

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, February 5, 2026
2:00 PM

JoAnn Busenbark Boardroom

Technical Advisory Committee (TAC)

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

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

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

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 870 2288 4249
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Public Comments

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

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 9 a.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

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

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

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

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

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

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

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

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

6. STANDING AGENDA ITEMS

- 6.1 County Transportation Agency Report (Diana Meehan)
- 6.2 Project Monitoring Funding Programs* (Addrell Coleman)
- 6.3 Measure U Update (Addrell Coleman)
- 6.4 Caltrans Report* (Amani Meligy)
- 6.5 Vine Trail Update (Eric Janzen)

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

7. PRESENTATIONS

- 7.1 NVTa Project Update (Grant Bailey)

Recommendation: Information only

Estimated Time: 2:30 p.m.

8. CONSENT AGENDA

- 8.1 Meeting Minutes of January 8, 2026 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 7-10)

Recommendation: TAC action will approve the January 8, 2026 Meeting Minutes.

Estimated Time: 2:40 p.m.

Attachments: [8.1 Draft Minutes.pdf](#)

9. REGULAR AGENDA ITEMS

- 9.1 Countywide Transportation Plan - Projects and Program List (Addrell Coleman) (Pages 11-18)**
- Recommendation:** That the Technical Advisory Committee (TAC) recommend the Napa Valley Transportation Authority (NVTA) Board approve advancing the Countywide Transportation Plan (CTP) List of Projects and Programs.
- Estimated Time:** 2:40 p.m.
- Attachments:** [9.1 Staff Report.pdf](#)
- 9.2 Transportation Fund for Clean Air (TFCA) 40% Fund for Fiscal Year End (FYE) 2027 Draft Expenditure Plan (Addrell Coleman) (Pages 19-22)**
- Recommendation:** That the TAC recommend the Napa Valley Transportation Authority (NVTA) Board approve the Transportation Fund for Clean Air (TFCA) 40% Fund Draft Expenditure Plan for Fiscal Year Ending (FYE) 2027 which includes the Napa County Bikeways program FYE 2027 allocation.
- Estimated Time:** 2:50 p.m.
- Attachments:** [9.2 Staff Report.pdf](#)
- 9.3 State Route 29 Comprehensive Multimodal Corridor Plan (SR 29 CMCP) Update (Grant Bailey) (Pages 23-25)**
- Recommendation:** That the TAC receive an update on the SR 29 CMCP. Information only
- Estimated Time:** 3:00 p.m.
- Attachments:** [9.3 Staff Report.pdf](#)
- 9.4 Vine Transit Update (Libby Payan) (Pages 26-33)**
- That the Napa Valley Transportation Authority (NVTA) Technical Advisory Committee (TAC) receive the second quarter of Fiscal Year 2025-2026 Vine Transit update. Information only
- Estimated Time:** 3:10 p.m.
- Attachments:** [9.4 Staff Report.pdf](#)
- 9.5 Legislative Update* (Danielle Schmitz)**
- Recommendation:** That the TAC receive the monthly Legislative Update. Information only
- Estimated Time:** 3:20 p.m.

9.6 Draft February 17, 2026 NVTA-TA and NVTA Board Meeting Agendas* (Danielle Schmitz)

Recommendation: That the TAC review the draft February 17, 2026 NVTA-TA and NVTA Board Meeting agendas. Information only

Estimated Time: 3:25 p.m.

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 The next regularly scheduled meeting for the NVTA Technical Advisory Committee is Thursday, March 5, 2026 at 2:00 p.m.

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., by January 20, 2026.

Kathy Alexander

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

FREQUENTLY USED ACRONYMS

ABAG	Association of Bay Area Governments	PSE	Plans, Specifications and Estimates
ADA	American with Disabilities Act	RFI	Request for Information
ATAC	Active Transportation Advisory Committee	RFP	Request for Proposal
ATP	Active Transportation Program	RFQ	Request for Qualifications
BAAD	Bay Area Air District	RHNA	Regional Housing Needs Allocation
CAC	Community Advisory Committee	RM2	Regional Measure 2 (Bridge Toll)
CBTP	Community Based Transportation Plan	RM3	Regional Measure 3
CEQA	California Environmental Quality Act	ROW	Right of Way
CMA	Congestion Management Agency	RTP	Regional Transportation Plan
CTA	California Transit Association	SB 1	The Road Repair and Accountability Act of 2017
CTC	California Transportation Commission	SHOPP	State Highway Operation and Protection Program
CY	Calendar Year	STIP	State Transportation Improvement Program
DBE	Disadvantage Business Enterprise	STP/CMAQ	State Transportation Program/Congestion Mitigation Air Quality funds
DOT	Department of Transportation	TAC	Technical Advisory Committee
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TFCA	Transportation Fund for Clean Air
FTA	Federal Transit Administration	TOC	Transit Oriented Communities
FY	Fiscal Year	TOD	Transit-Oriented Development
GHG	Greenhouse Gas	VMT	Vehicle Miles Traveled
HOT	High Occupancy Toll		
HOV	High Occupancy Vehicle		
HTF	Highway Trust Fund		
IFB	Invitation for Bid		
IIJA	Infrastructure Investment and Jobs Act		
ITOC	Independent Taxpayer Oversight Committee		
IS/MND	Initial Study/Mitigated Negative Declaration		
JPA	Joint Powers Agreement		
MPO	Metropolitan Planning Organization		
MTC	Metropolitan Transportation Commission		
NEPA	National Environmental Policy Act		
NVTA	Napa Valley Transportation Authority		
NVTA-TA	Napa Valley Transportation Authority-Tax Agency		
OBAG	One Bay Area Grant		
PCC	Paratransit Coordination Council		
PCI	Pavement Condition Index		
PCA	Priority Conservation Area		
PDA	Priority Development Area		

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes - Draft Technical Advisory Committee (TAC)

JoAnn Busenbark Boardroom

Thursday, January 8, 2026

2:00 PM

1. Call To Order

Vice Chair Clark called the meeting to order at 2:01 pm.

2. Roll Call

Present: 9 - Vice Chair Clark

Lowe
Lederer
Bordona
Janzen
Oneal
Ramirez
Ebach
Delos Santos

Non-Voting: 1 - Meligy

Absent: 3 – Chair Arias (excused)

Rayner
Cooper

3. Public Comment

None

4. Committee Member Comments

None

5. Staff Comments

Executive Director Schmitz introduced Arcie Alvarado, NVTa's new Administrative Assistant.

Ms. Schmitz encouraged the TAC members to share projects and updates from their jurisdictions at each meeting.

Ms. Schmitz reported that the Metropolitan Transportation Commission (MTC) at its special meeting for SB 63, the regional sales tax measure for transit, opted to not put SB 63 on the November ballot, many public comments were provided on a citizen initiative to support the

same effort but would require a lower voting threshold.

Ms. Schmitz also reported that the Howard Jarvis Taxpayers Association is working to place its Local Taxpayer Protection Act which would require a two-thirds voter approval for local special tax measures, including sales taxes passed by citizen initiatives, on the November ballot.

Patrick Band thanked Town of Yountville for agreeing to provide an active transportation project update at the January 26th Active Transportation Advisory Committee meeting.

Mr. Band informed the TAC that there is approximately \$550 million in the State's Active Transportation Program Cycle 8 for fiscal years 2027/2028 through 2030/2031. Applications are due in June. NVTA staff is aware of two potential applications, Imola and the Vine Trail St. Helena to Yountville segment, and encouraged all jurisdictions to coordinate with NVTA staff on submittals. He will email additional information to the TAC.

Mr. Band provided a brief update on the Active Transportation Counts program. The goal is to install two bike/ped counters per year, NVTA purchases the counter, the jurisdiction covers the installation costs. The Cities of American Canyon and Napa recently installed counters under the program, and the City of Calistoga will be installing one soon. If your jurisdiction has not utilized the program, please contact Mr. Band.

Adrell Coleman informed the TAC that MTC opened the call for projects (CFP) on the Pavement Management Technical Assistance Program (PTAP), Round 27. Links to the application, which is due January 30 and registration for the January 14 webinar were emailed to the TAC yesterday.

Mr. Coleman reported that MTC will host two Fund Management System trainings, January 14 and February 18, both at 11 am.

Mr. Coleman noted that the Solano Napa Activity Based Model update is well underway and reminded the TAC to please review and compare the 2023 and 2050 population and employment numbers shown on the GIS maps provided with your general plan or other reliable sources and email your comments, changes or corrections to Mr. Coleman by January 12 for the 2023 numbers and February 9 for the 2050 numbers. The next Model TAC meeting is Wednesday, January 28.

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Diana Meehan)

Diana Meehan stated she did not have a report as there was not a regular meeting in December. She will provide an update in February.

6.2 Project Monitoring Spreadsheets (Adrell Coleman) (Pages 8-9)

Adrell Coleman noted that after the Project Monitoring spreadsheet was sent with the packet, two City of Napa projects were removed as they have been successfully closed out (Vine Trail Gap project and Priority Development Area (PDA) Planning Program project).

6.3 Measure U Updates (Adrell Coleman)

Adrell Coleman reminded the TAC that Measure T fiscal year 2024/2025 Maintenance of Effort and 6.67% Equivalent fund certifications are due to NVTA by January 31.

Mr. Coleman noted that the Town of Yountville and the Cities of St. Helena and Calistoga are scheduled to provide a presentation on their Measure U programs at the March 4 Independent Taxpayer Oversight Committee meeting.

6.4 Caltrans Report (Amani Meligy)

Amani Meligy reviewed the Caltrans Report.

Member Lederer encouraged the jurisdictions to monitor Caltrans repair work on SR 29 for impacts on their jurisdiction, even though most of the work, including single and full lane closures will be at night.

6.5 Vine Trail Update (Eric Janzen)

Eric Janzen reported the first draft of the Environmental Impact Report for the St. Helena to Yountville segment is expected to be completed next week and circulated for internal review.

7. PRESENTATIONS (None)

8. CONSENT AGENDA

8.1 Meeting Minutes of the November 6, 2025 Technical Advisory Committee (TAC) Meeting (Kathy Alexander) (Pages 10-13)

Motion by Lederer, Second by Janzen to approve the November 6, 2025 Meeting Minutes as presented. Motion passed.

9. REGULAR AGENDA ITEMS

9.1 Countywide Transportation Plan Progress Update (Diana Meehan) (Pages 14-19)

Diana Meehan reviewed the work to date on the plan and also upcoming outreach efforts, including three focus group meetings, one Up Valley, one in the City of Napa and one in the American Canyon.

Information Only/No Action Taken

9.2 Countywide Active Transportation Plan (AT Plan) Update (Patrick Band) (Pages 20-22)

Patrick Band briefly reviewed the work on the plan to date, noting almost 500 comments were added to the interactive maps including challenges on existing facilities and requests for new facilities. The draft plan will be presented to the NVTA Board at its February 18 meeting for a public comment prior to requesting the NVTA Board approve the plan at its March 18 meeting.

Mr. Band asked the jurisdictions to consider their process for their jurisdiction's approval of the plan, i.e., does it need to be approved by a planning commission and/or active transportation committee before their council or board approves the plan.

Additionally, Mr. Band noted that a county-wide set of policies has been added to the plan, which should be considered "a floor". Jurisdictions are encouraged to add in their local specific policies in their chapter of the plan before local plan adoptions.

Member Lederer provided comment on the County of Napa's pilot rumble strip safety project that resulted in noise complaints, and will be requesting guidance from the Board of Supervisors for future projects.

Public comment received from Kara Vernor regarding when the rumble strips issue will go to the County Board of Supervisors and if there had been any consideration for installing some vertical separation in the buffers where the rumble strips are causing an issue.

Information Only/No Action Taken

**9.3 Vine Transit Update - First Quarter Fiscal Year 2025/2026 (Libby Payan)
(Pages 23-30)**

Libby Payan provided the Vine Transit update.

Information Only/No Action Taken

9.4 Legislative Update* (Danielle Schmitz)

Danielle Schmitz provided the Legislative Update.

Information Only/No Action Taken

**9.5 Draft January 21, 2026 NVTA-TA and NVTA Board Meeting Agendas*
(Danielle Schmitz)**

Danielle Schmitz reviewed the draft January 21 NVTA Board meeting agenda.

Information Only/No Action Taken

10. FUTURE AGENDA ITEMS

None

11. ADJOURNMENT

11.1 The next regularly scheduled meeting for the NVTA Technical Advisory Committee is Thursday, February 5, 2026 at 2:00 p.m.

Meeting adjourned at 2:53 p.m.

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Memo

TO: Technical Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Adrell Coleman, Associate Planner
(707) 259-8235 / Email: acoleman@nvta.ca.gov
SUBJECT: Countywide Transportation Plan – Projects and Programs List

RECOMMENDATION

That the Technical Advisory Committee (TAC) recommend that the Napa Valley Transportation Authority (NVTA) Board approve advancing the Countywide Transportation Plan (CTP) List of Projects and Programs.

EXECUTIVE SUMMARY

NVTA is updating its 25-year Countywide Transportation Plan (CTP) to support MTC’s next Regional Transportation Plan and Sustainable Communities Strategy, Plan Bay Area 2060, which will begin development in 2026. In preparation for the regional effort, NVTA conducted a Call for Projects to advance eligible projects for inclusion in the countywide transportation plan for future funding cycles.

BACKGROUND AND DISCUSSION

The Metropolitan Transportation Commission (MTC) interagency agreement with NVTA requires NVTA to develop a 25-year long-range Countywide Transportation Plan (CTP) to support regional planning and programming efforts and to prioritize local projects. This effort informs MTC’s Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (RTP/SCS) which are updated every four years.

NVTA last updated its CTP in 2021 which was used to inform Plan Bay Area 2050, the MTC’s long-range plan adopted in that same year. This Countywide Transportation Plan update is being conducted in preparation for the next RTP cycle, Plan Bay Area 2060 which will begin its process later this year. As part of the regional effort, MTC solicits projects from county transportation agencies for inclusion in the RTP.

For the current CTP process, The NVTA board opened the call for projects at the September 2025 Meeting. Jurisdictions submitted updated project lists to NVTA staff by

October 31, 2025. NVTA staff conducted a thorough review of the project submittals, and scheduled follow-up meetings with each jurisdiction to review and confirm project details.

The CTP is a long-range plan, many of the projects included in this iteration were carried over from the prior CTP project list, with some new project and programmatic additions. Seven projects from the last plan were completed and are shown in Table 1 below, totaling over \$139 million in local transportation investments. Table 2 indicates six re-submitted projects that have some funding and are advancing through the pre-construction process. These projects will continue to be prioritized in this current plan cycle.

Table 1: 2021 CTP - Completed Projects

Jurisdiction	Project	Total Project Cost (\$ in millions)	Funding Sources
City of Napa	Salvador Avenue – Complete Streets	\$1,700	Measure T
City of Napa	California Blvd Roundabouts – First / Second Streets	\$19,400	CMAQ/OBAG, RIP, SHOPP, General Funds
City of Napa	Browns Valley Road – Complete Streets	\$6,600	Measure T, ARPA
NVTA	Vine Trail: St. Helena – Calistoga Segment	\$20,000	OBAG, ATP, Vine Trail Coalition, TDA, STIP, TFCA, Bay Area Ridge Trail, General Funds
NVTA	Vine Transit – Bus Maintenance Facility	\$40,000	TDA, SB1 LPP, RM3, FTA, TIFIA
NVTA	Napa Valley College – Bus Stop	\$1,000	RM3
NVTA	Soscol Junction	\$52,000	Caltrans, STIP, SB1 LPP, SB1 SCCP, General Funds

Table 2: CTP Projects Advancing

Jurisdiction/ Agency	Project	Phase	Total Project Cost (\$, millions)
American Canyon	Green Island Road Widening & Reconstruction	Construction	\$15,000
American Canyon	Rio Del Mar Extension	Design	\$5,000
American Canyon	SR 29 / South Kelly Road Intersection Improvements	Design	\$5,000
City of Napa	Five-Way Intersection Improvements	PA&ED	\$35,000
NVTA	SR 29 – American Canyon Multimodal and Operational Improvements	Environmental	\$55,000
NVTA	SR 29 / SR 12 Airport	Planning	\$100,000
NVTA	Napa Valley Forward SR 29 - Oakville Intersection Improvements	Design	\$10,000
St. Helena	Main Street Pedestrian Improvements	Construction	\$1,600

The CTP projects are organized into two categories: Projects and Programmatic. Projects are traditional, one-time, standalone projects, while the programmatic category bundles projects under a single program to implement smaller-scale projects at multiple locations and improve competitiveness for funding opportunities that might otherwise be limited or non-existent as smaller individual projects.

In the Master CTP Project List, the list includes all carried over projects from the previous CTP, along with new projects highlighted in green. Projects highlighted in yellow are advancing projects, indicating projects that have received funding for an early phase and are moving forward. The full project list, as submitted, is presented in chronological order by estimated construction start year, highlighting projects that are more likely to require funding in the near term.

While the total amount of funding available through the upcoming OBAG 4 cycle or other discretionary sources is not yet known, NVTA is proactively positioning the county for the next OBAG Call for Projects by advancing projects through the CTP update process to ensure readiness for future OBAG funding consideration. Moving forward, NVTA staff will develop and apply evaluation and scoring criteria to assess each project and establish a countywide financially constrained project list related to updated plan goals, objectives and performance measures, which will be brought back to the Technical Advisory Committee and NVTA Board for review and final approval as part of the CTP adoption process.

ATTACHMENT

Attachment 1: Master CTP Projects and Programmatic List

CTP 2050 Project List							
Jurisdiction	2026 CTP ID	Project Title	Project Description	Project Extents	Project Capital Cost (\$, millions)	Project Phase as of Summer 2025	Project Construction Start Year
American Canyon	1	Rio Del Mar Extension	New major collector with at grade crossing	from SR 29 to current terminus at Watson Ranch	\$5,000	Design	2026
American Canyon	11	Highway 29/South Kelly Road Intersection	Improve intersection safety and operations at South Kelly Road	South Kelly Road at SR29	\$5,000	Design	2027
American Canyon	2	Eucalyptus Drive/Theresa Avenue intersection, Complete Streets	Extend Eucalyptus 450 feet to the east, connecting at SR 29; install roundabout	from Theresa to SR29	\$5,000	TBD	TBD
American Canyon	3	Main Street	New minor collector	from Eucalyptus to South Napa Junction	\$2,000	TBD	TBD
American Canyon	7	West Side Connector	New industrial collector from southern terminus of Commerce Drive to Eucalyptus Drive	from the northern edge of Commerce Court to the western terminus of Hess Road	\$20,000	TBD	TBD
American Canyon	8	Newell Drive Extension	New two-lane collector with one motor vehicle lane in each direction, bicycle lanes and sidewalks; railroad overcrossing structure	from Mallen Way to South Kelly Road	\$50,000	Planning	TBD
American Canyon	9	Paoli Loop Road Widening	Widen road	from Green Island to Newell Extension to industrial collector standards	\$9,000	TBD	TBD
American Canyon	NEW	South Kelly Road Extension	New two-lane collector with one motor vehicle lane in each direction, bicycle lanes and sidewalks; railroad overcrossing structure	from North Kelly Road to a new connection with Newell Drive	\$20,000	Planning	TBD
Calistoga	18	Washington Street Reconstruction	Complete Streets and utility enhancements along Washington Street	Third St. to N. Oak St.	\$3,000	PS&E Complete, Awaiting Funding	2026
Calistoga	26	Grant Street Repaving and Multi-Use Pathway	This project involves replacing existing road surface with new structural section and new pavement and building a separated multi-use pathway (class 1) adjacent to the roadway and implement targeted safety improvements such as upgraded striping, bike and pedestrian safety improvements and enhance roadway durability.	Centennial Cir. to City Limits	\$1,900	PS&E Complete, Awaiting Funding	2027
Calistoga	25	South Oak Pedestrian Bridge	Construct foot bridge over the Napa River at Logvy Park	South Oak St. to Logvy Park	\$1,500	Design	2027
Calistoga	27	Garnett Creek Bridge Replacement	Vehicle Bridge Replacement with Structural and Safety Enhancements: This project will replace a structurally deficient vehicle bridge. The new bridge will incorporate dedicated bike lanes and ADA-compliant sidewalks, significantly improving safety and accessibility for cyclists and pedestrians while ensuring long term structural integrity and reliable vehicular access.	Grant St. where Garnett Creek crosses	\$7,500	Planning	2030
Calistoga	NEW	Foothill/Petrified Forest Intx Safety Improvements	Additional Turn Lanes, Bike, Sidewalks, curb, gutter, crosswalk and ramp improvements.	Foothill/Petrified Forest Intx	\$2,600	Planning	2032
Calistoga	14	Intersection Improvements at SR 29/128 & Lincoln Avenue	Signalization of intersection at SR 29/128 & Lincoln Avenue	SR 29/128 & Lincoln Avenue Intersection	\$800	Planning	2035
Calistoga	19	Intersection Improvements at SR 128 & Berry Street	Widen SR 128 and install left turn lane onto Berry Street	SR 128 & Berry Street Intersection	\$2,500	Planning	2040
City of Napa	49	Five-Way Intersection Modification	Construct intersection improvements at Silverado Trail/ Third Street/Coombsville Road/East Avenue	Silverado Trail/ Third Street/Coombsville Road/East Avenue intersection	\$35,000	PAED	2028
City of Napa	31	Trower Avenue Extension	Extend Trower Avenue east to connect with Big Ranch Road	Westerly terminus of Trower Avenue to Big Ranch Road	\$20,000	Planning	TBD
City of Napa	33	Terrace Drive Bridge and Extension	Complete missing segment over Cayetano Creek	Southern terminus of Terrace Drive to the northerly terminus of South Terrace Drive	\$7,000	Planning	TBD
City of Napa	38	Jefferson Street/Laurel Street Signal	New signal at Jefferson Street/Laurel Street intersection	Jefferson Street/Laurel Street intersection	\$1,000	Planning	TBD
City of Napa	39	Jefferson Street/Old Sonoma Road Signal	New signal at Jefferson Street/Old Sonoma Road intersection	Jefferson Street/Old Sonoma Road intersection	\$1,000	Planning	TBD
City of Napa	40	Jefferson Street/Imola Avenue Intersection Modifications	Jefferson Street/Imola Avenue intersection modifications including additional right-turn lanes	Jefferson Street/Imola Avenue intersection	\$6,000	Planning	TBD
City of Napa	41	Solano Avenue/Redwood Road Intersection Modifications	Solano Avenue/Redwood Road intersection modifications including widening and restriping	Solano Avenue/Redwood Road intersection	\$1,500	Planning	TBD
City of Napa	43	Lincoln Avenue/Jefferson Street Intersection Modifications	Lincoln Avenue/Jefferson Street intersection modifications including additional right-turn lanes	Lincoln Avenue/Jefferson Street intersection	\$1,500	Planning	TBD
City of Napa	44	Lincoln Avenue/Soscol Avenue Intersection Modifications	Lincoln Avenue/Soscol Avenue intersection modifications including additional right-turn lanes	Lincoln Avenue/Soscol Avenue intersection	\$1,500	Planning	TBD
City of Napa	45	First Street Roundabouts (West Side)	Construct two roundabouts: One at the intersection of First Street/Freeway Drive and one at the intersection of First Street/State Route 29 Southbound ramp	First Street/Freeway Drive intersection and First Street/State Route 29 Southbound ramp intersection	\$30,000	Planning	TBD
City of Napa	46	Jefferson Street/Sierra Avenue Signal	New signal at Jefferson Street/ Sierra Avenue intersection	Jefferson Street/Sierra Avenue intersection	\$1,000	Planning	TBD
City of Napa	48	Salvador Creek Bicycle Trail	Construct a Class I multiuse path along Salvador Creek	Along the southside of Salvador Creek from Byway East to Jefferson Street	\$6,000	Planning	TBD

CTP 2050 Project List

Jurisdiction	2026 CTP ID	Project Title	Project Description	Project Extents	Project Capital Cost (\$, millions)	Project Phase as of Summer 2025	Project Construction Start Year
City of Napa	50	Oxbow Preserve Bicycle/Pedestrian Bridge	Construct a bicycle/pedestrian bridge from the Oxbow Preserve over the Napa River to the River Trail	Oxbow Preserve over the Napa River to the River Trail	\$3,000	Planning	TBD
City of Napa	51	Oxbow District Bicycle/Pedestrian Bridge	Construct a bicycle/pedestrian bridge from the River Trail over the Napa River to Third Street	The River Trail over the Napa River to Third Street	\$3,000	Planning	TBD
City of Napa	53	Sierra Avenue Sidewalks	Construct sidewalks along Sierra Avenue from Jefferson Street to Harkness St	Sierra Avenue from Jefferson Street to Harkness St	\$3,000	Planning	TBD
City of Napa	54	Terrace Drive Sidewalks	Construct sidewalks along Terrace Drive where gaps are present	Terrace Drive from Coombsville Road to Shurtleff Ave	\$3,000	Planning	TBD
City of Napa	57	Vine Trail (Redwood Road Crossing)	Construct a grade-separated crossing across Redwood Road connecting the adjacent sections of the Vine Trail	Vine Trail at Redwood Road	\$25,000	Planning	TBD
City of Napa	82	Imola Avenue Complete Streets	Complete streets infrastructure improvements along the Imola Avenue Corridor	Imola Avenue from Foster Road (city of Napa) to 4th Avenue (County of Napa)	\$17,000	Planning	TBD
City of Napa	NEW	Soscol Avenue/Imola Avenue Intersection Modifications	Intersection modification including addition of a second left-turn lane to eastbound Imola Avenue and a separated right-turn lane to westbound Imola Avenue	Soscol Avenue/Imola Avenue intersection	\$5,000	Planning	TBD
City of Napa	NEW	Soscol Avenue/Silverado Trail Intersection Modifications	Intersection modification including to provide one right-turn lane and two left-turn lanes to southbound Silverado Trail	Soscol Avenue/Silverado Trail intersection	\$5,000	Planning	TBD
City of Napa	NEW	Silverado Trail Turn Lane Improvements	Widen Silverado Trail to provide turn lane improvements from Soscol Avenue to Third Street	Silverado Trail from Soscol Avenue to Third Street	\$25,000	Planning	TBD
City of Napa	NEW	Vine Trail (Kennedy Park to Riversound)	Construct a Class I multiuse path connecting the Vine Trail at Kennedy Park to the Vine Trail at Riversound	Vine Trail at Kennedy Park to the Vine Trail at Riversound	\$2,000	Planning	TBD
Napa County	NEW	Napa Valley Vine Trail - Vista Carneros	Design and construct an 3-mile-long, Class 1 multiuse path between the existing Vine Trail Segments to provide a safe route to schools, businesses, and services.	JFK Park in Napa to Airport Blvd. in unincorporated Napa County	\$10,000	Planning	2028
Napa County	NEW	Napa Valley Vine Trail - Yountville through St. Helena	Design and construct an 11-mile-long, Class 1 multiuse path between the existing Vine Trail Segments to provide a safe route to schools, businesses, and services.	California Drive in Yountville to Pratt Avenue in St. Helena	\$50,000	PAED	2028
Napa County	58	Silverado Trail Intersections	Improve intersection safety and operations at Oak Knoll Avenue, Yountville Crossroad, Oakville Crossroad, Deer Park Road, and Dunaweal Lane	All intersections	\$20,000	Planning	2030
Napa County	59	Silverado Trail Corridor Analysis	Silverado Trail Corridor Analysis, including but not limited to, safety and congestion improvements	Trancas Street to Highway 29 at Calistoga	\$500k	Planning	TBD
Napa County	NEW	Soscol Ferry Road/Devlin Road Roundabout	Construction of roundabout at Soscol Ferry Road/Devlin Road tying in to Soscol Junction Roundabouts	Intersection of Soscol Ferry Road/Devlin Road	\$6,000	Design Complete	TBD
NVTA	60	Napa Valley Forward SR 29 - Oakville Intersection Improvements	Napa Valley Forward Project - Improve intersection safety and operations at Oakville Cross Road through the implementation of a compact roundabout and multimodal improvements.	N/A	\$10,000	Design	2027
NVTA	79	SR 29 - American Canyon Operational and Multimodal Improvements	Corridor improvements on SR 29 from Napa Junction to American Canyon Road focusing on safety, transit, and vehicle operations. Improvements include signal technology upgrades, Complete Streets elements, intersection reconfiguration, and a Mobility Hub.	N/A	\$50,000	Environmental	2028
NVTA	62	SR 29 / SR 12 / Airport Blvd Intersection Improvements	Construct safety and operational improvements to the intersection of SR29/12/Airport Blvd and SR 12/Kelly Rd. Improvements may include roundabouts, modified signalization, grade separation, or other alternatives.	N/A	\$100,000	Planning	2030
NVTA	77	Emergency and Traffic Operations Center & Vine Transit Battery Storage Facility	Construct an Emergency & Traffic Operations Center in Napa County to monitor real-time traffic conditions, coordinate emergency response, provide evacuation information to travelers, and store/charge Vine Transit vehicle batteries.	N/A	\$20,000	TBD	TBD
NVTA	78	South County Multimodal Transit and Rail Hub	Study feasibility of a rail station and multimodal transit hub in American Canyon to accommodate an east-west rail expansion, fixed-route bus service, and micromobility/active transportation options.	N/A	\$25,000	TBD	TBD
NVTA	82	East Imola Complete Streets	Implement complete streets elements along the Imola corridor from Soscol Ave to 4th Ave. Improvements may include, but are not limited to, protected bicycle infrastructure, sidewalks and paths, enhanced pedestrian crossings, bus pull-outs, other transit stop improvements, safety improvements.	N/A	\$15,000	Planning	TBD
NVTA	84	SR 29 - Madison Street & Rutherford Road Intersection Improvements	Perform safety and operational improvements to the intersections of Madison St and SR 29 and Rutherford Rd and SR 29.	N/A	\$20,000	TBD	TBD

CTP 2050 Project List

Jurisdiction	2026 CTP ID	Project Title	Project Description	Project Extents	Project Capital Cost (\$, millions)	Project Phase as of Summer 2025	Project Construction Start Year
NVTA	86	Cameros Intersection Improvements	Identify and construct improvements to the intersection of SR 121/12 and SR 29 (Cameros Junction). Improvements may include but are not limited to: A roundabout, continuous green-T, displaced left-turn, additional turn lanes, or grade separation.	N/A	\$10,000	Planning	TBD
NVTA	NEW	Vine Maintenance Facility - Charging Infrastructure Phase II (Construction and O&M)	Construct additional charging and power storage infrastructure at the Vine Transit Maintenance Facility to increase reliability of transit facilities and electric busses.	N/A	\$10,000	Planning	TBD
NVTA	NEW	SR 12 - Old Sonoma Road Intersection Improvements	Identify and implement safety and operational improvements at the intersection of SR 121/12 and Old Sonoma Rd.	N/A	\$10,000	Planning	TBD
NVTA	NEW	SR 12 - Cuttings Wharf Intersection Improvements	Identify and implement safety and operational improvements at the intersection of SR 121/12 and Cuttings Wharf Rd.	N/A	\$10,000	Planning	TBD
NVTA	NEW	Soscol Gateway Transit Center - Multimodal Access and Transit Enhancement	Bus circulation and multimodal/transit access improvements at and around the Soscol Gateway Transit Center.	N/A	\$3,000	Planning	TBD
St. Helena	97	Mills Lane Safety Improvements	Improve Mills Lane to two lanes with bicycle and pedestrian access; 1000' long	From SR 29 east to La Fata St	\$500k	Design	2026
St. Helena	88	Main Street Corridor Improvements Phase I	Upgrade sidewalk, pedestrian lighting, pedestrian furniture, landscaping/trees, and bicycle infrastructure	Pine St to Adams St.	\$1,200	Design	2026
St. Helena	89	Main Street Corridor Improvements Phase II	Install traffic calming devices (e.g. bulb outs), pedestrian lighting, pedestrian furniture, landscaping, bicycle infrastructure, and traffic signal synchronization	Adams St. to Mitchell Dr.	\$10,000	Planning	2027
St. Helena	98	Napa River Class I Bikeway	Development of new Class I Shared-Use Path, including acquisition of ROW; 3.0 miles long	Southern City Limits near WWTP to northern City Limit near Deer Park Rd	\$27,000	Planning	2030
St. Helena	NEW	Pope Street Bridge Realignment	Construct multi-modal bridge/realigned street over Napa River to replace old, narrow historic bridge and connect at intersection of Old Howell Mtn Road/Silverado Trail; 600' long	Pope St/Silverado Trail & 400' west	\$5,000	Planning	2030
St. Helena	95	Adams Street Extension	Extend Adams Street from the future intersection of Adams/Starr eastward to Silverado Trail, including ROW acquisition; 0.5 miles	From future intersection of Adams/Starr (by Hunter Subdivision) to Silverado Trail	\$25,000	Planning	2030
St. Helena	NEW	Pratt Avenue Bridge Realignment	Construct multi-modal bridge/realigned street over Napa River to replace old, narrow historic bridge at new intersection with Silverado Trail; 300' long	Pratt Ave/ Silverado Trail & 300' west	\$5,000	Planning	2031
St. Helena	102	Highway 29/Main Street and Deer Park Road Intersection Improvements	Construct intersection improvements to safety and circulation on Highway 29	Intersection of SR 29/ Deer Park Rd	\$4,000	Planning	2032
St. Helena	91	Sulphur Creek Class I Bikeway	Development of new Class I Shared-Use Path, including acquisition of ROW; 2.2 miles long	Sulphur Springs Ave. to Napa River	\$20,000	Planning	2032
St. Helena	93	Oak Avenue Extension - Phase I	Construct multi-modal extension of Oak Ave over Sulphur Creek and terminate at Charter Oak, including ROW acquisition; 900' long	Mitchell Rd to Charter Oak Ave	\$15,000	Planning	2032
St. Helena	NEW	Mills Lane Extension to Silverado Trail	Construct multi-modal street extension, including bridge over Napa River; includes ROW acquisition; 1300' long	Mills Lane terminus extending to new intersection with Silverado Trail	\$20,000	Planning	2033
St. Helena	NEW	Oak Avenue Extension - Phase II	Construct multi-modal extension of Oak Ave, including ROW acquisition; 1300' long	Charter Oak Ave to Grayson Ave	\$10,000	Planning	2040
Yountville	105	Yountville Crossroads Bicycle Path & Sidewalk	Improves pedestrian and bicycle access along Yountville Cross Rd. by adding high-visibility crosswalks, ADA curb ramps, sidewalks, and a updating the bike lane segment. Also includes traffic-calming features to reduce vehicle speeds through downtown.	Yountville Cross Rd.- Yount Street to the Town Limits	\$800k	Design	2026
Yountville	104	Washington Park – Parks and Path ADA Improvements	Improves pedestrian safety and access by providing sidewalk where there is a portion missing. This segment would connect existing sidewalk to a pedestrian pathway.	Forrester Lane - Vista Drive to East End	\$300k	Planning	2027
Yountville	NEW	Hopp Creek South Trail Connection	Improves pedestrian and bicycle access by extending the Hopper Creek Trail at the south end of town to Washington Street where it would connect to bike lanes.	Hopper Creek Trail South End to Washington Street	\$600k	Planning	2030

CTP 2050 Programmatic List

Jurisdiction	2026 CTP ID	Program Title	Program Description	Program Cost (\$, millions)
American Canyon	NEW	Citywide Vision Zero Safety Improvements	Vision Zero aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all.	TBD
Calistoga	NEW	Road Overlays	This project involves resurfacing existing roadways with new asphalt overlays and implementing targeted safety improvements such as upgraded striping, bike striping, and pedestrian crossings to enhance roadway durability and public safety.	\$6,000
NVTA	68	State of Good Repair	Replacement of 45 Heavy-Duty Transit Vehicles	\$50,000,000
NVTA	69, 70	All Routes: Extended Transit Service	Expand service hours to operate from 4:00am-Midnight	\$10,955,680
NVTA	71	Regional Routes (10 & 11): Enhanced Frequency	Increase service frequency from 30 minutes at peak and 60 minutes midday/weekends to 30 minutes all day, every day	\$42,035,730
NVTA	72	Transit Vehicle Fleet Expansion	Acquisition of new paratransit vehicles, community shuttle buses, and Vine buses for service expansion	\$22,000,000
NVTA	73	Expand Transit Service	Operation costs for the expansion of the transit system including the addition of Sunday service where it is not currently provided	\$35,172,812
NVTA	74	New Transit Shelters and Stop Amenities (Expansion)	Improved bus stops throughout Napa County	\$6,000,000
NVTA	83	Transit Signal Priority	Install Transit Signal Priority along major corridors of the transit network	\$1,770,000
NVTA	NEW	Community Based Transportation Plan (CBTP) Projects	Bundle together small-scale CBTP recommendations into one large program/funding source that jurisdictions can withdraw from	TBD
St. Helena	NEW	Citywide Intersection/At Grade Improvements - Phase 1	Provides intersection safety enhancements including ADA Ramps, bulb outs, signing/striping, etc.	\$500k
St. Helena	NEW	Citywide Sidewalk Improvements/Gap Closures - Phase 1	Provides for rehabilitation of hazardous and aging sidewalks and funding for construction of sidewalks where absent.	\$300k
St. Helena	NEW	Citywide Class III Bicycle Network Connectivity	Provides signing/striping for Class III Bike Boulevards in the absence of other viable options	\$300k
St. Helena	NEW	Citywide Intersection/At Grade Improvements - Phase 2	Provides intersection safety enhancements including ADA Ramps, bulb outs, signing/striping, etc.	\$550k
St. Helena	NEW	Citywide Sidewalk Improvements/Gap Closures - Phase 2	Provides for rehabilitation of hazardous and aging sidewalks and funding for construction of sidewalks where absent.	\$330k
St. Helena	NEW	Citywide Intersection/At Grade Improvements - Phase 3	Provides intersection safety enhancements including ADA Ramps, bulb outs, signing/striping, etc.	\$610k
St. Helena	NEW	Citywide Sidewalk Improvements/Gap Closures - Phase 3	Provides for rehabilitation of hazardous and aging sidewalks and funding for construction of sidewalks where absent.	\$360k
Yountville	NEW	Townwide Pathway & ADA Accessibility Program	Creating pathways, bicycle and pedestrian facilities, and correcting ADA sidewalk improvements in various locations townwide.	\$1,000



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Memo

TO: Technical Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Addrell Coleman, Associate Planner
(707) 259-8235 / Email: acoleman@nvta.ca.gov
SUBJECT: Transportation Fund for Clean Air (TFCA) 40% Fund for Fiscal Year End (FYE) 2027 Draft Expenditure Plan

RECOMMENDATION

That the Technical Advisory Committee (TAC) recommend that the Napa Valley Transportation Authority (NVTA) Board approve the Transportation Fund for Clean Air (TFCA) 40% Fund Draft Expenditure Plan for Fiscal Year Ending (FYE) 2027 which includes the Napa County Bikeways program FYE 2027 allocation.

EXECUTIVE SUMMARY

TFCA funds are generated from a four-dollar vehicle license fee authorized under Assembly Bill (AB) 434 administered by the Bay Area Air Quality Management District (BAAQMD). NVTA receives a portion of these revenues from registered vehicles in Napa and allocates them annually for projects that reduce automobile emissions.

The Draft FYE 2027 Expenditure Plan (Attachment 1) provides information on updated program revenues. The TFCA 40% Fund for FYE 2027 has a total of \$269,140 available with \$175,000 already programmed to projects during the February 2024 Call for Projects, leaving an additional \$94,140 unprogrammed.

BACKGROUND AND DISCUSSION

NVTA programs TFCA funds over a three-year rolling period to improve project planning efficiency, particularly for larger projects. Funds programmed in the first year of the cycle have a firm commitment under the annually adopted expenditure plan. Funds for the subsequent years are updated and confirmed each February prior to the start of the applicable fiscal year, based on the fund estimate provided at that time. Funds for year three (FYE 2027) are now confirmed, with additional funding available for programming. This is the final year of this program cycle, and a Call for Projects for the next cycle of funding (FYE 2028-2030) will be held next year. Table 1 below provides an overview of all projects planned for fiscal years 2025–2027.

Specifically, any unprogrammed funds could be reallocated to another county if not programmed. As noted during the last call for projects, staff has encouraged jurisdictions to maintain a running list of cost-effective projects that can be quickly programmed should additional funds become available. This ensures readiness and avoids the risk of losing funds.

During the Call for Projects for this funding cycle, \$175,000 was pre-programmed to the City of American Canyon for the EV Charging Stations – Phase II project. The City of American Canyon is eligible for additional funds, as the project meets the cost-effectiveness criteria. Given that the total project cost is \$250,000, NVTA staff recommend programming an additional \$75,000 of the \$94,140 available to this project.

As highlighted in Table 1 below, the remaining \$19,140 must be programmed to a cost-effective project by the November 1, 2026 deadline. Jurisdictions with any projects are eligible to receive funds if their project meets cost-effectiveness criteria. To qualify, project Cost-Effectiveness (CE) worksheets must be updated with the additional requested funding amount and submitted by February 13. An alternative option is, NVTA may program the funds for trip reduction programs.

Table 1: Proposed FYE 2025-2027 TFCA 40% Program Project List

FYE 2025-2027 TFCA Revenues and Expenditures	Program Amount Year 1 (FYE 2025)	Program Amount Year 2 (FYE 2026)	Program Amount Year 3 (FYE 2027)
Administration Costs for FYE 2025-27	\$10,166	\$11,267	\$12,837
40% Funds Available for Programming	\$196,000	\$209,299	\$269,140
Total Revenue	\$206,166	\$ 220,566	\$ 281,977
Projects			
NVTA Maintenance Facility Charging Stations	\$125,000		
City of St. Helena Charging Stations		\$105,299	
City of Napa SRTS Pedestrian Improvements	\$71,000		
City of American Canyon EV Charging Stations-Phase I		\$104,000	
City of American Canyon EV Charging Stations – Phase II			\$250,000
Unprogrammed Funds Available*			\$19,140
TOTAL	\$206,166	\$209,299	\$269,140

* Program by November 1, 2026 deadline

As shown in Table 2 below, the Bay Area Air District has provided a one-time allocation for bikeway and bike parking projects for FYE 2027. Each county received a base allocation of \$1,000,000, with additional funding above the base amount distributed based on each county's proportionate share of fee-paid vehicle registrations. Bikeway and bike parking funds are subject to the same policies, 40% program guidelines, cost-effectiveness limits, and expenditure timelines as other TFCA-funded projects. Action on this item is limited to approval of the FYE 2027 Expenditure Plan. NVT staff will conduct a Call for Projects for bikeway and bike parking funding at a future date.

Table 2: Proposed FYE 2027 TFCA 40% Bikeways Program

FYE 2027 TFCA Revenues and Expenditures	Program Amount (FYE 2027)
Administration Costs for FYE 2027	\$62,500
Bikeway Funds Available for Programming	\$937,500
Total Revenue	\$ 1,000,000

ATTACHMENT

- 1) TFCA Expenditure Plan for FYE 2027

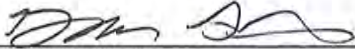
Summary Information

Agency Name: Napa Valley Transportation Authority (NVTA)
 Address: 1025 Birney Street, Napa, CA 94938

	Total Amount of			Provided by	Notes
	Passthrough Funds	Program Fund	Admin Funds		
Estimate for this coming fiscal year (2026-2027):	\$205,390	\$192,553	\$12,837	Air District	
County Adjustment:	\$0	\$76,587	\$0		
<i>Reprogrammed</i>		\$52,862		NVTA	Reprogrammed Funds from 23NAP03 (Project cancelled) and 25NAP01 (Project closed under budget)
<i>Carryover</i>		\$4,902		NVTA	
<i>Interest</i>		\$14,770		NVTA	Total Interest earned in CY 2025
<i>Other County Adjustments</i>		\$4,053		NVTA	Unexpended FYE 25 administrative funds for projects
Subtotal:	\$205,390	\$269,140	\$12,837		
Additional Bikeway & Bike Parking Funding	\$1,000,000	\$937,500	\$62,500	Air District	
General	\$1,000,000	\$937,500	\$62,500	Air District	
AB617	\$0	\$0	\$0	Air District	
Total Available for Programming	\$1,205,390	\$1,206,640	\$75,337		

Percentage of Estimated Revenue allocated to Administrative Costs (maximum of 6.25%): 0.55%

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.


 Executive Director Signature

1-27-26
 Date



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee (TAC) Agenda Memo

TO: Technical Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Grant Bailey, Program Manager – Engineer
(707) 259-5951 / Email: gbailey@nvta.ca.gov
SUBJECT: State Route 29 Comprehensive Multimodal Corridor Plan Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

NVTA is initiating an update to its State Route (SR) 29 Comprehensive Multimodal Corridor Plan (CMCP). The SR 29 CMCP is a keystone planning document that guides the development and prioritization of future multimodal capital investments on SR 29 in the cities of American Canyon and Napa, as well as unincorporated areas of Napa County.

The existing SR 29 CMCP was adopted in 2020, and since that time corridor conditions, project status, and applicable state guidance have evolved. In addition, both the California Transportation Commission (CTC) and the California State Transportation Agency (CalSTA) have issued updated guidance for CMCPs. To ensure continued competitiveness for state planning and capital funding programs, including the Solutions for Congested Corridors Program (SCCP), NVTA is beginning a comprehensive update of the SR 29 CMCP.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND

The SR 29 Comprehensive Multimodal Corridor Plan serves as a long-range framework for identifying, evaluating, and prioritizing multimodal improvements along the SR 29 corridor. Since adoption of the current CMCP, several factors have emerged that warrant a comprehensive update. The existing plan is approximately five years old, and during that time baseline conditions, supporting data, policy context, and related planning efforts have evolved.

In addition, the California Transportation Commission and the California State Transportation Agency have released updated guidance for CMCPs, including new expectations related to performance-based planning, equity, community engagement, climate considerations, and the use of short-, medium-, and long-term implementation horizons. Alignment with this updated guidance is important to maintain eligibility and competitiveness for state planning and capital funding programs.

Since adoption of the current CMCP, multiple projects along the SR 29 corridor have also advanced through planning, design, and construction. An updated corridor plan will allow NVTA to reflect these investments, incorporate current project assumptions, and ensure consistency across corridor-wide planning and implementation efforts.

NVTA staff are currently reviewing updated guidance documents and existing corridor conditions to inform development of a scope of work for the CMCP update. Based on this initial review, the update is expected to consider expanding the geographic extent of the CMCP to include additional signalized intersections within the City of Napa, including SR 29 at Trower Avenue, Wine Country Avenue, and Salvador Avenue. The update would also refresh baseline and existing conditions using the most recently available traffic, safety, multimodal, land use, and demographic data.

Consistent with current state guidance, the updated CMCP is expected to incorporate clearly defined short-, medium-, and long-term planning horizons. NVTA also anticipates expanding community outreach efforts to align with updated CalSTA and CTC guidance, including more robust engagement with local agencies, stakeholders, and corridor communities. In parallel, NVTA may explore whether designation of SR 29 in Napa County as a freight corridor is appropriate and how such a designation could be supported by and coordinated with the CMCP update.

To maintain eligibility for funding under the SB 1 Solutions for Congested Corridors Program, the updated CMCP must be adopted by the NVTA Board of Directors no later than **May 2027**. Working backward from this deadline, NVTA anticipates the following key milestones for completion of the CMCP update:

- **February 2026** – TAC update
- **March 2026** – Release of Request for Proposals
- **May 2026** – Consultant Contract Award

- **Fall 2026** – Stakeholder and Community Outreach Events
- **Winter 2027** – Draft CMCP Update to Board and TAC
- **May 2027** – CMCP Board Adoption

The scope described above is preliminary and expected to evolve through internal coordination, collaboration with local agency partners, and development of a formal RFP/RFQ. Completion of an updated SR 29 CMCP will position NVTA and projects along the corridor to better compete for future state, regional, and federal funding opportunities.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Memo

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

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Technical Advisory Committee receive the second quarter of Fiscal Year 2025-2026 Vine Transit update.

EXECUTIVE SUMMARY

This report summarizes the Vine's operational performance during the second quarter of the current Federal Fiscal Year (FY) 2025-26, covering the period October 1 to December 30, 2025. The memo compares the second quarter of FY 2025-26 to the same period of FY 2024-25 to provide context on year-over-year ridership levels and compares missed trips over the same two time periods. It also includes a discussion of recent schedule changes and marketing efforts.

FISCAL IMPACT

None

BACKGROUND & DISCUSSION

Recent Schedule Changes

As reported verbally at the January 8 meeting, the most recent schedule change occurred January 11, 2026. Major changes include:

- Route 11 operates every 55 minutes instead of every 60 minutes
- A new Southbound Route 10 Bus Stop located at approximately 1615 Lincoln Ave was added in Calistoga

- Two new stops on Route E in the westbound and eastbound direction by McPherson Elementary
- Timetable adjustments on Route 11X and Route 21

The next major schedule change will occur on Sunday June 14 to align with other Bay Area transit operators and the end of the 2025-2026 school year. There will also be some minor schedule changes during BottleRock and La Onda weekends to accommodate festival attendees.

Ridership

Table 2 compares the annual difference between second quarter of FY 2024-2025 (October, November & December) to second quarter of FY 2025-2026 to show the year-over-year ridership in the City of Napa overall experienced a slight increase of 3%. Route A experienced the most significant growth year-over-year. Route A switched from a limited on-demand service to a fixed route as part of the January 12, 2025 schedule change. Ridership data indicates significant increases in usage as riders have shown a preference for the bus to operate on a schedule. The increase in Route A ridership is also partially responsible for a decrease in Route B ridership as the two routes overlap on Browns Valley Rd. from Laurel St. to Freeway Drive and riders now have the option of taking the Route A to get to the Soscol Gateway Transit Center instead of the Route B. Route D also experienced a notable ridership increase of approximately 25%. The specific Route D trips that had the highest increases were in the morning at or near the start of school and end of school, indicating more Camille Creek students or faculty rode the bus.

Table 2: City of Napa Ridership - Comparing Q2 of FY25 & Q2 of FY26

	Q2 FY25	Q2 FY26	% Difference	Numerical Difference
Napa Local On-Demand*/Route A	1,140	2,373	108.16%	1,233
Route B	5,742	5,177	-9.84%	-565
Route C	14,580	14,286	-2.02%	-294
Route D	2,114	2,652	25.45%	538
Route E	3,213	2,765	-13.94%	-448
Route F	3,330	3,768	13.15%	438
Route G	3,056	3,146	2.95%	90
Total	33,175	34,167	2.99%	992

*In Q2 of FY25, Route A operated as an on-demand service. In Q2 of FY26, Route A operated as a fixed route service

While ridership is an important key performance indicator (KPI), it is also important to track other KPIs. Passbusper revenue hour is a measure of the number of people on the

bus for every hour that the bus is in service. It does not include the deadhead, which is the time leading to and from the maintenance yard. In Chart 1, data shows passengers per revenue hour on weekdays (the grey bars) on local City of Napa routes had a slight increase when compared to the previous quarter of the current federal fiscal year and when compared to the same time one year ago.

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

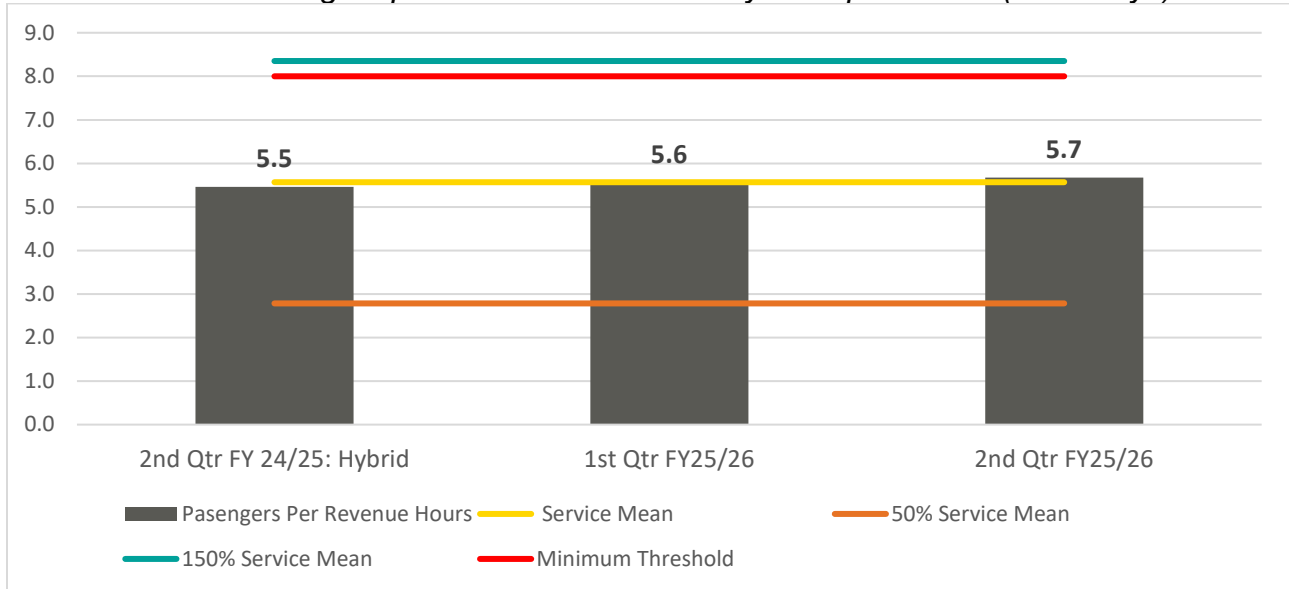


Chart 2 on the next page shows that the passengers per revenue hour varies by each individual local route. The Route C passengers per revenue hour continues to operate above the pre-COVID 8.0 minimum threshold measuring at 10.2. All other fixed routes were in the 3.2 to 6.7 range. Route D experienced the second highest total due to additional Camille Creek students and faculty riding the bus. NVTA is exploring other ways to increase Route D ridership further by serving the needs of the Napa County Office of Education Early Learning Center that opened along the route in January.

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

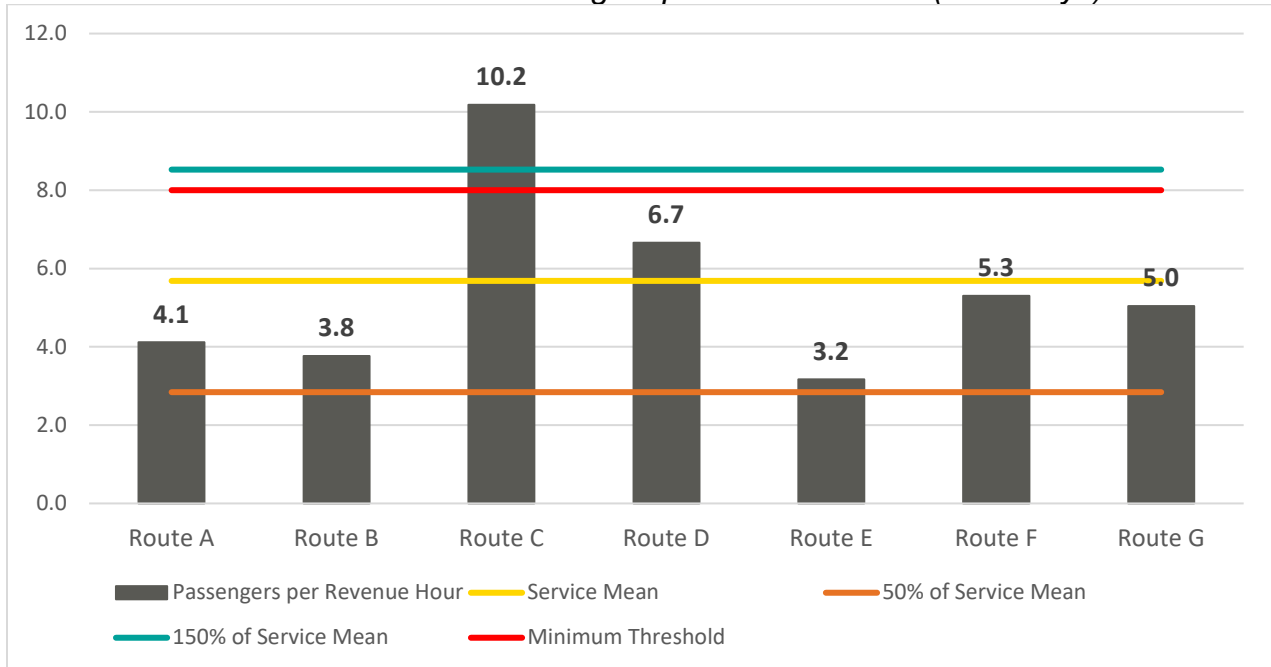


Table 3 on the next page shows an overall ridership decrease of 4% for the quarter on regional routes. Route 11X ridership experienced a notable increase of approximately 40%. Route 11X was revamped starting on August 11, 2025. Previously, the Route operated as an expedited way to travel from the Redwood Park & Ride to the Vallejo Ferry terminal. Ridership on that route was consistently low. To bolster the number of riders, the Route was changed to function as a quicker version of Route 11 that serves the route’s most popular stops. Early results seem to indicate that riders that previously rode Route 11 shifted to Route 11X as shown by the nearly 8% decrease in Route 11 ridership. Route 29 began operating on Saturdays as of August 16, which is reflected in the ridership figure below. Staff will continue to closely monitor ridership levels on Saturdays on Route 29 and the reimagined 11X to evaluate its effectiveness and popularity. In January, two trips a day were added to Route 11X to give riders another option to connect with the Ferry and the route was shortened to end at the Soscol Gateway Transit Center instead of the Redwood Park and Ride.

Table 3: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q2 of FY25 & Q2 of FY26

	Q2 FY25	Q2 FY26	% Difference	Numerical Difference
Route 10	35,537	34,641	-2.52%	-896
Route 11	30,994	28,538	-7.92%	-2,456
Route 11X	1,035	1,460	41.06%	425
Route 21	2,558	2,572	0.55%	14
Route 29*	8,887	8,867	-0.23%	-20
Total	79,011	76,078	-3.71%	-2,933

*Route 29 began operating Saturday service as of August 16, 2025, which is reflected in the Q2 FY26 ridership figure

Passenger per revenue hour on regional service continues to fall below the pre-COVID 12.0 minimum threshold. Routes 10 and 11 continue to be the most efficient regional routes at 8.0 and 7.8. Route 21 shows the lowest figure at 2.2. Route 21 service was diverted away from I-80 as part of a previous schedule change, however, that caused a longer trip time. As of January 12, 2026, Route 21 operates on I-80 to help speed up the time of the trip to and from Suisun City.

Chart 3: Regional Service Passengers per Revenue Hour

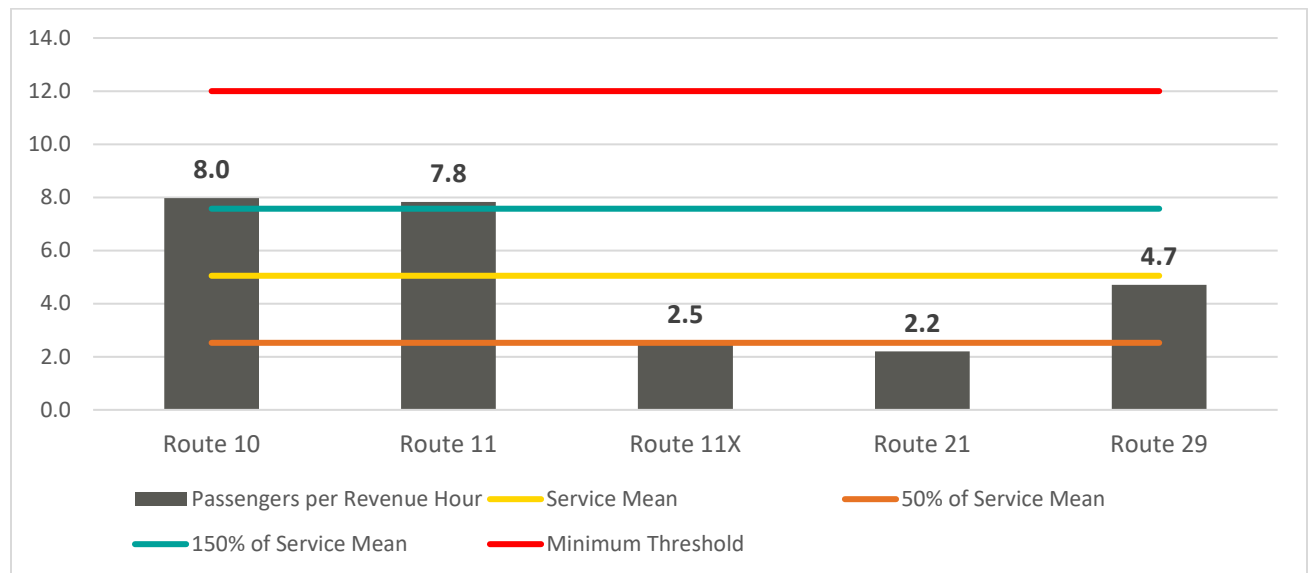


Table 4 on the next page shows ridership experienced a decrease on the community shuttles overall by about 12% compared to the same quarter last year. American Canyon

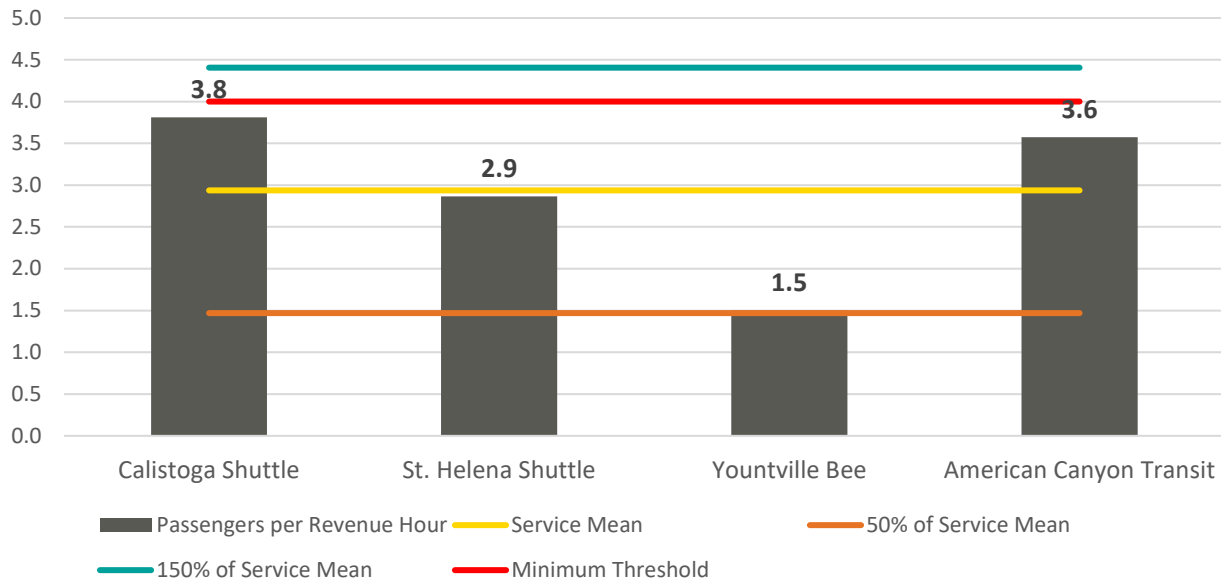
Transit (ACT) shows a significant decrease, although that is attributed to an administrative error. Typically, when ACT operates the school runs in the morning and afternoon, the driver counts each student as they board. It appears that some of the newer operators mistakenly didn't count riders as they boarded, leading to the lower ridership numbers. ACT typically carries the most riders compared to the other community shuttles, leading staff to believe the low number below is due to an administrative error. Staff is working with its Automated Passenger Counter vendor to see if this ridership data was captured using their system and will correct the ridership figure if the data is available. NVTA staff continues to explore an expanded service area for the Yountville Bee to Domain Chandon and Mustards.

Table 4: Community Shuttles– Comparing Q2 of FY25 & Q2 of FY26

	Q2 FY25	Q2 FY26	% Difference	Numerical Difference
Calistoga Shuttle	3,659	3,664	0.14%	5
St. Helena Shuttle	1,685	1,878	11.45%	193
Yountville Bee	1,085	1,252	15.39%	167
American Canyon Transit	5,917	4,046	-31.62%	-1,871
Total	12,346	10,840	-12.20%	-1,506

Chart 4 on the next page shows the passengers per revenue hour on the local community shuttles. Given the popularity of American Canyon Transit, feedback received from the Community Based Transportation Plan and a recommendation listed in NVTA's Accessible Transportation Needs Assessment, staff submitted an application and received a tentative award notice from the California Public Utilities Commission's Access for All Program for funding to increase the hours of service. Starting on February 9th, ACT weekday hours will extend to 7:00pm and Saturday service will operate from 8:30am – 5:30pm.

Chart 4: Community Shuttle Service Passengers per Revenue Hour



VineGo ridership rose by about 10% over the last year as seen in Table 5. Staff continue to see steady increases in VineGo Ridership since the COVID-19 pandemic impacts have lessened and marketing efforts and partnerships with organizations, such as Molly’s Angels, have increased.

Table 5: VineGo Ridership – Comparing Q2 of FY25 & Q2 of FY26

	Q2 FY25	Q2 FY26	% Difference	Numerical Difference
VineGo	4,351	4,767	9.56%	416

Marketing Efforts

During the winter, there are generally fewer available community events that staff can participate in. Despite this, staff still made a targeted effort to attend various types of events including:

- Molly’s Angels Holiday Luncheon (December 5, 2025)
- City of Napa Holiday Parade (December 6, 2025)
- Early Learning Center Grand Opening & Family Faire (December 13)
- American Canyon High School Transition Class (January 12)
- Presentation at Napa Valley Lutheran Church (January 21)
- Presentation at Heritage House/Abode (January 21)
- The North Bay Workforce Alliance Hiring Event (January 29)
- Best of Napa Valley (January 30)

Marketing and transit staff are starting to preliminary plan for BottleRock and La Onda Festival Weekends. Vine transit offers free rides to all bus riders, regardless of their destination, during those weekends and offers special late-night service after the concert.

ATTACHMENTS

None