cross the street at West Pueblo and Thomas to access Pueblo Market, but there is no visible crosswalk or stop sign to slow or stop traffic.
- Drivers are avoiding a recently installed red light camera at Solano and Redwood and cutting through the gas station to turn right. This is a busy intersection for both vehicles and pedestrians, with close by Vine Trail and Redwood Park and Ride, and increased risk of collisions.
- The s-shaped curve on Solano Ave near the North Napa Shelter limits the visibility of drivers who are pulling out of the shopping center or driveways, causing many near misses with cars traveling northbound on the road.
- Vine Trail users trying to turn left to travel southbound on Solano Ave have to make an unsafe crossing at an intersection without a signal.

SUGGESTED IMPROVEMENTS

- Improve pedestrian crossings at Redwood and Linda Vista so residents can access the Route C bus stop or relocate the stop for better accessibility.
- Add a crosswalk at Linda Vista and Kathleen Drive/ Sutherland Drive.
- Add a striped crosswalk and RRFB at West Pueblo and Thomas Drive.
- Close sidewalk gaps on West Pueblo Ave.
- Close sidewalk gap on Solano Ave, near Euclid and near Lone Oak and Lincoln Aves.
- Add benches and shelters to the bus stops at Sutherland and Linda Vista, and at Redwood and Solano.
- Add shelters to bus stops along Redwood Road.

[46] UC Berkeley. Transportation Injury Mapping System, Accessed August 2025

Pueblo Park

- Add a bus stop on Baywood Lane for better resident access to the bus service.
- Add bus service which connects Rolff's Manor/ senior communities with retail shopping centers.
- Provide local bus service along Solano Ave.
- Repave the section of the Vine Trail behind the homeless shelter on Solano.
- Add a signalized crosswalk at the intersection of the Vine Trail and Solano Ave.

RELEVANT/ALIGNED PLANS AND PROJECTS

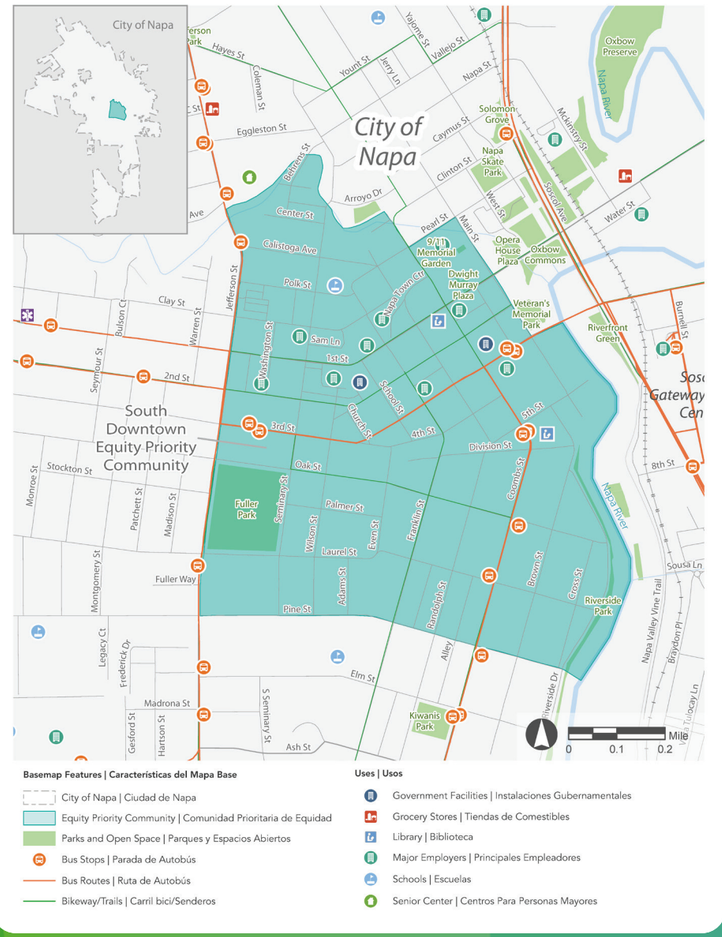
- The County of Napa's upcoming capital improvement projects include a repaving of the streets in the Pueblo Pocket areas of the EPC, planned for 2027.[48]
- The City of Napa is planning for roadway rehabilitation along Redwood Rd as part of upcoming capital improvement projects, set for construction in 2027 and 2028. The project will include adding curb ramps and other "complete streets" elements to improvements along Redwood Rd based upon recommendations from the City of Napa's Bicycle and Pedestrian Plans.[49]
- Potential proposed projects as part of the Napa Valley Countywide Transportation Plan include constructing a grade-separated crossing across Redwood Rd to connect the sections of the Vine Trail, and modifications at the Solano Ave/Redwood Rd intersection. The S-curve on Solano Ave is going to be part of a future corridor study of the area by the City of Napa, which will review portions of Redwood Road and Solano Ave.

[48] County of Napa. Measure T Five Year List of Projects. 2026. Accessed September 2025

[49] City of Napa, Capital Improvement Projects viewer. Accessed September 2025

South Downtown, City of Napa

Figure 34: Map of South Downtown Napa EPC



The South Downtown Napa EPC includes the southern portion of downtown Napa, and part of the Napa Abajo neighborhood. It is bounded by Napa Creek and Main Street on the North, Napa river to the east, Pine Street on the South and Jefferson along its west side.

Napa City Hall and many downtown services and employers are located in this EPC. There is one private elementary school and a large nursery school in the community area, and two other schools nearby. Many students who attend Shearer School, which is just south of the EPC, live in this community.. Fuller Park is along the west side of the EPC; the closest markets or grocery stores are to the north and south of the EPC along Jefferson Ave.

South Downtown Napa

About the South Downtown Napa EPC

- This community has higher rates of low-income residents and single parent families than Napa County.
- The EPC's median income of $69,537 is only two-thirds of the countywide median income. One in five residents has an income below poverty, and nearly that many are severely burdened by housing costs.
- One in ten residents in this community area is experiencing a disability, and approximately five percent of residents are seniors. One in ten EPC residents say they do not speak English very well.
- Very few residents of this community area use public transit to get to work. Half of residents who work hold jobs within the City of Napa.

Residents
2,089

Households
986

Residents with jobs in City of Napa
52%

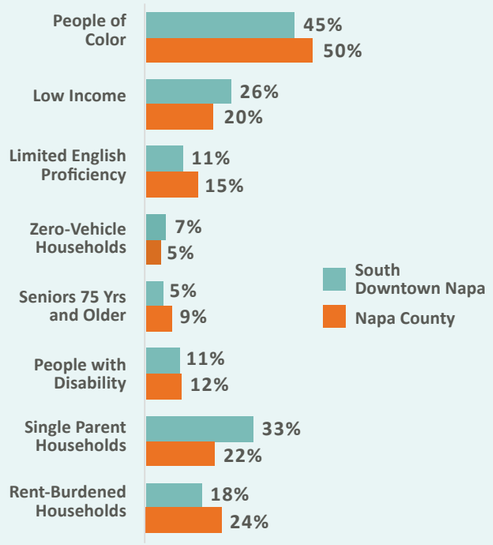
Residents with jobs in Napa County
86%

Median Income
$69,537

Average Travel Time to Work
28 minutes

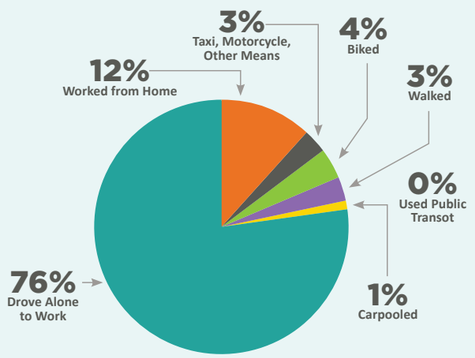
Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 38: EPC Metrics, South Downtown Napa EPC



Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 39: How South Downtown Napa Residents Travel to Work, 2022



Source: U.S. Census, Commuting Characteristics by Sex, ACS 5-year Estimates Data Profiles, Table S801, 2022

Existing Transportation System

ROADWAY INFRASTRUCTURE

The South Downtown EPC includes approximately 14 miles of roadways, including three miles of arterial roadways, on Soscol Ave, and 1st, 2nd, 3rd, 4th and Main Streets.[49] Speeds and traffic volumes on these roads, especially along Soscol Ave and 3rd St are greater than those on neighboring local streets.

TRANSIT SERVICE

Route C travels through the South Downtown Napa EPC from the Transit Center with stops on 3rd and Jefferson Streets. The EPC is also served by routes B, F and G along 3rd St – Vine Route F also includes stops on Jefferson and G on Coombs Street, and both include access to South Napa Marketplace and Soscol Transit Center.

COLLISIONS

Thirty collisions occurred between 2020 and 2024 in the South Downtown Napa EPC. Of these, most happened along 1st and 3rd Streets and on Jefferson St. There was one fatal crash involving a pedestrian on Jefferson at Oak. Two other collisions included severe injuries. Ten collisions involved a bicyclist, and 20 others involved pedestrians.[50]

[49] Caltrans. California Road System – Functional Classification, Accessed September 2025

[50] UC Berkeley. Transportation Injury Mapping System, Accessed August 2025

South Downtown Napa

Community Identified Transportation Issues

During outreach events, community members were asked to share their thoughts about transportation challenges and unsafe locations in their community, and their suggestions for improvements related to the transportation issues they experience.

TRANSPORTATION CHALLENGES

- Drivers are not stopping for pedestrians at the RRFB crossing on 3rd street.

UNSAFE LOCATIONS

- Along Jefferson Street, crosswalks without lights or indicators have limited visibility to passing cars.
- Fast cars move through the downtown area where there are a lot of pedestrians and cyclists.

SUGGESTED IMPROVEMENTS

- Add bicycle safety improvements to Jefferson Ave.
- Reduce the speed limit in the downtown area to 15 mph.
- Add safe crosswalks in downtown Napa on Seminary between.
- Add an RRFB to crosswalks at key intersections on Jefferson between Lincoln and Old Sonoma Road.
- Add a raised crosswalk on 3rd Street between Brown and Main Streets at the existing RRFB.

RELEVANT/ALIGNED PLANS AND PROJECTS

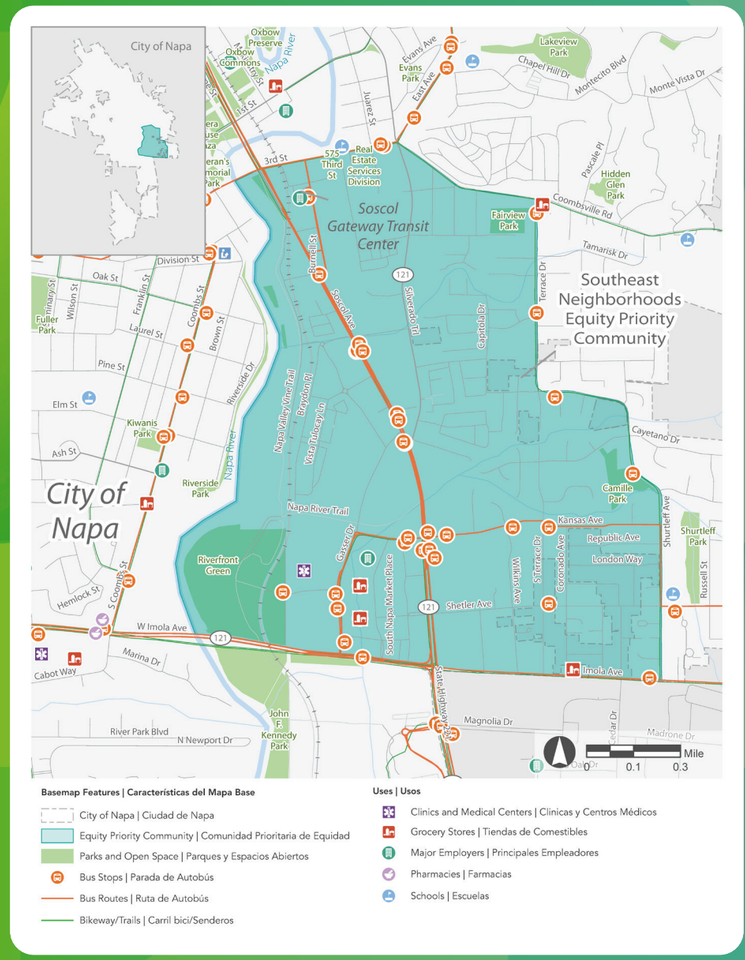
- The City of Napa will be providing preventive pavement maintenance and repaving along 2nd street in the EPC in 2026.[51]
- The City of Napa is developing a Complete Streets Improvement Plan for the Jefferson Street Corridor, with goals to make biking and walking safer along Jefferson Street.[52]

[51] City of Napa. Second Street - Street Preventive Maintenance: Public Works Department, Accessed September 2025

[52] City of Napa. News Flash: "Streetscape Improvements." Accessed September 2025

Southeast Napa

Figure 37: Map of Southeast Napa Neighborhoods EPC



The Southeast Napa neighborhoods EPC includes portions of Terrace, Shurtleff and Soscol Gateway South neighborhoods. It is bounded by 3rd St and Coombsville Road on the north, the Napa river to the west and Imola Ave to the South. Its eastern border runs along Terrace Drive and Shurtleff Ave.

There are two elementary schools, along the east and north boundaries of the EPC. South Napa marketplace, at Imola and Soscol/221, and another retail center at Kansas and Soscol are two key shopping centers in the EPC. There are grocery stores along Imola Ave. and Coombsville Rd. The EPC includes the Vine Trail along the Napa River.

Southeast Napa

About the Southeast Napa EPC

- More than 60 percent of residents in this community identify as residents of color, much higher than Napa County.
- This EPC also has significantly higher rates of low-income residents and residents with limited English proficiency, and higher percentages of residents with disabilities and single parent families than Napa County.
- One in four single parent families in this community have incomes below the poverty level.
- There are far fewer older adults in this EPC than in Napa County; nearly one-third of residents are under 21 years old.
- Mean commute time for residents in the EPC is 20.6 minutes, and nearly all residents who work hold jobs in Napa County.

Residents
6,120

Households
2,096

Residents with jobs in City of Napa
48%

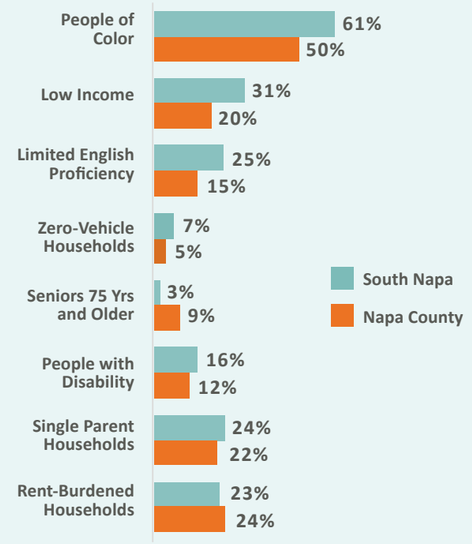
Residents with jobs in Napa County
93%

Median Income
$93,400

Average Travel Time to Work
21 minutes

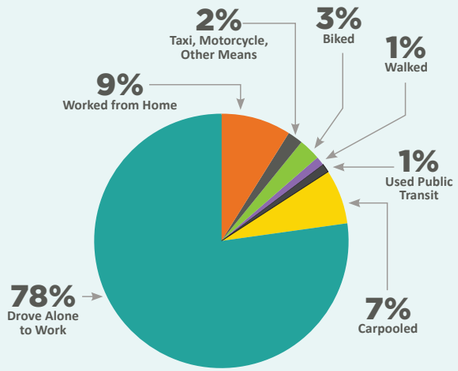
Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 38: EPC Metrics, Southeast Napa EPC



Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 39: How Southeast Napa Residents Travel to Work, 2022



Source: U.S. Census, Commuting Characteristics by Sex, ACS 5-year Estimates Data Profiles, Table S801, 2022

Existing Transportation System

ROADWAY INFRASTRUCTURE

There are approximately 20 miles of roadway in the Southeast Napa Neighborhoods EPC, including 16 miles of local and collector roads.[53] Four miles of busy arterial roadways include Jefferson, which runs north-south in the center of the EPC, and Hwy 29, along the west side of the EPC. Other arterial roadways in the EPC include 1st, 2nd and 3rd Streets, and Old Sonoma Road.

TRANSIT SERVICE

This EPC includes the Soscol Gateway Transit Center, which provides connections to all Vine local and express routes except for the 29 Napa-Bart Express. Vine Routes D, 10 and 11 travel along Soscol, and Route D provides service along Imola Ave and through the Terrace and Shurtleff neighborhoods.

COLLISIONS

Twenty collisions occurred between 2020 and 2024 in the Southeast Napa EPC. Of these, most happened on Soscol or Imola Avenues. Six collisions involved a bicyclist, and 14 involved pedestrians. While none of these collisions were fatal, two collisions were categorized as causing severe injuries, including one on Hartle Court.[54]

[53] Caltrans. California Road System – Functional Classification, Accessed September 2025

[54] UC Berkeley. Transportation Injury Mapping System, Accessed August 2025

Southeast Napa

Community Identified Transportation Issues

During outreach events, community members were asked to share their thoughts about transportation challenges and unsafe locations in their community, and their suggestions for improvements related to the transportation issues they experience.

TRANSPORTATION CHALLENGES

- Missing sidewalks on Gasser Drive.
- There are a lot of potholes on Sousa Lane.
- Missing sidewalks and unsafe crosswalks at Soscol and Silverado Trail.
- The grade crossing at Soscol and Third Ave causes bike tire damage.

UNSAFE LOCATIONS

- Intersection of Soscol and Silverado Trail is unsafe for pedestrians, and turning cars don't stop for pedestrians.
- Cars speeding on Hartle Court near South Napa shelter.
- Speed of traffic on Soscol is unsafe for bicycle users.

SUGGESTED IMPROVEMENTS

- Adjust the intersection stop light and crossing timing at Soscol and Silverado Trail to let pedestrians cross and reach the bus stop on 121.
- Need bus service on Silverado Trail to reach other parts of Napa.
- Improve bus route connections between Route F and Route 29 Imola Park and Ride stop.
- Need connection via the Vine Trail from South Napa shelter to Health and Human Services location.
- Add bicycle safety improvements to protect cyclists from speeding cars on Soscol and Silverado Trail.
- Improve the grade crossing at Soscol and Third so bicycles can cross safely .
- Add infrastructure to slow cars on Hartle Court.
- Provide a pedestrian pathway from Saratoga Drive to Soscol to improve pedestrian connectivity.

RELEVANT/ALIGNED PLANS AND PROJECTS

- Caltrans has nearly completed a design for pavement rehabilitation and complete streets along SR 121, which is part of Imola and Soscol Avenues. The City of Napa plans roadway upgrades on E Imola Ave as part of this project.[58]
- The Napa Valley Vision Zero plan includes proposed improvements to Soscol Ave as a multi-use corridor, including restriping narrower vehicle lanes to accommodate Class IV separated bikeways, installing protected intersections, striping high visibility crosswalks and bike conflict markings.[56]
- The City of Napa recently repaved Sousa Lane to address street degradation and potholes.
- City of Napa plans to repave Soscol Ave from Silverado Trail north to First St in 2026.[57]
- The City is also planning pavement improvements to Coombsville Road in 2026 and 2027, and is developing a roundabout, proposed as part of the Napa Valley Countywide Transportation Plan, at the intersection of 3rd St, Coombsville Rd, Silverado Trail and East Ave with a planned construction date of 2027.[58]

[55] City of Napa. Capital Improvement Projects Public Viewer. E Imola Ave Rehabilitation: Public Works Department. Accessed September 2025
[56] NVTA. Napa Valley Vision Zero Final Report, 2023
[57] City of Napa. Capital Improvement Projects Public Viewer. Soscol Avenue Paving: Public Works Department
[58] City of Napa. Capital Improvement Projects Public Viewer. 5 Way Intersection: Public Works Department

South St. Helena

Figure 40: Map of South St. Helena EPC

The South St. Helena EPC covers the southern part of the City of St. Helena, which is in northwest Napa County. The EPC is bounded by Spring and Pope Streets on the north and Sulphur Springs Ave and Lewelling on the west and south. SR-128 runs through the middle of the EPC. The South St. Helena EPC runs along the Napa River and also includes a smaller hillside section north of Silverado Trail that is home to multiple vineyards.

The EPC includes several markets or grocery stores along Main Street (Hwy 29/128). St. Helena Primary school is in the community area, as are two private schools. Many other key destinations, such as Lyman Park, City Hall, and nearby health care services are located outside of the EPC, further north along Main Street, or farther away—St. Helena hospital is approximately a ten-minute drive north from the city center along a hilly and windy rural road.

South St. Helena

About the South St. Helena EPC

- This community has a higher percentage of single parent families, seniors, rent burdened households, and low-income residents than Napa County.
- While the community has a high median income, one in three residents is considered low income and one in four households have high housing costs for their income levels.
- Nearly one-third of residents are under 21, and one in four is 62 or older.
- More than 250 Spanish speaking residents say they don't speak English very well.
- Many residents who work have local jobs.
- Carpooling and walking are used more often in St Helena than in other EPCs, and 8 percent of households do not have a car.

Residents
2,446

Households
914

Residents with jobs in St. Helena
45%

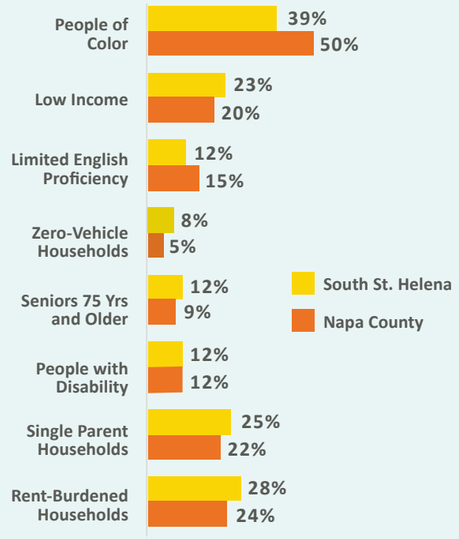
Residents with jobs in Napa County
90%

Median Income
$130,357

Average Travel Time to Work
18 minutes

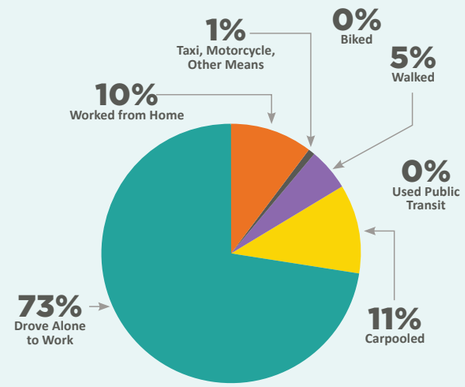
Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 41: EPC Metrics, South St. Helena EPC



Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 42: How South St. Helena Residents Travel to Work, 2022



Source: U.S. Census, Commuting Characteristics by Sex, ACS 5-year Estimates Data Profiles, Table S801, 2022

Existing Transportation System

ROADWAY AND BIKE INFRASTRUCTURE

The South St Helena EPC has approximately 24 miles of roadways, including 18 miles of local streets and 4 miles of collector roads, which include Pope St, Spring Street, Madrona Ave and Silverado Trail.[59] The EPC is bisected by Main Street (Hwy 29/128), which experiences high traffic volumes through the St Helena downtown area, with an average of 19,000 average daily vehicle trips, based on average annual daily traffic (AADT) counts.[60]

There are approximately 4.7 miles of existing bicycle facilities in the City of St Helena, and an additional 26.1 miles of bike routes proposed to be developed in the coming years. Transit Service.[61]

TRANSIT SERVICE

South St. Helena is served by Vine's Route 10 Up Valley Connector and the St Helena shuttle, which is an on-demand door-to-door bus service from Monday to Saturday within the City of St Helena. The shuttle also operates a limited fixed route service during the week in the mornings and afternoons to provide services to area elementary and high schools and to the Upper Valley Campus of Napa Valley College.

COLLISIONS

Six collisions occurred between 2020 and 2024 in the South St. Helena EPC. Of these, most happened on Main Street (Hwy 128) or on Pope Street. Two collisions involved a bicyclist, and four involved pedestrians—one collision included multiple injured pedestrians. None of these collisions were fatal; two collisions were categorized as causing severe injuries.[62]

[59] Caltrans. California Road System – Functional Classification, Accessed September 2025

[60] Caltrans. Traffic Census Program, Traffic Volumes: Annual Average Daily Traffic, All Vehicles, 2023

[61] NVTA. Active Transportation Plan, 2025

[62] UC Berkeley. Transportation Injury Mapping System, Accessed Aug. 2025

South St. Helena

Community Identified Transportation Issues

During outreach events, community members were asked to share their thoughts about transportation challenges and unsafe locations in their community, and their suggestions for improvements related to the transportation issues they experience.

TRANSPORTATION CHALLENGES

- There are uneven, damaged and missing sidewalks along El Bonita Ave.
- Poor road conditions along El Bonita.
- Hudson and Allyn Avenues are challenging to bike through, need bicycle improvements.
- Not enough places in St Helena to safely secure a bike.

UNSAFE LOCATIONS

- The S curve on Pope Street over the creek creates visibility issues for users.
- No sidewalk on the south side of Crane Ave, street feeds into school and park.

SUGGESTED IMPROVEMENTS

- Pedestrian safety improvements needed on Spring Street.
- Improve sidewalk conditions on Main street between Hunt Ave and Pope Stree.
- Add a sidewalk and crosswalk at Pope and Church Streets.
- Add a sidewalk to Crane Ave.
- Add a bicycle/pedestrian pathway to connect Sulphur Springs Ave and White Sulphur Spring Road.
- Complete remaining segments of the Vine Trail (including Calistoga to St. Helena) to better connect underserved communities.
- Expand secure bike parking throughout the city.
- Provide service to St Helena hospital.
- Create shuttle connection between Calistoga and St Helena.
- Provide shuttle services to Bothe State Park.

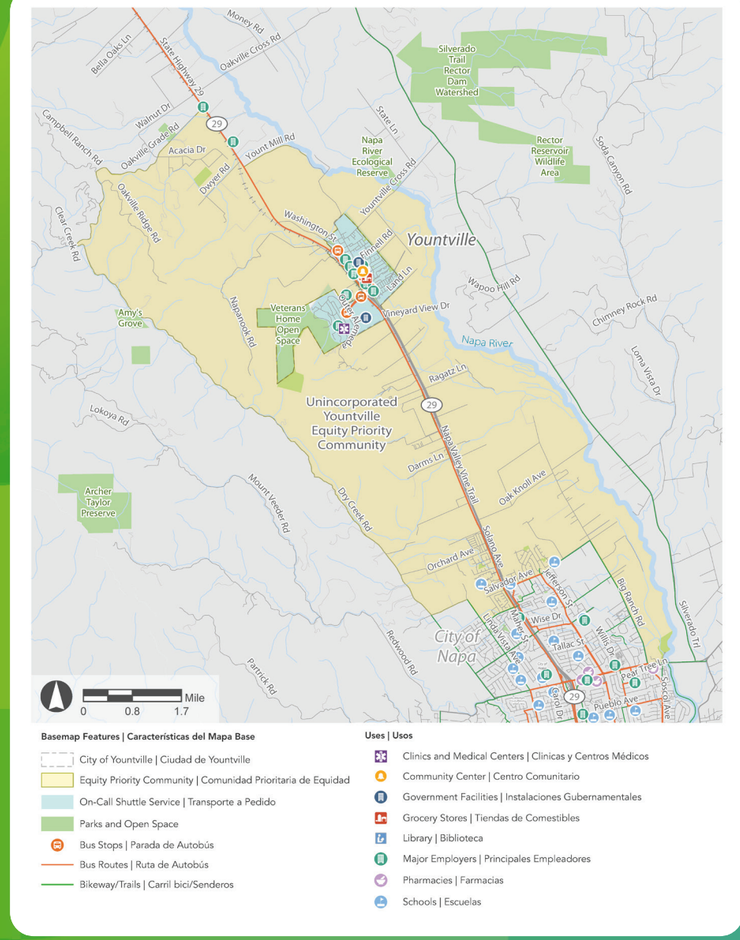
RELEVANT/ALIGNED PLANS AND PROJECTS

- The St Helena Downtown Specific Plan will include plans to upgrade bicycle facilities and pedestrian crossings.
- Potential proposed projects as part of the Napa Valley Countywide Transportation Plan include sidewalk upgrades, pedestrian and bicycle infrastructure improvements and other complete streets enhancements along Main Street, and construction of a Class I bikeway trail along the Napa River.
- The Napa Valley Vision Zero plan includes proposed sidewalk upgrades and improvements along Main Street in the EPC to enhance pedestrian safety along the corridor.[63]
- The Napa Valley Forward: Intersection Improvements Plan, a partnership between MTC and NVTA, will be providing improvements at two intersections along SR29 in Oakville and Rutherford, including adding a compact roundabout and signalization and safety enhancements. These changes will provide safety improvements and reduce congestion for travelers using all modes of transportation along the SR 29 corridor and improve travel for residents in the South St. Helena EPC. Design is complete, the project is awaiting funding to cover construction costs.[64]

[63] NVTA. Napa Valley Vision Zero Final Report, 2023
[64] MTC and NVTA. Napa Valley Forward, 2024

Unincorporated Yountville

Figure 43: Map of Unincorporated Yountville EPC



The Unincorporated Yountville EPC contains the unincorporated area surrounding the town of Yountville. The area extends from Oakville Grade Road on the north side of the EPC southward to the City of Napa.

Most community services and key destinations near this EPC are located within the city of Yountville, including two grocery stores, or in the northern parts of the city of Napa. The nearby Yountville Veterans home provides onsite assisted living and nursing care; other nearest health care services are located in the City of Napa.

Unincorporated Yountville

About the Unincorporated Yountville EPC

- This community has higher rates of low-income residents, seniors, and residents with disabilities than Napa County, as well as higher percentages of residents who say they do not speak English well or do not have a car to get to work.
- One in four residents have incomes below 200 percent of the poverty threshold, and 40 percent of households pay more than half of annual incomes toward housing costs.
- Two thirds of Spanish speakers in the EPC say they do not speak English very well.
- More than one third of residents is 65 years of age or older, and 13 percent are 75 or older. Many residents are experiencing ambulatory.
- 20 percent of residents who work carpool, and half of working residents have local jobs. Very few use public transit, walk or bike to work.

Residents
4,587

Households
1,962

Residents with jobs in Unincorporated Napa County
50%

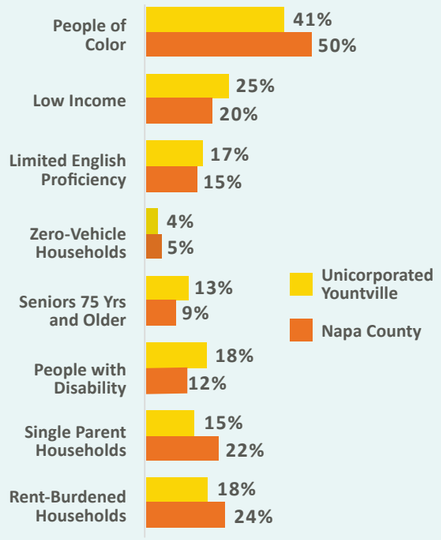
Residents with jobs in Napa County
88%

Median Income
$74,154

Average Travel Time to Work
27 minutes

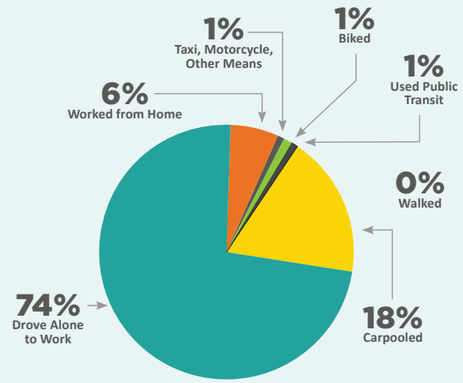
Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 44: EPC Metrics, Unincorporated Yountville EPC



Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 45: How Unincorporated Yountville Residents Travel to Work, 2022



Source: U.S. Census, Commuting Characteristics by Sex, ACS 5-year Estimates Data Profiles, Table S801, 2022

Existing Transportation System

ROADWAY INFRASTRUCTURE

There are approximately 7.5 miles of arterial roadway from the north to south end of the Unincorporated Yountville EPC along Hwy 29.[65] Most trips take place along Hwy 29—at Oak Knoll Ave there are an average of 38,500 vehicle trips per day.[66] Most of the rest of the approximately 78 miles of roadways in the EPC are local streets or collector roads.

TRANSIT SERVICE

The Vine's 10 Up Valley Connector provides round trip service seven days a week from Calistoga to Downtown Napa and south to East Imola and Napa Valley College. Route 10 includes stops at the Yountville Park and Ride, the Yountville Veterans Home, the Redwood Park & Ride, and the Queen of the Valley Medical Center. Vine Local Route E makes stops along Salvador and Solano Ave, at the southern end of the EPC and travels Jefferson and Trancas, with service to Queen of the Valley Medical Center, into central Napa and the Soscol Transit Center. NVTA provides free on-demand, door-to-door shuttle services daily within the Town of Yountville, which is just outside of the EPC, on the Yountville Bee Line.

COLLISIONS

Thirteen collisions occurred between 2020 and 2024 in unincorporated Yountville. Two separate fatal collisions and another four with injuries occurred on Silverado Trail north of Oak Knoll. Eight collisions involved a bicyclist (one with two bicyclist fatalities), and five involved pedestrians. Two collisions were categorized as causing severe injuries.[67]

[65] Caltrans. California Road System – Functional Classification, Accessed September 2025

[66] Craffic, All Vehicles, 2023

[67] UC Berkeley. Transportation Injury Mapping System, Accessed August 2025

Unincorporated Yountville

Community Identified Transportation Issues

The project team did not receive many comments from community members from this EPC about transportation challenges and unsafe locations in their community. Additional comments were collected during outreach events for the Napa County Active Transportation Plan and are included here.

TRANSPORTATION CHALLENGES

- Crossing intersections by bicycle is unsafe. Riders need green crosswalks or signalized crossings for bicyclists to use to get through busy intersections near Yountville.
- Bus drivers don't always see people waiting at bus stops for the Vine's Route 10 in rural community areas such as on Solano Ave and Hwy 29.
- Lack of sidewalks and uneven pavement make it hard for residents to get around, especially those with mobility impairments.

UNSAFE LOCATIONS

- Residents heading north on the Vine's Route 10 have to cross Hwy 29 to access the bus stop.
- There are a lot of potholes on Hwy 29, which can make it unsafe or uncomfortable to ride a bus or a bicycle.
- Some area sidewalks and crosswalks are dark and need lighting.

SUGGESTED IMPROVEMENTS

- Add lighting to dark areas of sidewalks and crosswalks. Pave the bus stop areas along Hwy 29 north of the City of Napa and add pedestrian pathways and crosswalks to make it easier for community members to access the Vine's Route 10. For example, provide a safe crosswalk for residents of the senior retirement housing complex, Calligraphy, to easily access the northbound Route 10 bus stop that is located across the street from the property and repave the northbound stop to increase its accessibility for people using wheelchairs.
- Provide orange flags at bus stops in rural community areas so that passengers can wave down an approaching bus.
- Provide lighting at rural bus stops to increase passenger safety and ensure bus drivers can see waiting riders.
- Repair potholes along Hwy 29.
- Increase bus route frequencies, especially the Vine's Route 10.
- Widen and repair sidewalks to make it easier for pedestrians with mobility issues.

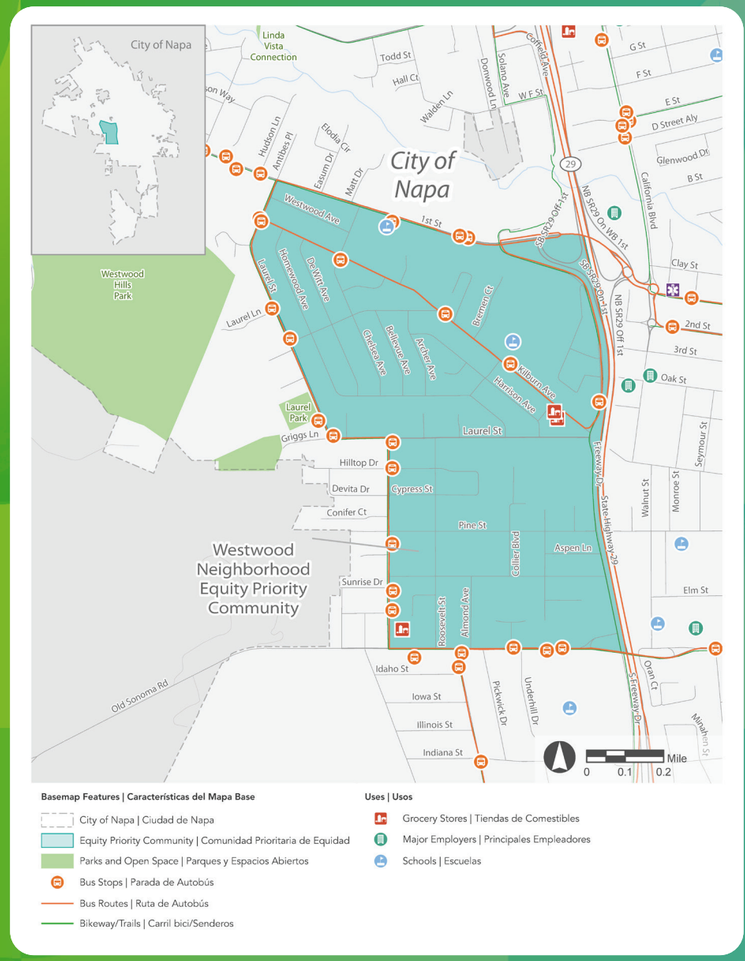
RELEVANT/ALIGNED PLANS AND PROJECTS

- The Napa Valley Forward: Intersection Improvements Plan, a partnership between MTC and NVTA, will be providing improvements at two intersections along SR29 in Oakville and Rutherford, including adding a compact roundabout and signalization and safety enhancements. These changes will provide safety improvements and reduce congestion for travelers using all modes of transportation along the SR 29 corridor and improve travel for residents in the Unincorporated Yountville EPC. Design is complete, the project is awaiting funding to cover construction costs.[68]

[68] MTC and NVTA. Napa Valley Forward, 2024

Westwood
Neighborhood, City of Napa

Figure 46: Map of Westwood Neighborhood EPC



The Westwood Neighborhood EPC is located on the west side of the city of Napa. The EPC runs from 1st Street in the north to Old Sonoma Road on the south. On the east is Hwy 29 and Laurel Street and Foothill Blvd make up the EPC's western boundary.

The community includes two schools and there is a large shopping center, Napa Premium Outlets, at Kilburn and Rt 29. Other key destinations in the EPC include two grocery stores located on Kilburn. The EPC is near Westwood Hills Park.

Westwood Neighborhood

About the Westwood Neighborhood EPC

- Nearly three-fourths of EPC residents identify as residents of color. A majority of residents identify as Latino or Hispanic.
- Nearly one-third of residents say they speak English less than very well, twice the rate of the county. The EPC also has a higher percentage of single parent families than Napa County.
- This is a younger community area than other EPCs--more than one-third of residents are under 21 years of age and another half are of working age. Less than seven percent of residents are over the age of 65.
- Only one-third of residents pay more than 30 percent of their incomes toward housing costs. One in five residents who work say they carpool to their job; half of workers have jobs outside the City of Napa, but most work in Napa County.

Residents
5,411

Households
1,596

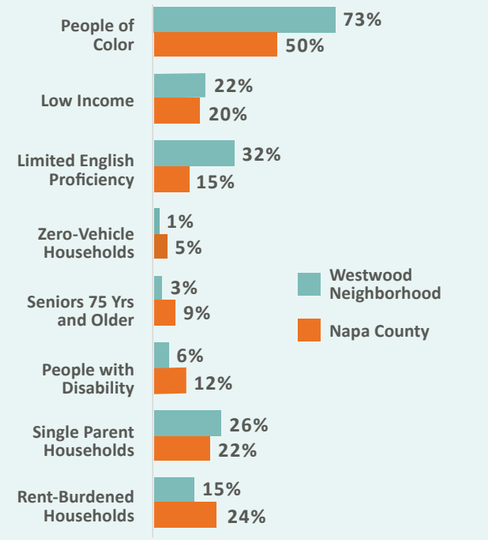
Residents
with jobs in the City of Napa
45%

Residents
with jobs in Napa County
83%

Median Income
$89,924

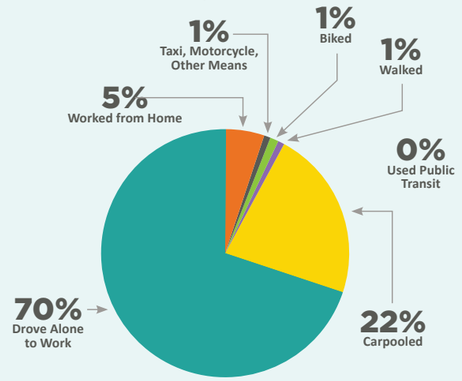
Average Travel Time to Work
27 minutes

Figure 47: EPC Metrics, Westwood Neighborhood EPC



Source: U.S. Census, ACS 5-year Estimates Data Profiles, 2022

Figure 48: How Westwood Neighborhood Residents Travel to Work, 2022



Source: U.S. Census, Commuting Characteristics by Sex, ACS 5-year Estimates Data Profiles, Table S801, 2022

Existing Transportation System

ROADWAY AND BIKE INFRASTRUCTURE

The Westwood Neighborhood EPC has approximately 14 miles of roadways, most of which are local streets.[69] Two major collector roads, Kilburn Ave and Foothill Blvd, run through the community area, and the EPC is bounded on the right Freeway Drive and Hwy 29.

TRANSIT SERVICE

The Vine's Route B Westwood route provides service through the EPC to area retail locations, into downtown Napa and to route connections at the Soscol Transit Center. Route B also serves stops along 121/Imola Ave to the South Napa Marketplace. Route F provides stops along the south edge of the EPC on Old Sonoma Road.

COLLISIONS

Four collisions occurred between 2020 and 2024 in the Westwood Neighborhood EPC. Of these, three happened along Hwy 29, including one fatality involving a pedestrian. The three other collisions involved bicyclists, none with severe injuries.[70]

Community Identified Transportation Issues

The project team did not receive many comments from community members from this EPC about transportation challenges and unsafe locations in their community. Additional comments were collected during outreach events for the Napa County Active Transportation Plan and are included here.

[69] CCaltrans. California Road System – Functional Classification, Accessed September 2025

[70] UC Berkeley. Transportation Injury Mapping System, Accessed August 2025

Westwood Neighborhood

TRANSPORTATION CHALLENGES

- There are a lot of potholes on Hwy 29.
- More bus services and hours are needed to meet the transportation needs of seniors, low-income residents, and other lacking mobility options.

UNSAFE LOCATIONS

- The First St overpass over Hwy 29 is unsafe for bicyclists.

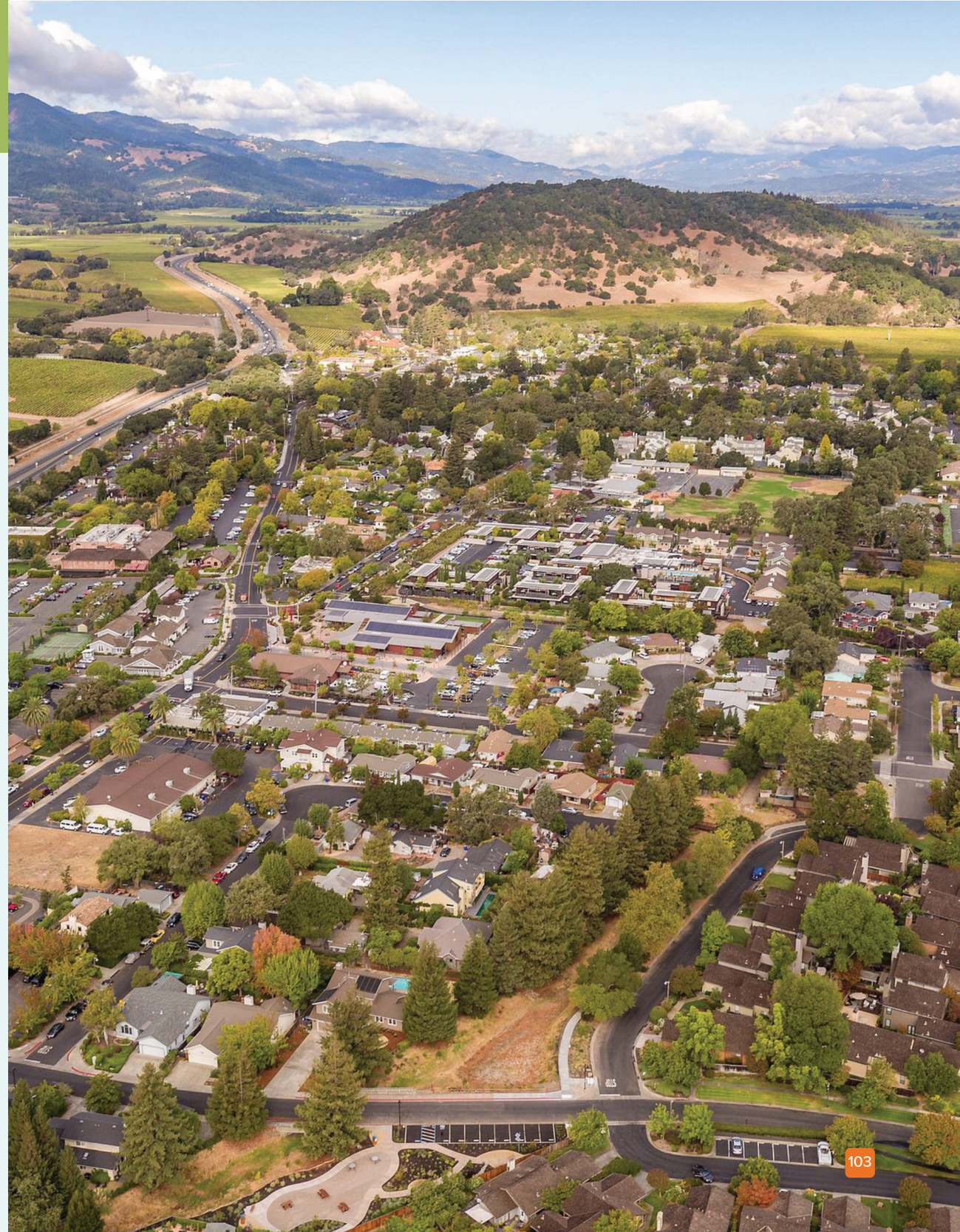
SUGGESTED IMPROVEMENTS

- Provide bicycle facilities and safety improvements for bicyclists along First Street into the Westwood Neighborhood from Hwy 29, such as sharrows and signage.
- Add lighting or indicators to crosswalks to enhance visibility during foggy or dark conditions.
- Expand safe routes and introduce safe crossings on highways and busy streets for biking and walking, especially near schools and highways, such as areas like Highway 29.
- Expand bus service hours and routes, particularly for certain days/hours, to improve access to key destinations for seniors, low-income residents and other transit dependent community members.

RELEVANT/ALIGNED PLANS AND PROJECTS

- The City of Napa's Westwood Neighborhood Rehabilitation project, funded by Measure T, will be providing street pavement treatment in the interior streets of the neighborhood in FY25-26.[71] The city repaved a deteriorating section of pavement on Freeway Drive at the northeast boundary of the EPC in 2023.
- Potential proposed projects as part of the Napa Valley Countywide Transportation Plan include complete streets infrastructure improvements including the roundabouts at the intersections of First St and Freeway Drive and First Street and Hwy 29.

[71] City of Napa. Capital Improvement Projects Public Viewer. Westwood Neighborhood Rehab - Interior Streets: Public Works Department.



7

Recommendations to Address Transportation Needs

Recommendations to Address Transportation Needs

Based on the input collected during community engagement, the project team developed a set of strategies which relate to the types of transportation needs prioritized by community members.

These strategies will help NVTA and its partners at local jurisdictions and community organizations organize the work and focus on projects that will benefit residents in EPCs.

The table here in Figure 49 lists these recommended strategies, including a description of each and potential examples of projects that when implemented would help meet the goals of each strategy.

FIGURE 49: CBTP TRANSPORTATION STRATEGIES

Strategy	Description	Project Examples
Improve pedestrian safety	Improve pedestrian conditions to reduce traffic collisions and improve safety.	1. Add high-visibility pedestrian crosswalks 2. Install RRFBs (Rectangular Rapid Flashing Beacons) 3. Add pedestrian crossing warning signage 4. Install pedestrian medians/refuge islands 5. Repair/complete sidewalk paths
Improve pedestrian access to schools and transit	Improve, maintain and repair crosswalks and sidewalks around schools and transit stops to encourage pedestrian mobility, walkability and use of active transportation.	1. Create pedestrian over/underpass crossing Hwy 29 2. Repair sidewalks around schools/transit stops 3. Complete sidewalk paths and missing links around schools/transit stops 4. Add high visibility crosswalks around schools/transit stops 5. Extend crossing timing at intersections near bus stops 6. Provide Safe Routes to School program
Expand bicycle network	Provide connections to existing bike paths like the Vine trail and improve safety for bicyclists who ride on high traffic roadways.	1. Create east-west bicycle routes to connect to existing north-south facilities 2. Complete the Vine Trail 3. Develop additional multi-use and protected bicycle pathways 4. Enhance safety measures for bicyclists on high traffic roadways

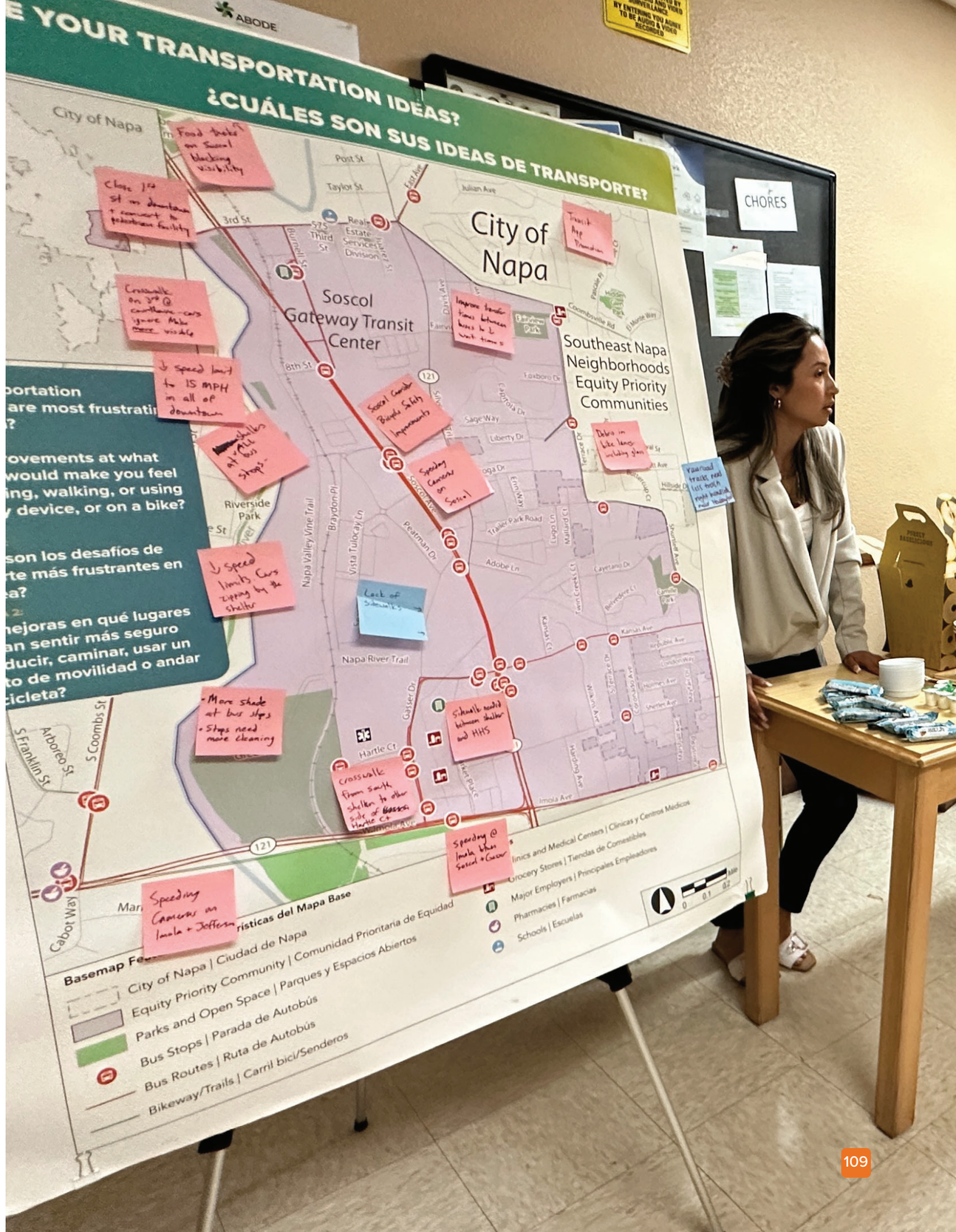
NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

FIGURE 49: CBTP TRANSPORTATION STRATEGIES (continued)

Strategy	Description	Project Examples
Improve transit amenities	Maintain and expand available amenities like bus stop shelters, benches, restrooms, and pedestrian and bicycle facilities to enhance the transit rider experience and encourage new ridership	1. Add new bus stop benches and shelters 2. Provide and maintain restrooms at transit centers 3. Provide bicycle parking 4. Locate bus stops near safe pedestrian access
Improve transportation options to health care and community services transportation options to health care and community services	Expand and promote transportation options to healthcare and other community service facilities	1. Provide new bus routes, shuttles, connections, extended service hours 2. Expand promotion and outreach about existing services
Expand affordable transit and mobility options for low-income residents, seniors and residents with disabilities	Improve access to and enhance transportation services for residents, especially those who live in Napa's Equity Priority Communities.	1. Provide new bus routes, shuttles, connections, extended service hours 2. Expand volunteer shuttle programs 3. Expand promotion and outreach about existing services 4. Develop free or discounted programs for residents to acquire used bicycles or e-bikes
Extend and adjust transit service times and frequencies to reflect the needs of seniors, students and essential workers	Continue to adjust transit and shuttle routes, timing and frequency to reflect the needs of those who travel outside of the bounds of the 9-to-5 business schedule.	1. Expand and adjust shuttle service routes, frequencies and times

FIGURE 49: CBTP TRANSPORTATION STRATEGIES (continued)

Strategy	Description	Project Examples
Improve transportation options and connectivity for rural residents and workers	Provide mobility and transportation opportunities for residents and workers in disconnected parts of the county, such as Pope Valley, Angwin and at vineyards along and east of Silverado Trail.	1. Develop new shuttle or bus routes 2. Engage employers and businesses on shuttle partnerships and funding
Expand options for low- or no-cost transportation services	Adopt policies and programs which reduce the financial burdens of transit on low-income residents	1. Expand free transit programs 2. Expand VineGo 3. Develop more volunteer and community shuttle services
Expand awareness of transit and transportation services in Napa County	Promote transportation services that are already available to residents through ongoing campaigns to grow awareness among potential riders and expand ridership and encourage other travel mode shifts.	1. Expand promotion and outreach about existing services 2. Expand promotion of programs like V-Commute 3. Launch new Safe Routes to School Program for Napa County
Improve regional connectivity	Ensure transit riders in need of regional travel can make efficient connections between transit routes and systems	1. Adjust service times and frequencies to provide regional connections 2. Work with regional transit agency partners on scheduling, fare and ridership policies



8

Transportation Solutions and Implementation Plan

Transportation Solutions and Implementation Plan

During outreach events and conversations with key stakeholders, community members provided many suggestions on how to expand access to transportation options, enhance safety and mobility, provide more affordable transportation services, and expand awareness about existing transportation opportunities.

The projects and programs listed in the next two charts (Figure 50 and Figure 51) are based upon these community recommendations and are listed by strategy and organized alphabetically by the jurisdiction or agency lead for each project.

Project Feasibility Analysis

Each project and program proposal listed here has been assessed using a set of criteria to ensure that these proposed solutions not only address community identified challenges and needs but also have the potential to be implemented in the coming years. The criteria included in the CBTP projects and programs charts are described briefly below.

These charts provide a set of both low-cost project and program recommendations that may be easy to implement in a short time period, as well as more costly projects that are important to community members but may not be feasible without new sources of funding and a longer time period due to the need for preparation, planning, design, materials acquisition, and construction. Those projects that have already been identified by local jurisdictions or NVTA as part of upcoming development work are listed first in each strategy section. These are followed by other project and program recommendations that need further consideration and planning by communities and NVTA.

Feasibility Criteria

COMMUNITY IDENTIFIED PROJECT

Each of these projects comes from recommendations provided by community members during outreach events, in the online survey, or from conversations with key stakeholders. Review of these project lists with community partners will be ongoing to ensure that projects address the challenges that Napa Valley residents expressed are most important for NVTA and jurisdiction partners to address.

COMMUNITY BENEFIT

Past CBTP plans assessed potential projects based upon the goals of MTC's Lifeline Transportation program, which funded projects that advance mobility and accessibility in low-income communities. It included several key community benefit criteria: safety; improved system performance; emissions reduction; improved mobility; and improved health.

MTC is transitioning to a new version of its Lifeline funding program, called CARE, to support community-based transportation projects in EPCs that have been identified by community members as high priority opportunities to improve access to transportation and enhance mobility. MTC has not yet publicly released its criteria for funding projects—it is in the process of developing these as this CBTP is being finalized. The project team is continuing to use the criteria from previous Lifeline funding rounds and will update these to reflect any changes to MTC criteria as they become available.

PROJECT LEAD

Each project and program will have a designated lead agency or jurisdiction to serve as "project champion" to lead the work toward implementing the project or program. Draft versions of these project and program lists have been shared with local jurisdictions to get their feedback on the likelihood of projects or programs, potential timeframes for implementation, and possible funding sources. A few of these projects and programs are already in local community Capital Improvement Project (CIP) plans for the coming years and have been identified as priority projects in other related plans, such as the Napa Valley Countywide Transportation Plan, and this is noted in the charts below. Most of these remain potential projects and programs and will require ongoing work by NVTA and partners to ensure their development and implementation.

ESTIMATED COST RANGE

The project team assessed the likely estimated cost of each type of project, looking at both the current estimated construction and material costs for each type of project, as well as any other costs that might be needed to implement the project, such as design and construction management. Projects are organized by an estimated cost range in the chart below, of lowest cost ($) to highest ($$$$$), in the following range:

- $ refers to projects that may cost approximately $25,000 or less;
- $$ projects with estimated costs of approximately $100,000 or less;
- $$$ projects with estimated costs from $100,000 to $300,000;
- $$$$ projects with estimated costs from $300,000 to $1,000,000; and`
- $$$$$ projects with estimated costs greater than $1,000,000.

POTENTIAL DEVELOPMENT TIMEFRAME

The project team has also included a potential development timeframe for each project, which estimates the range of time that a type of project may take to be developed and constructed, once they are planned and approved for implementation. Projects and programs are organized into four categories in the matrix on the next page:

- Short term, less than 6 months to complete
- Medium term, less than one year to complete
- Medium to long term, 2 to 3 years to complete
- Long term, requires potentially 5 or more years to complete

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

CBTP Potential Projects, Programs and Policies

CBTP POTENTIAL PROJECTS AND CBTP POTENTIAL PROGRAMS AND POLICIES TABLES LEGEND:

Estimated cost range

Projects that may cost approximately $25,000 or less:	$
Projects with estimated costs of approximately $100,000 or less:	$$
Projects with estimated costs from $100,000 to $300,000:	$$$
Projects with estimated costs from $300,000 to $1,000,000:	$$$$
Projects with estimated costs greater than $1,000,000:	$$$$$

Project Potential Develpment Timeframes

Short term, less than 6 months to complete:	◊
Medium term, less than one year to complete:	◊ ◊
Medium to long term, 2 to 3 years to complete:	◊ ◊ ◊
Long term, requires potentially 5 or more years to complete:	◊ ◊ ◊ ◊

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 50: CBTP POTENTIAL PROJECTS

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range*	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: IMPROVE PEDESTRIAN SAFETY						
A1	Add RRFB to crosswalk on Broadway at Las Casitas MH Park	Safety; Improved Mobility	$$	◊	American Canyon	MTC-CARE; SS4A; STEP; City of American Canyon proposes programming this into future budget cycle within next 5 years, possibly leveraged with grant funding
A2	Add enhanced pedestrian crossing, sidewalk and bus shelter at Napa Junction and Hwy 29	Safety; Improved Mobility	$$$$	◊◊	American Canyon; Caltrans; NVTA	MTC-CARE; SS4A; STBG
A3	Add enhanced pedestrian crossing/RRFB at Lincoln and Brennan	Safety; Improved Mobility	$$	◊◊◊	Calistoga	Calistoga CIP – the city has an active construction project to install flashing beacon crosswalk and improve pedestrian facilities at this intersection, to be completed by October 2025
A4	Add lighting to Washington Street	Safety; Improved Mobility	$$$$$	◊◊	Calistoga	MTC-CARE; SS4A; STEP
A5	Add “No turn on Red” signage at Hwy 128 and Petrified Forest Road	Safety	$	◊	Calistoga	SS4A; STBG
A6	Add/repair damaged sidewalks in Calistoga	Safety; Improved Mobility	$$$$	◊	Calistoga	ATP; CDBG; OBAG; STEP; STBG
A7	Add raised crosswalk and/ or speed tables to Hartle Court to slow vehicle speeds	Safety; Improved Mobility	$	◊	City of Napa	SS4A; OBAG; STBG

**Note: Project potential development timeframe refers to the time it may take once a project begins, and not time from CBTP adoption. Many of these projects/programs, if feasible, will still need to be planned into related jurisdiction/agency budgets and planning processes.*

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 50: CBTP POTENTIAL PROJECTS (continued)

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range*	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: IMPROVE PEDESTRIAN SAFETY						
A8	Install traffic signal at Wappo and Lincoln Aves	Safety	$$$$	◊◊	Calistoga	OBAG; SS4A; STEP
A9	Add high visibility crosswalk at Linda Vista and Kathleen Drive/ Sutherland Drive	Safety; Improved Mobility	$	◊	City of Napa	MTC-CARE; OBAG; SS4A; STEP; STBG
A10	Add raised crosswalk and/ or speed tables to Hartle Court to slow vehicle speeds	Safety; Improved Mobility	$	◊	City of Napa	MTC-CARE; SS4A; STEP
A11	Add raised crosswalk on 3rd Street between Brown and Main Streets at the existing RRFB.	Safety; Improved Mobility	$	◊	City of Napa	MTC-CARE; OBAG; SS4A; STEP; STBG
A12	Add RRFB to crosswalk at West Pueblo and Thomas Drive	Safety; Improved Mobility	$$	◊	City of Napa	MTC-CARE; SS4A; STEP
A13	Add RRFB to crosswalks at key intersections on Jefferson between Lincoln and Old Sonoma Road	Safety; Improved Mobility	$$	◊	City of Napa	MTC-CARE; SS4A; STEP
A14	Add RRFB crosswalks in downtown Napa on Seminary on 1st/2nd/3rd/ Oak Streets	Safety; Improved Mobility	$$	◊	City of Napa	MTC-CARE; SS4A; STEP
A15	Add sidewalks on Gasser Drive	Safety; Improved Mobility	$$$	◊	City of Napa	ATP; CDBG; Measure G; OBAG; STEP; STBG
A16	Add sidewalks to fill missing gaps on the north and south sides of West Pueblo Ave	Safety; Improved Mobility	$$$	◊	City of Napa	ATP; CDBG; Measure G; OBAG; STEP; STBG

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 50: CBTP POTENTIAL PROJECTS (continued)

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: IMPROVE PEDESTRIAN SAFETY						
A17	Close sidewalk gaps near the shopping center by Lone Oak Avenue and Lincoln	Safety; Improved Mobility	**$$$**	◊	City of Napa	ATP; CDBG; Measure G; OBAG; STEP; STBG
A18	Close sidewalk gaps near the shopping center by Lone Oak Avenue and Lincoln	Safety; Improved Mobility	**$$$**	◊	City of Napa	ATP; CDBG; Measure G; OBAG; STEP; STBG
A19	Repair uneven sidewalks on Dry Creek Road between Redwood Road and Trower, particularly in front of Dry Creek Park	Safety; Improved Mobility	**$$$**	◊	City of Napa	ATP; CDBG; Measure G; OBAG; STBG
A20	Add painted and signalized crosswalk at Rutherford/ Rt 29	Safety; Improved Mobility	**$-$$$$**	◊◊	County of Napa; NVTA	OBAG; SS4A; STBG
A21	Add high visibility crosswalk at Pope and Church Streets	Safety; Improved Mobility	**$**	◊	St. Helena	MTC-CARE; OBAG; SS4A; STBG
A22	Add sidewalks on south side of South Crane Ave	Safety; Improved Mobility	**$$$**	◊	St. Helena	ATP; CDBG; OBAG; STBG
A23	Repair uneven/damaged sidewalks on Main Street between Hunt Ave and Pope Street	Safety; Improved Mobility	**$$$**	◊	St. Helena	ATP; CDBG; OBAG; STBG

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 50: CBTP POTENTIAL PROJECTS (continued)

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: IMPROVE PEDESTRIAN ACCESS TO SCHOOLS, TRANSIT AND NEIGHBORHOOD AMENITIES						
B1	Create safe crossing over/ under Highway 29	Safety; Improved Mobility; Improved School Access	$$$$$	◊◊◊◊	American Canyon; Caltrans; NVTA	MTC-CARE; OBAG; SS4A; STEP; STBG
B2	Add zebra stripes and expand crossing times to improve pedestrian crossings at Redwood Road and Linda Vista (near Vintage at Napa Senior Housing)	Safety; Improved Mobility; Improved Neighborhood Access	$	◊	City of Napa	CDBG; MTC-CARE; Measure G; OBAG; SS4A; STBG; STEP
B3	Add pedestrian safety improvements to intersection of Soscol and Silverado Trail, including "watch for pedestrians" signage, zebra stripes crossing and extend crosswalk times	Safety; Improved Mobility: Improved Transit Access	$	◊	City of Napa; Caltrans	MTC-CARE; Measure G; OBAG; SS4A; STBG; STEP
B4	Create a sidewalk and crosswalk on the west side of 221 near the Napa Valley College residences so pedestrians can walk straight to the South Napa Marketplace.	Safety; Improved Mobility; Improved Neighborhood Access	$$$	◊	City of Napa; Caltrans	ATP; CDBG; MTC-CARE; Measure G; STEP
B5	Extend Saratoga Drive to Soscol to improve pedestrian connectivity	Improved Mobility; Improved Neighborhood Access	$$$$$	◊◊◊	City of Napa	Measure U; STBG; STEP

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 50: CBTP POTENTIAL PROJECTS (continued)

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: IMPROVE PEDESTRIAN ACCESS TO SCHOOLS, TRANSIT AND NEIGHBORHOOD AMENITIES						
B6	Provide flat, shaded path adjacent to unshaded, hilly Imola Boulevard Bridge near River Park Shopping Center to encourage more walking/biking on Imola	Improved Mobility; Improved Neighborhood Access	$$$$$	◊◊◊	City of Napa; Caltrans	STEP; ATP; Clif Foundation
B7	Provide safe pedestrian/ multi-use pathway connection between South Napa homeless shelter and Health and Human Services	Safety; Improved Mobility; Improved Neighborhood Access	$$$$$	◊◊	City of Napa; Vine Trail	ATP; Clif Foundation; Measure G; STEP
B8	Add high visibility and raised pedestrian crosswalks on Spring Street, including at Kearney near school	Safety; Improved Mobility; Improved School Access	$	◊	St. Helena	MTC-CARE; OBAG; SS4A; STBG
B9	Repair or add sidewalks around parks, schools and transit stops	Safety; Improved Mobility; Improved School Access	$$$	◊	St. Helena; Napa County/ NVTA	ATP; CDBG; MTC-CARE; OBAG; STBG
STRATEGY: EXPAND BICYCLE NETWORK CONNECTIVITY AND BICYCLE SAFETY						
C1	Complete Vine Trail segment from South Napa to American Canyon	Safety; Improved Mobility; Reduced Emissions	$$$$$	◊◊◊	American Canyon; City of Napa	STBG; STEP; ATP; Clif Foundation; American Canyon Class I trail segments to be completed in 2025 with additional development planned with improvements to Watson Ranch area
C2	Complete Vine Trail segment from Calistoga to St. Helena	Safety; Improved Mobility; Reduced Emissions	$$$$$	◊◊◊	Calistoga; St. Helena	This project is completed, per City of St Helena

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 50: CBTP POTENTIAL PROJECTS (continued)

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: EXPAND BICYCLE NETWORK CONNECTIVITY AND BICYCLE SAFETY						
C3	Repair potholes on Silverado Trail, Hwy 29 and streets near high school, Geyser	Safety; Improved Mobility	$	◊	Calistoga; Caltrans	STIP; SS4A; Measure U
C4	Fix potholes on Sousa Lane	Safety	$	◊	City of Napa	City of Napa has recently repaved Sousa Lane, project complete
C5	Provide bicycle safety improvements on Soscol and Trancas	Safety	$$$$	◊	City of Napa	Measure G; STEP; Bicycle facilities improvements on Trancas are part of upcoming paving project in 2026
C6	Add bicycle facilities and safety improvements to Jefferson	Safety; Improved Mobility	$$$$	◊◊	City of Napa	Measure G; STEP
C7	Add lighting to the Vine Trail bridge segment over Highway 29, near the North Napa homeless shelter	Safety	$$$	◊◊	City of Napa; Caltrans	STEP
C8	Improve the grade crossing at Soscol and Third, widen Third Street and add crosswalks across tracks.	Safety	$$$$	◊◊◊	City of Napa; Wine Train	Measure U
C9	Provide signage and painted bike facilities along Silverado Trail	Safety	$$$$	◊	City of Napa; County of Napa; Caltrans	SS4A; ATP; Clif
C10	Repave the segment of the Vine Trail behind the North Napa homeless shelter	Safety; Improved Mobility; Improved Neighborhood Access	$$$	◊◊	City of Napa	STEP; STBG
C11	Add signalized crosswalk at Vine Trail and Solano Ave	Safety; Improved Mobility	$$$$	◊	City of Napa	STEP; STBG

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 50: CBTP POTENTIAL PROJECTS (continued)

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: EXPAND BICYCLE NETWORK CONNECTIVITY AND BICYCLE SAFETY						
C12	Add bicycle facilities along Hudson and Allyn Avenues	Safety; Improved Mobility	$$	◊	County of Napa; NVTA	STBG; ATP; Clif Foundation
C13	Add bicycle/pedestrian pathway to connect Sulphur Springs Ave and White Sulphur Spring Road	Safety; Improved Mobility	$$$$$	◊◊◊	St. Helena	STBG; ATP; Clif Foundation
C14	Add more secure bicycle parking throughout the city	Safety; Improved Mobility	$	◊	St. Helena	ATP; SS4A
STRATEGY: IMPROVE TRANSIT AMENITIES						
D1	Add more bus shelters, sidewalks and crosswalks at bus stops along Hwy 29	Safety; Improved Mobility	$$$	◊◊	Calistoga; NVTA; Caltrans	FTA 5339; MTC-CARE
D2	Add bench and shelter at the Sutherland Drive / Linda Vista Ave bus stop near Rohlffs Manor	Improved Mobility	$	◊	NVTA; City of Napa	FTA 5339; MTC-CARE
D3	Add bench and shelter to bus stops at Rutherford/ Rt 29	Safety; Improved Mobility	$$	◊◊◊	NVTA; Caltrans	FTA 5339; RTAP
D4	Add bus stops closer to senior housing, such as on Baywood Lane closer to Rohlffs Manor	Improved Mobility	$	◊◊	NVTA; City of Napa	FTA 5339; MTC-CARE
D5	Add more bus shelters or benches on Redwood Road, including at Redwood Road/Solano Avenue bus stop	Improved Mobility	$	◊◊	NVTA; City of Napa	FTA 5339; MTC-CARE

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 50: CBTP POTENTIAL PROJECTS (continued)

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: IMPROVE TRANSIT AMENITIES						
D6	Provide additional lighting and security measures at the Soscol Transit Center	Safety	$$$	◊◊	NVTA	TDA, MTC-CARE
D7	Provide regular maintenance and cleaning at shelters, such as the one at NVC (Magnolia/Hwy 221)	Safety; Improved Mobility	$$	◊	NVTA	TDA
D8	Relocate or add a bus stop at Napa Valley College closer to the housing complex	Improved Mobility	$$	◊◊	NVTA; Napa Valley College	FTA 5339; MTC-CARE
D9	Relocate Route C bus stop to the NW corner of Redwood and Linda Vista	Improved Mobility	$$	◊◊	NVTA; City of Napa	TDA

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 51: CBTP POTENTIAL PROGRAMS AND POLICY SOLUTIONS

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range*	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: IMPROVE TRANSPORTATION OPTIONS TO HEALTH CARE AND COMMUNITY SERVICES						
E1	Provide transit service to St Helena hospital	Improved Health; Improved Mobility	$$$$	◊◊◊	NVTA; St Helena; St Helena Hospital; Private organizations	Health organization partners; Archstone Foundation; Clif; Gasser; NVCF
E2	Expand volunteer shuttle programs to provide rides to community services destinations	Improved Mobility	$$	◊	Molly's Angels; Non-Profit Organizations, County of Napa; NVTA	FTA 5310; MTC-CARE; Archstone; Gasser; NVCF
STRATEGY: EXPAND AFFORDABLE TRANSIT AND MOBILITY OPTIONS FOR LOW-INCOME RESIDENTS, SENIORS AND RESIDENTS WITH DISABILITIES						
F1	Create an e-bike share program	Improved Mobility	$$$	◊◊	Calistoga, St. Helena, (NVTA, NCBC)	STEP
F2	Expand on-demand services in the City of Napa	Improved Mobility	$$$$	◊◊◊◊	NVTA	STEP; TDA
F3	Improve access via transit routes to retail destinations	Improved Mobility	$$	◊	NVTA	Industry partners; Local Jurisdiction Funding, TDA
F4	Review and adjust bus routes to improve access to transit for seniors in residential areas with narrow streets	Improved Mobility	$$	◊	NVTA; City of Napa	TDA

**Note: Project potential development timeframe refers to the time it may take once a project begins, and not time from CBTP adoption. Many of these projects/programs, if feasible, will still need to be planned into related jurisdiction/agency budgets and planning processes.*

NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 51: CBTP POTENTIAL PROGRAMS AND POLICY SOLUTIONS (continued)

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: EXTEND AND ADJUST TRANSIT SERVICE TIMES AND FREQUENCIES TO REFLECT THE NEEDS OF SENIORS, STUDENTS AND ESSENTIAL WORKERS						
G1	Consider adding School Tripper service in communities without school bus service	Improved Mobility	$$	◊◊◊	NVTA; School Districts	MTC-CARE; TDA
G2	Expand bus service hours and routes to meet the needs of seniors, low-income residents, students, essential workers	Improved Mobility	$$$	◊◊	NVTA	FTA 5310; MTC-CARE; RTAP; Archstone; Gasser
G3	Expand service on Route 29 to seven days a week	Improved Mobility	$$	◊◊◊	NVTA	TDA; Jurisdictions
G4	Improve connections between NVTA Routes (such as F/Imola Park and Ride and Route 29)	Improved Mobility	$	◊◊	NVTA	TDA
G5	Offer Sunday service on local City of Napa routes (A-G)	Improved Mobility	$$$	◊◊◊	NVTA	STEP; TDA
G6	Provide local bus service on Solano Ave (near Pueblo Park EPC)	Improved Mobility	$$	◊◊◊	NVTA	TDA
G7	Provide more frequent service from Calistoga to City of Napa	Improved Mobility	$$$	◊◊◊	NVTA	STEP; TDA
G8	Provide weekend service on Vine Route 21	Improved Mobility	$$$	◊◊◊	NVTA; Solano Transportation Authority (STA)	TDA; STA, County of Napa

A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 51: CBTP POTENTIAL PROGRAMS AND POLICY SOLUTIONS (continued)

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: IMPROVE TRANSPORTATION OPTIONS AND CONNECTIVITY FOR RURAL RESIDENTS AND WORKERS						
H1	Provide vanpooling options on Silverado Trail for winery/vineyard workers	Improved Mobility	$	◊	NVTA; Enterprise	MTC-CARE; RPI; NVTA/Enterprise new program called Commute: Enterprise is providing vehicles for vanpools, and workers need to pay cost of trip
H2	Provide transit service for remote, rural communities without cellphone reception	Improved Mobility	$$$	◊◊◊	NVTA; Molly's Angels, Non-Profits	MTC-CARE, RPI; RTAP CRG; FTA 5310
H3	Expand on-demand Yountville Bee Line service outside of Yountville jurisdiction limits	Improved Mobility	$	◊	NVTA	MTC-CARE, RPI; RTAP CRG; FTA 5310
STRATEGY: EXPAND OPTIONS FOR LOW- OR NO-COST TRANSPORTATION SERVICES						
I1	Develop more volunteer and community shuttle services	Improved Mobility	$$$	◊◊◊	NVTA	FTA 5310; MTC-CARE; Gasser; NVCF
I2	Expand free transit programs	Improved Mobility	$$$$	◊◊◊	NVTA	STEP; NVCF; TDA
I3	Expand VineGo	Improved Mobility	$$$$	◊◊◊◊	NVTA	STEP; NVCF; FTA 5310
STRATEGY: EXPAND AWARENESS OF TRANSIT AND TRANSPORTATION SERVICES IN NAPA COUNTY						
J1	Create marketing campaign to promote existing transportation services to the community	Expanded Awareness; Improved Mobility	$	◊◊	NVTA	NVCF

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A detailed assessment of projects by cost and timeframe is available in Appendix D.

FIGURE 51: CBTP POTENTIAL PROGRAMS AND POLICY SOLUTIONS (continued)

Project/ Strategy	Proposal	Community Benefits	Estimated Cost Range	Potential Development Timeline Range	Lead Agency (potential partners)	Potential Funding Sources and Notes
STRATEGY: EXPAND AWARENESS OF TRANSIT AND TRANSPORTATION SERVICES IN NAPA COUNTY						
J2	Bolster and expand Safe Routes to School Program for Napa County	Safety; Improved Mobility; Improved School Access; Expanded Awareness	$$	◊◊	Napa County Office of Education, (NVTA , NCBC)	ATP; MTC-CARE; OBAG; NVCF; NVVHCF; YATSG
J3	Expand promotion of programs like V-Commute	Expanded Awareness; Improved Mobility	$	◊◊	NVTA	NVCF
J4	Provide quarterly briefings about transit services and programs at community centers, senior housing facilities and schools across the county	Expanded Awareness; Improved Mobility	$	◊	NVTA	MTC-CARE; NVCF; NVVHCF
STRATEGY: IMPROVE REGIONAL CONNECTIVITY						
K1	Provide better connectivity and schedule coordination between NVTA and regional transit providers	Improved Mobility	$	◊◊	NVTA	STIP; TDA
K2	Provide more frequent or express service from Calistoga and neighboring communities to BART station	Improved Mobility	$$	◊◊◊	NVTA	STEP; TDA
K3	Provide shuttle service/ connections between local city shuttles in St Helena and Calistoga	Improved Mobility	$$	◊◊◊	NVTA	TDA

Available Funding Opportunities

This section describes some of the funding programs that NVTA and jurisdictions use or might use to help fund CBTP and related projects and programs.

MTC FUNDING SOURCES

Lifeline Transportation Program.[72] One of the key sources of funding for past CBTP projects, MTC uses both state and federal funds to provide grants for projects that meet mobility and accessibility needs in Equity Priority Communities across the Bay Area. MTC has funded more than 300 projects throughout the region, from fixed-route bus service and community shuttles to pedestrian and bicycle access improvements and transit stop enhancements. MTC has announced a new funding program, the Community Action Resource and Empowerment (CARE) program, which will replace its Lifeline program in the coming months. CARE includes several rounds of funding, totaling $23 million of local, state and federal funds to support community-based transportation projects that have been identified as high priority by community members and organizations.[73]

One Bay Area Grant (OBAG).[74] MTC uses this program to distribute Federal Highway Administration funding to help meet regional goals related to improving safety, encouraging economic development addressing climate change and improving air quality. This round (OBAG 3) includes more than $750 million in federal funding for projects from 2023 to 2026, including approximately $6.1 million for NVTA nominated projects.[74]

Federal Transit Administration (FTA) Grants. Distributed by MTC, FTA provides several types of State of Good Repair grants, which in Napa can support transit capital investment projects and transit operations (FTA 5307: Urbanized Areas), Bus Rapid Transit system maintenance (FTA 5337: Transit Maintenance) and replacement, rehab and purchase of buses and related equipment or to build bus-related facilities (FTA 5339: Buses).[75] FTA also provides several types of Transit Expansion Grants, including Rehab & Modernization (FTA 5307) which can be used for vehicle replacement and rehabilitation; planning and evaluation; security equipment, and bicycle-related projects and investments to comply with ADA and Clean Air Act. FTA 5310: Mobility of Seniors & People with Disabilities provides grants for nonprofit agencies that provide transportation services to seniors or people with disabilities. FTA 5311: Rural Area Grants provides funding for transit capital projects and for transit operations in non-urban areas.

ADDITIONAL STATE AND FEDERAL FUNDING SOURCES

Active Transportation Program. This California program draws from both state and federal funding sources to provide $320 million annually for bicycle and pedestrian projects, such as building bicycle/pedestrian paths, installing bike racks, and other projects and programs to make walking or biking easier, safer and more convenient.[76]

[72] Metropolitan Transportation Commission. Lifeline Transportation Program. Accessed from mtc.ca.gov/planning/transportation/access-equity-mobility/lifeline-transportation-program

[73] Metropolitan Transportation Commission. Community Action Resource & Empowerment (CARE) Program. Accessed from mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program5

[74] Metropolitan Transportation Commission. One Bay Area Grant 3 (OBAG 3). Accessed from mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3

[75] Metropolitan Transportation Commission. Federal Transit Administration (FTA) Grants. Accessed from mtc.ca.gov/funding/federal-funding/federal-transit-administration-fta-grants

[76] Metropolitan Transportation Commission. Active Transportation Program. Accessed from mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program

Community Development Block Grant (CDBG).[77] This is another potential federal funding source to cover the cost of sidewalk projects, especially those that improve accessibility for local residents.

Fast Charge California Project 1.[78] The California Energy Commission is providing funding on a first-come, first-served basis for ready-to-build projects to install direct current (DC) fast chargers.

National Rural Transit Assistance Program (RTAP) Community Rides Grants Program.[79] This program funds local transportation mobility partnerships and rural transit programs through grants of up to $100,000, to increase rural residents' access to jobs, healthcare, education, healthy food, social services and more. Note: The 2025 proposal window has passed.

Rural Opportunities to Use Transportation for Economic Success (ROUTES).[80] This funding initiative provides direct technical assistance to connect rural communities with funding, financing and outreach resources.

Rural Projects Initiative.[81] This is a credit program through the US Department of Transportation that provides low-interest long-term loans to help start transportation projects. All types of projects can borrow up to 49 percent of project costs.[82]

Safe Streets and Roads for All Grant Program (SS4A).[82] This is federal grant assistance funded through the Infrastructure Investment and Jobs Act for local safety planning and implementation projects such as pedestrian crossing improvements, traffic and street light updates and bicycle facilities safety improvements. Funding is available for one more year, through FY2026.[83]

State Transportation Improvement Program (STIP). The State of California administers a five-year plan identifying specific projects for receipt of State transportation funds for State highway improvements, intercity rail, and regional highway and transit improvements. NVTA coordinates a local call for projects for these funds every odd year.

Surface Transportation Block Grant (STBG). This federal funding program provides funds to states and local governments to preserve and improve the conditions of roadway, pedestrian and bicycle infrastructure. It can be used to fund sidewalk construction and accessibility improvements, as well as maintenance of existing recreational trails, projects to enhance travel and tourism and develop EV charging infrastructure.[84]

[77] U.S. Department of Housing and Urban Development. Community Development Block Grant Program. Accessed from: https://www.hud.gov/hud-partners/

[78] CAL eVIP. Fast Charge California Project. Accessed from calevip.org/fast-charge-california-project

[79] National RTAP. Community Rides Grants Program. Accessed from www.nationalrtap.org/news/community-rides-grants

[80] US Department of Transportation. Rural Opportunities to Use Transportation for Economic Success (ROUTES). Accessed from www.transportation.gov/rural

[81] US Department of Transportation. Build America: Rural and Tribal Community Resources. Accessed from www.transportation.gov/buildamerica/rural

[82] US Department of Transportation. Safe Streets and Roads for All (SS4A) Grant Program. Accessed from www.transportation.gov/grants/SS4A

[83] National League of Cities. Best Infrastructure Grants for Small Cities. Accessed from www.nlc.org/article/2022/06/14/best-infrastructure-grants-for-small-cities

[84] NFederal Highway Administration. Infrastructure Investment and Jobs Act - Surface Transportation Block Grant (STBG) Fact Sheet. Accessed from www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/stbg.cfm

Sustainable Transportation Equity Project (STEP).[85] Coordinated by the California Air Resources Board with California Climate Investment financing, this project, provides grants to low-income communities to support active transportation projects such as bicycle and pedestrian infrastructure and multi-use paths; zero-emission fixed route transit and school bus service, including service improvements, expansion and subsidies for riders; and zero-emissions shared mobility projects, including bikeshare, ride-hailing, shuttles and microtransit. Neighborhoods in the City of Napa, Calistoga and American Canyon qualify as CCI priority population areas for STEP grant funding.

Transportation Development Act (TDA).[86] This California state funding source has two parts, Local Transportation Fund and State Transit Assistance (STA) funds. LTF is funded through ¼ cent of the general sales tax statewide and returns revenues to counties based on how much sales tax is collected. These help to finance transit operations, bus and rail projects, special transit services for riders with disabilities, pedestrian and bicycle facilities and transportation planning. STA funds are given to NVTA to support transit operations and capital projects and may be used to help fund transit and pedestrian related projects.

Youth Active Transportation Safety Grants.[87] The National Road Safety Foundation and the Governors Highway Safety Association have provided funding through State Highway Safety offices to community organizations to promote safe walking, biking and using a scooter among young people. Recent grants have been used to support Safe Routes to School and youth ambassador training programs.

LOCAL FUNDING SOURCES

Measure G. City of Napa's new sales tax that was passed by voters in the November 2024 election. It will generate an estimated $22 million annually to fund essential services and infrastructure improvements. It will provide the resources necessary to enhance road maintenance, repair sidewalks, revitalize parks, and support public safety and other critical services.

Measure U. Napa County's ½ cent transportation sales tax, which will generate an estimated $25 million annually to local jurisdictions to improve local streets and roads.[89] Approximately $1.2 billion will be collected through the life of the measure when it ends in 2055. As of July 1, 2025, Measure U replaces Measure T and will allow jurisdictions to issue bonds to build more expensive road rehabilitation and improvement projects on a faster timeline.

PRIVATE FUNDING SOURCES

Archstone Foundation.[90] This foundation provides grants to organizations which serve to improve the health and wellbeing of older Californians. Archstone has provided grants from $5,000 to $60,000 to organizations to help expand their senior transportation services.

[85] Metropolitan Transportation Commission. Transportation Development Act (TDA) & State Transit Assistance (STA). Accessed from mtc.ca.gov/funding/regional-funding/transportation-development-act-tda-state-transit-assistance-sta
[86] Metropolitan Transportation Commission. Transportation Development Act (TDA) & State Transit Assistance (STA). Accessed from mtc.ca.gov/funding/regional-funding/transportation-development-act-tda-state-transit-assistance-sta
[87] National Road Safety Foundation. Grants. Accessed from www.nrsf.org/grants
[88] City of Napa. Measure G- Investing in Our Community. Accessed from: https://www.cityofnapa.org/1346/Measure-G---Investing-in-Our-Community
[89] NVTA. About Measure U. Accessed from nvta.ca.gov/programs/measureu
[90] Archstone Foundation. Grants Database. Accessed from archstone.org/grants

Clif Bar Family Foundation.[91] Located in St. Helena, this foundation provides support to groups working to enhance public health, among other related issues. It has recently provided $1,000,000 in funding to the Napa Valley Vine Trail Coalition.

The Gasser Foundation.[92] This foundation supports organizations in Napa County working to improve the wellbeing of residents. The foundation in recent years has sponsored programs and initiatives focused on senior access to health services, and provides financial support to local Napa hospitals, homeless shelters and cultural organizations. It may be a source of funding to support programs to improve access to health care and community services for seniors and residents with disabilities.

Napa Valley Community Foundation.[93] This local foundation may provide funding to NVTA or community organization partners to support projects and programs that improve the lives of Napa County residents.

Napa Valley Vintners Healthy Community Fund.[94] Provides annual funding opportunities to local community organizations including grants related to improving community health outcomes through prevention, treatment and/or education.

[91] Clif Family Foundation. Accessed from Cliffamilyfoundation.org
[92] Gasser Foundation. Accessed from Gasserfoundation.orgt
[93] Napa Valley Community Foundation. Grant Opportunities. Accessed from www.napavalleycf.org
[94] Napa Valley Vintners. Healthy Community Fund. Accessed from Napavintners.coml

Monitoring and Evaluating Progress

This CBTP contains a diverse list of recommended projects, including capital improvements, transit improvements, and informational 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 also differs, whether via inclusion in a Capital Improvement Program (CIP) or adoption as local policy or pending on obtaining funding.

Implementation of this Plan will require ongoing commitment by NVTA and all of its partner jurisdictions (American Canyon, City of Napa, County of Napa, St Helena & Calistoga) to move feasible recommendations forward. Success will also depend on the ability of NVTA to regularly monitor CBTP progress, maintain a record of project milestones and offer support to responsible agencies. NVTA will monitor success by the following measures:

- **Increased transit ridership**, and increased use in shuttle services and paratransit services by EPC residents
- **Growth in bicycle use i**n EPC communities
- **Reductions in collisions** in EPC communities
- **Revisiting locations** where CBTP events were held (For example, at Rohlffs Manor) and speak with the residents to gauge if they perceive any improvements

NVTA meets quarterly with the planning staff of all of its partner jurisdictions. Once a year during these meetings, NVTA staff will agendize reviewing the project and program implementation timelines listed in Figure 49 and Figure 50 to monitor the progress of the recommended projects and programs. The monitoring of these recommendations will include:

1. **Funding:** Tracking all grant submissions, receipt or allocation of funds and completion of any related expenditure plans.
2. **Local Adoption/Programming:** Proof of addition of project(s) and program(s) into a Capital Improvement Plan (CIP) or budgetary document, formalization of a project as policy or action in a local planning document and others.
3. **Implementation:** Any upcoming or ongoing use of project funds, execution of outside contracts, project kickoffs and internal milestones and completion.

9

Appendices

Appendix A: Demographic Analysis of Equity Priority Communities

Appendix B: Community Engagement Summary

Appendix C: Recommended Projects Matrix

Appendix D: Cost and Time Estimates for CBTP Project Types

625 Burnell Street
Napa, CA 94559
(707) 259-8631
nvta.ca.gov