

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, July 27, 2026
5:30 PM

Zoom: <https://us02web.zoom.us/j/92900898715>

JoAnn Busenbark Board Room

Active Transportation Advisory Committee (ATAC)

The Napa Valley Transportation Authority (NVTA) Active Transportation Advisory Committee (ATAC) meeting will be held in person. A Zoom option will be available for members of the public to participate. 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 Active Transportation Advisory Committee (ATAC) are posted on the NVTA website at: <https://nctpa.legistar.com/Calendar.aspx>

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

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Public Comments

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

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 12:00 p.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 12 p.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button (click on the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to "Raise Your Hand" are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

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

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

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

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

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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 Executive Director's Report
- 6.2 Safe Routes to School (SRTS) Update
- 6.3 Napa Valley Vine Trail Update
- 6.4 Active Transportation Legislative Updates*
- 6.5 Caltrans' Report

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 **Quick Build and Daylighting Policies (Patrick Band)**

Recommendation: Information only

Estimated Time: 6:00 p.m.

8. CONSENT AGENDA

8.1 Meeting Minutes of March 23, 2026 (Arcie Alvarado) (Pages 7-9)

Recommendation: ATAC action will approve the March 23, 2026 Meeting Minutes.

Estimated Time: 6:25 p.m.

Attachments: [8.1 Draft Minutes](#)

8.2 May 18, 2026 Meeting Notes - No Quorum (Arcie Alvarado) (Pages 10-13)

Recommendation: ATAC will review the meeting notes from the May 18, 2026 meeting.

Estimated Time: 6:25 p.m.

Attachments: [8.2 No Quorum Meeting Notes](#)

8.3 Complete Streets Checklist - (Comments Approval) (Patrick Band) (Pages 14-16)

Recommendation: That the Active Transportation Advisory Committee (ATAC) review and approve comments provided on two projects reviewed at the May 18th, 2026 ATAC meeting, for purposes of Complete Streets policy consistency.

Estimated Time: 6:25 p.m.

Attachments: [8.3 Action Item](#)

9. REGULAR AGENDA ITEMS

9.1 Unified Call for Projects - Project Review (Addrell Coleman) (Pages 17-20)

Recommendation: Information and discussion item. Staff requests that the committee receive an update on the Unified Call for Projects and provide feedback on project review considerations, community priorities, and consistency with adopted plans and funding program goals.

Estimated Time: 6:30 p.m.

Attachments: [9.1 Staff Report](#)

9.2 Vision Zero - Biennial Data Update (Patrick Band) (Pages 21-29)

Recommendation: Information Only.

Estimated Time: 6:45 p.m.

Attachments: [9.2 Staff Report](#)

9.3 Bucks for Bikes Program Update (Rebecca Schenck) (Pages 30-38)

Recommendation: That the Napa Valley Transportation Authority (NVTa) Active Transportation Advisory Committee (ATAC) review, make comments and approve a recommendation to the NVTa Board Directors to adopt the revised Bucks for Bikes program Guidelines at their October meeting.

Estimated Time: 7:00 p.m.

Attachments: [9.3 Action Item](#)

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 The next regularly scheduled meeting for the NVTa Active Transportation Advisory Committee is Monday, September 21, 2026 at 5:30 p.m.

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

Arcie Alvarado, Administrative Assistant

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 Active Transportation Advisory Committee (ATAC)

Monday, March 23, 2026

5:30 PM

JoAnn Busenbark Board Room

Zoom: <https://us02web.zoom.us/j/92900898715>

1. Call To Order

Chair Rabinowitz called the meeting to order at 5:32 p.m.

2. Roll Call

Present: 6 - Michael Rabinowitz
Jonathan Schellin
Jason Dominici
Thomas Gorton
Katherine Kittel
Barry Christian

Absent: 1 - Aaron Heth

Excused: 0

3. Public Comment

Public comment made by Carlotta Sainato announcing that there is a new bilingual bike coach at the Bike Coalition. Also, provided information on Earth Day at the Oxbow Commons on April 18th and Bike Fest at the Oxbow Commons on May 3rd.

4. Committee Member Comments

None.

5. Staff Comments

None.

6. STANDING AGENDA ITEMS

6.1 Executive Director's Update (Diana Meehan) (Pages 6-8)

Informational report presented by Executive Director Danielle Schmitz.

Vice-chair Schellin inquired about the hour extensions for American Canyon and how it is funded. Executive Director Danielle Schmitz provided information on the operation services.

Chair Rabinowitz inquired about the Route 29 rider survey.

6.2 Safe Routes to School (SRTS) Update

Carlotta Sainato provided an update on the Bike Safety education program. There are four more three day upcoming sessions planned for schools and helmet observations. Informed the committee on Bike Month and upcoming events, Bike to Work Day May 14th and Bike Fest May 2nd. Also, provided information on AB 382 and the request for the City to reduce speed in the American Canyon High School zone.

6.3 Napa Valley Vine Trail Update

TC Hulsey provided an informational update. Announced that Congressman Thompson presented the Napa Valley Vine trail with a \$850,000 check to help complete the trail between St. Helena and Yountville.

6.4 Active Transportation Legislative Updates*

None.

6.5 Caltrans' Report

None.

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 County of Napa - Active Transportation Update (Daniel Basore)

Informational presentation provided by Graham Wadsworth.

Member Kittel inquired about pathway shoulder and stripping improvements.
Member Chrisitan made a comment on the green pavement in Napa County.
Vice-chair Schellin asked how Measure G funding helped with the improvements.

7.2 City of St.Helena - Active Transportation Update (Mario Traverso)

Informational presentation provided by Mario Traverso.

Member Christian inquired about tree removal for the sidewalk repair projects.
Vice-chair Schellin inquire about the reduction of trip and fall claims.

Public comment made by Carlotta Sainato commended the City of St. Helena for their improvements and the work they have done for pedestrians.

7.3 Quick Build & Daylighting Policies (Patrick Band)

Presentation rescheduled for May 18, 2026.

8. CONSENT AGENDA

8.1 Meeting Minutes of February 23, 2026 (Arcie Alvarado) (Pages 9-10)

Motion MOVED by Kittel, SECONDED by Christian to APPROVE Item 8.1 Meeting Minutes of February 23, 2026. Motion passed.

Aye: 6 - Chairperson Rabinowitz, Vice Chair Schellin, Member Dominici, Member Gorton, Member Kittel and Member Christian

Absent: 1 - Member Heth

9. REGULAR AGENDA ITEMS

10. FUTURE AGENDA ITEMS

Committee moved Quick Build & Day Lighting Policies to May 18, 2026.

11. ADJOURNMENT

Vice-chair Schellin adjourned meeting at 7:02 p.m.

11.1 The next regularly scheduled meeting for the NVTAA Active Transportation Advisory Committee is Monday, May 18, 2026 at 5:30 p.m.

I, Arcie Alvarado, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTAA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on March 16, 2026.

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes - Draft Active Transportation Advisory Committee (ATAC)

Monday, May 18, 2026

5:30 PM

JoAnn Busenbark Board Room

**** No Quorum****

1. Call To Order

The Active Transportation Advisory Committee did not reach a quorum for the May 18, 2026 meeting. All Consent Agenda Items have been moved and presented as information only.

Secretary Arcie Alvarado began the meeting at 5:31 p.m.

2. Roll Call

Present: 3 - Jason Dominici
Thomas Gorton
Barry Christian

Excused: 3 - Michael Rabinowitz
Jonathan Schellin
Katherine Kittel

3. Public Comment

Public comment from TC Hulse on his attendance at the Measure G Expo.

Public comment from Carlotta Sainatao. She provided information on BottleRock bike valet parking, bike commute clinic, free bike parking at Napa events, and the Bay Area bike challenge.

Public comment from Justin Hole thanking NVTa for the new Vine bus schedule coming in June.

4. Committee Member Comments

None.

5. Staff Comments

None.

6. STANDING AGENDA ITEMS

6.1 Executive Director's Report (Danielle Schmitz) (Pages 6-8)

Informational report provided by NVTa staff Patrick Band in absence of Executive Director Danielle Schmitz.

6.2 Safe Routes to School (SRTS) Update

Informational report provided by Carlotta Sainatao. Provided information on Bike Safety Education for 4th-5th graders in the County, Bike Fest, Stonebridge bike bus, and planned bike rodeos with summer camps in the County.

6.3 Napa Valley Vine Trail Update

Update provided by Shawn Casey-White and TC Hulsey.

6.4 Active Transportation Legislative Updates*

Informational update provided by Patrick Band.

6.5 Caltrans Report (Patrick Band) (Pages 9-17)

Informational update provided by Patrick Band.

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 Active Transportation Projects Update - City of Napa (Lorien Clark)

Informational presentation presented by Lorien Clark.

7.2 Quick Build and Daylighting Policies (Patrick Band)

Presentation postponed.

8. CONSENT AGENDA

8.1 Meeting Minutes of March 23, 2026 (Arcie Alvarado) (Pages 18-20)

The approval of the March 23, 2026 ATAC meeting minutes have been moved to the July 21, 2026 ATAC meeting.

9. REGULAR AGENDA ITEMS

9.1 Transportation Development Act Article 3 (TDA-3) Project Programming Recommendation (Patrick Band) (Pages 21-62)

The Active Transportation Advisory Committee members in attendance were in consensus to recommend the NVTB Board approve the TDA-3 Project Programming Recommendation.

9.2 State Route 29 American Canyon Corridor - Complete Streets Checklist Review (Jonathan Stanton) (Pages 63-68)

NVTA staff Jonathan Stanton provided the report.

Public comment from Carlotta Sainato, commented on the need for shading, lighting, and the maintenance of Class 1's along the corridor. NVTA staff Jonathan Stanton confirmed Caltrans would be maintaining the corridor and that there will be more discussion on implementing lighting.

Public comment made by TC Hulseley inquiring about bike sensitivity along the corridor. NVTA staff Jonathan Stanton and Patrick Band confirmed the discussion of signal replacement and bike lane detection along the corridor.

Member Christian looks forward to the project and commented on roundabouts and the left turns on the corridor.

9.3 Burnell Street Sidewalk Improvements - Complete Streets Checklist Review and Project Funding Recommendation (Patrick Band) (Pages 69-74)

Informational report provided by NVTA staff Jonathan Stanton.

Public comment made by TC Hulseley commenting on the long term benefit of having an alternate route for pedestrians after large events at the Napa Fairgrounds.

Member Christian commented on preserving trees along Burnell. NVTA staff Jonathan clarified that the majority of the trees will remain. Member Dominici inquired about the usage of the street. NVTA staff Patrick Band informed the committee that the street lacks the sidewalk and proper accessibility for pedestrians.

9.4 NVTA Unified Call for Projects - Cycle 1 (Diana Meehan) (Pages 75-87)

Informational report provided by NVTA Patrick band in the absence of Diana Meehan.

Member Dominici inquired about the funding process. Patrick Band informed the committee on the application process for funding to have proper alignment with funding applications and proposed projects.

10. FUTURE AGENDA ITEMS

Agenda Items 8.1, presentation 7.2, and 9.2 & 9.3 will be brought back for the July 27, 2026 ATAC meeting.

11. ADJOURNMENT

Meeting concluded at 7:01 p.m.

11.1 The next regularly scheduled meeting for the NVTA Active Transportation Advisory Committee is Monday, July 27, 2026 at 5:30 p.m.

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on May 11, 2026.



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Patrick Band, Senior Planner
(707) 259-8781 / Email: pband@nvta.ca.gov
SUBJECT: Complete Streets Checklist – Comments Approval

RECOMMENDATION

That the Active Transportation Advisory Committee (ATAC) review and approve comments provided on two projects reviewed at the May 18th, 2026 ATAC meeting, for purposes of Complete Streets policy consistency.

EXECUTIVE SUMMARY

At the May 18th ATAC meeting, staff presented two projects for Complete Streets Checklist review and comment, the State Route 29 American Canyon Corridor Project, and the Burnell Street Sidewalk Improvement Project. Committee members and the public provided comments on both projects.

Projects that are within the public right-of-way and which are requesting \$250,000 or more in regional discretionary funding (including OBAG 4) are subject to the Metropolitan Transportation Commission (MTC) Complete Streets (CS) Policy. The CS Policy required local Bicycle and Pedestrian Advisory Committee/Commission review of the project CS Checklist. Due to a lack of quorum, the committee was unable to take action to formalize comments on these projects. This item summarizes the comments received, and approval will allow NVRTA staff to submit comments to MTC as required.

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND*State Route 29 American Canyon Corridor Project –*

SR 29 through American Canyon is a high-volume, congested arterial with closely spaced signals, numerous driveways, and limited dedicated space for pedestrians and bicyclists. These conditions contribute to rear-end, angle, and turning collisions, and create exposure risks for people walking, biking, and accessing transit.

The project anticipates providing a range of proven safety countermeasures and other Vision Zero-aligned roadway treatments, including: coordinated signal upgrades with improved phasing and transit priority; access management and driveway consolidation to reduce conflict points; median treatments to manage turning movements and provide refuge; ADA-compliant sidewalks, crossings, and curb ramps; high-comfort bicycle facilities; enhanced lighting and visibility; and multimodal connectivity improvements.

Together, these measures are intended to reduce crash risk, calm operations, and improve safety for all users.

Comments and questions received from committee members and the public on this project included:

- Comment regarding whether all signals within the project will be upgraded to provide for bicycle detection, including at cross streets.
- Comment regarding maintenance of Class I shared use pathways, and whether lighting would be provided on the pathway. Comment indicated concerns with some other shared use pathways being designated as parks, with limitations on legal access hours.

Burnell Street Sidewalk Improvement Project –

The section of Burnell Street between 4th St. and 7th St. in the City of Napa currently lacks sidewalks on the eastern side of the street, presenting a barrier to safe access to key destinations. The corridor is proximate to numerous trip generators (origins or destinations) including the Soscil Gateway Transit Center (SGTC), Napa Exposition grounds, and nearby housing and small businesses. The existing unimproved dirt shoulder presents accessibility and safety issues to all users traveling along Burnell, including the 200+ daily transit trips along the corridor.

NVTA has in the past undertaken preliminary work to study the corridor. Preliminary design conducted in 2016 (see Attachment 1) identified preliminary sidewalk alignment, and accommodation for the existing large sycamore trees along the Napa Expo frontage. NVTA staff are currently preparing a Scope of Work to advance these plans to 100% design and complete remaining right of way and environmental work.

Comments and questions received from committee members and the public on this project included:

- Comment regarding preserving existing trees along the corridor, to reduce heat islands and provide shade for users.
- Comment regarding large events adjacent to the corridor, and potential benefits of completing the sidewalk gap for uses beyond NVRTA and the Soscol Gateway Transit Center.
- Comment regarding volume of current use of the corridor by pedestrians.
- Comment received regarding future bridge connection planned from 3rd Street to Oxbow, with commenter noting that this could further increase demand/use of the Burnell corridor by pedestrians.

ATTACHMENT(S)

None.



NAPA VALLEY TRANSPORTATION AUTHORITY-TAX AGENCY Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Addrell Coleman, Associate Planner
(707) 259-8235 / Email: acoleman@nvta.ca.gov
SUBJECT: Unified Call for Projects - Cycle 1 – Project Review

RECOMMENDATION

Information and discussion item. Staff requests that the committee receive an update on the Unified Call for Projects and provide feedback on project review considerations, community priorities, and consistency with adopted plans and funding program goals.

EXECUTIVE SUMMARY

The Unified Call for Projects is intended to help NVRTA develop a more coordinated project pipeline across multiple transportation funding programs. By using a single intake process, NVRTA can better understand countywide transportation funding needs, identify projects and programs that may be eligible for current or future funding opportunities, and match projects with the most appropriate fund sources.

BACKGROUND

NVRTA administers multiple transportation funding programs that support a range of project types throughout Napa County. Historically, these funding opportunities have often been released separately, each with their own schedule, application materials, and requirements.

The Unified Call for Projects provides an opportunity for project sponsors to submit funding requests for transportation projects and programs across multiple funding sources through a single intake process. The funding sources and amounts available for programming through the Unified Call are summarized in Table 1. These funding sources have different eligibility requirements, priorities, and programming timelines, which will be considered as staff reviews submitted projects and develop programming recommendations.

Table 1: Funding Available

Funding Program		Eligible Projects	Est. total Available
One Bay Area Grant – Cycle 4 (OBAG 4)		Active Transportation, Local Streets/Roads, Complete Streets, Transit Capital, Multimodal Improvement Projects	\$7,288,000*
Community Action Resource & Empowerment (CARE) Program	CBTP Technical Assistance	Funds 100% design for community identified projects in EPC's	\$562,000
	Participatory Budgeting and Implementation (PBI)	Funds construction for community identified projects in EPC's	\$562,000
Transportation For Clean Air (TFCA)	40% Formula Program	Bike/Ped Facilities, TDM Programs, Alternative Fuel Vehicles / Vehicle Infrastructure	\$700,000
	Bikeways Program	Bike Facility Projects, Bike Lockers/Parking	\$1,000,000
Local Partnership Program Formulaic (LPP-F)	Cycle 5	Local Streets/Roads, Highway, Bike/Ped, Transit Capital Projects	\$638,000
	Cycle 6		\$550,000
	Cycle 7		\$550,000
Total Funding Available			\$11,850,000
* 120% of Napa County's Nomination Targets			

The Call for Projects was released by the NVTA Board on May 20 with intake forms due by June 19. NVTA received 17 intake forms requesting a total of \$31,110,210. Staff completed a preliminary review of the submitted project funding requests to assess funding eligibility, project readiness, consistency with adopted plans, community benefit, and alignment with local and regional priorities. Some projects requested funding from more than one source. Once project submissions have been reviewed by all committees, staff will finalize the project review and selection for each funding program. A summary of project and program submissions received is provided in Attachment 1 to provide committee members with a high-level overview of projects and details for each, including the requested funding amount.

Once NVTA staff has completed review of the projects a recommended funding list will go before the TAC and NVTA Board for approval in October. MTC will then evaluate and have final approval of funding requests.

Next Steps in the funding program cycle are summarized in Table 2.

Table 2: Funding Programs Timeline

NVTA Funding Program Timeline	
July 2026	Committee Review & Feedback: CAC, TAC, PCC, ATAC
Aug. / Sept. 2026	Project scoring / evaluation; Additional application steps
Oct. 2026	Approval of project programming actions: TAC and NVTA Board
Oct. 31, 2026	Deadline for Staff Submit OBAG 4 / CARE (Phase I) Program nominations to MTC
Nov. 2 2026	TFCA and TFCA Bikeways project submissions to the Air District
Spring 2027	CARE (Phase II) Program nominations to MTC

ATTACHMENTS

(1) Unified Call for Projects Cycle 1 Project/Program Submissions

PROJECT INFORMATION			FUNDING ELIGIBILITY						FUNDING REQUESTED		
Jurisdiction / Project Sponsor	Project Name	Project Category	OBAG 4	CARE CBTP TA	CARE PBI	TFCA 40%	TFCA BIKEWAYS	LPP-F	Design Phase	Construction Phase	Total Requested
American Canyon	East American Canyon Road Sidewalk	Pedestrian Safety / Sidewalk Improvements	X	X		X		X	\$262,000	\$1,076,780	\$1,338,780
American Canyon	Rancho Del Mar Paving Phase II	Complete Streets	X		X			X		\$2,000,000	\$2,000,000
American Canyon	Theresa Avenue Storm Drain / Paving	Complete Streets	X		X			X		\$1,500,000	\$1,500,000
Calistoga	Grant Street Multi-Use Pathway	Bike / Ped Safety Improvements	X		X	X	X	X		\$450,000	\$450,000
Calistoga	Petrified Forest Road / Foothill Blvd	Intersection Improvements	X					X	\$500,000	\$1,900,000	\$2,400,000
Calistoga	South Oak Street Bike / Ped Path & Bridge	Bike / Ped Safety & Accessibility Improvements	X		X	X	X	X		\$1,945,000	\$1,945,000
Calistoga	Washington Street Corridor Lighting Improvements	Bike / Ped Safety Improvements	X	X	X			X	\$600,000	\$2,100,000	\$2,700,000
Calistoga	Washington Street Complete Streets Improvements	Complete Streets	X				X	X	\$100,000	\$1,400,000	\$1,500,000
City of Napa	Coombsville Road	Bike / Ped Safety Improvements					X			\$300,000	\$300,000
City of Napa	Silverado Trail Five-Way	Intersection Improvements	X					X		\$4,417,000	\$4,417,000
Napa County	NVVT: Yountville - St. Helena	Class I Trail	X	X	X	X	X	X	\$2,350,000	\$3,000,000	\$5,350,000
Napa County	NVVT: Vista Carneros	Class I Trail	X	X	X	X	X	X	\$960,000	\$3,000,000	\$3,960,000
NVTA / NCBC	Safe Routes to School Non-Infrastructure (Napa Valley Bicycle Coalition)	Bike / Ped Safety & Accessibility Improvements	X							\$358,315	\$358,315
NVTA	Vine Transit Bus Stop Enhancements	Transit Stop Access and Amenities Improvements			X			X		\$109,115	\$109,115
NVTA	SR 29 American Canyon	Corridor / Multimodal Improvements	X						\$2,000,000		\$2,000,000
NVTA	Burnell St. Sidewalk	Pedestrian Safety / Sidewalk Improvements			X			X		\$500,000	\$500,000
St. Helena	Pedestrian Crossing Improvements	Pedestrian Safety / Crosswalk Improvements				X		X		\$282,000	\$282,000
										TOTAL	\$31,110,210
										FUNDING AVAILABLE	\$11,850,000
										SHORTFALL	(\$19,260,210)



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Patrick Band, Senior Planner
(707) 259-8781 / Email: pband@nvta.ca.gov
SUBJECT: Vision Zero Data Update – Preliminary Findings

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

In October 2023, the Napa Valley Vision Zero Plan was adopted by the Napa Valley Transportation Authority (NVTA) Board of Directors. The Plan provides a roadmap for infrastructure and programmatic changes to increase roadway safety.

As we approach the three-year mark following adoption of the Plan, this “data update” seeks to evaluate the most recently available injury collision data and additional planning work completed since 2023, assesses progress on action items from the 2023 Plan, and identify opportunities to ensure that projects and programs aimed at reducing traffic-related injuries and fatalities are focused on addressing the key factors that lead to such incidents.

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND

Vision Zero encompasses a range of safety strategies to reduce and eliminate fatal and severe road crashes using the nationally recognized “Safe Systems Approach.” By

shifting how we think about and respond to roadways and user safety, this approach seeks to:

- Establish and support a culture of safety over expediency
- Deepen collaboration between public agencies and local residents
- Focus transportation planning, design, and operations to anticipate human mistakes
- Identify and address key factors that lead to severe and fatal collisions

This effort was kicked off in April, with data collection, collision analysis, and analysis of the High Injury Network (HIN) being performed in April and May. The project team is presenting findings from this stage of work to NVTA committees and the Board in July. Following these presentations, the project team will incorporate feedback as they revise the public-facing dashboard, assess progress towards action items, and produce a final report outlining the outcomes from this biennial update. The process is expected to conclude in September.

Data Sources

Both the 2023 Vision Zero Plan and this data update rely upon data collected by law enforcement agencies and reported through the Statewide Integrated Traffic Records System (SWITRS), operated by the California Highway Patrol. The Transportation Injury Mapping Service (TIMS) sources data from SWITRS, and provides it to agencies, researchers, and the public at no cost. TIMS includes injury collisions, but excludes collisions that result in property damage only (PDO) and no injuries. Both the 2023 Plan and this update are focused on injury collisions only and do not analyze non-injury or PDO crashes.

It is important to note that collision data may also include bias, as reports are based on a range of factors such as officer perceptions of race/gender of those involved, the accuracy of witness statements, limitations of the forms being used and/or data being collected, and other variables. There is currently limited academic research on the frequency and effect of reporting biases present in traffic collision data.

Overview of Collision Data Findings

The 2023 Vision Zero Plan utilized a 7-year window of crash data from 2015-2021. The current data update analyzes three years from 2022 through 2024. Data for 2024 is still considered “provisional” and may not reflect a fully complete record of all injury collisions. Nevertheless, it is included in this analysis to assist in identifying potential trends in injury crashes within Napa County.

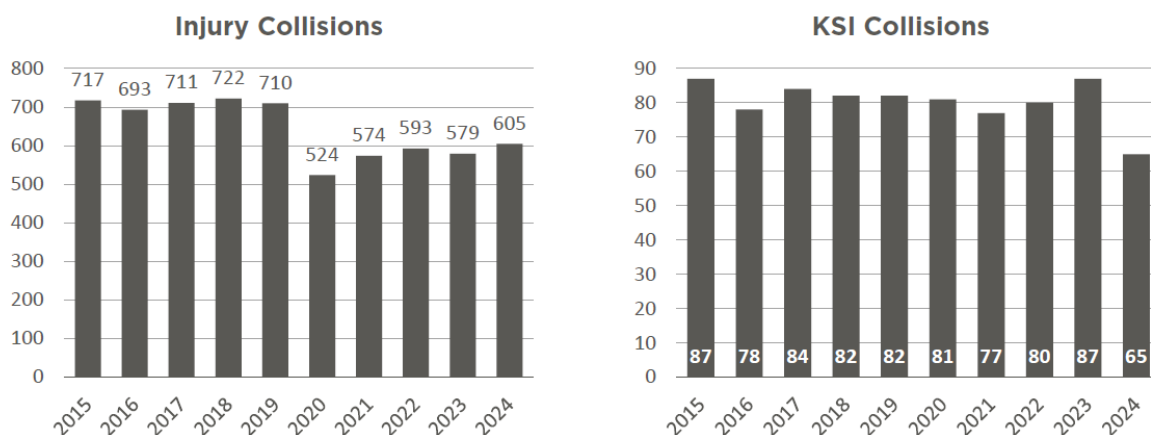
For consistency with the 2023 Plan, the current analysis is intentionally limited to injury collisions only. Injury and fatal collisions fall into four severity thresholds – from

“Complaint of Pain” to fatal – with severe injury and fatal crashes collectively being referred to as KSIs, or “Killed or Severely Injured”. KSI collisions are a key metric in evaluating roadway safety in both the original Vision Zero Plan and this update.

While overall injury collision counts have declined since the pandemic period, the number of KSI collisions has remained relatively unchanged, including through the height of the COVID-19 pandemic and the years following. While 2024 has a lower number of KSI collisions, this may be a result of incomplete data due to 2024 data being provisional.

COLLISION DATA

Yearly Trends

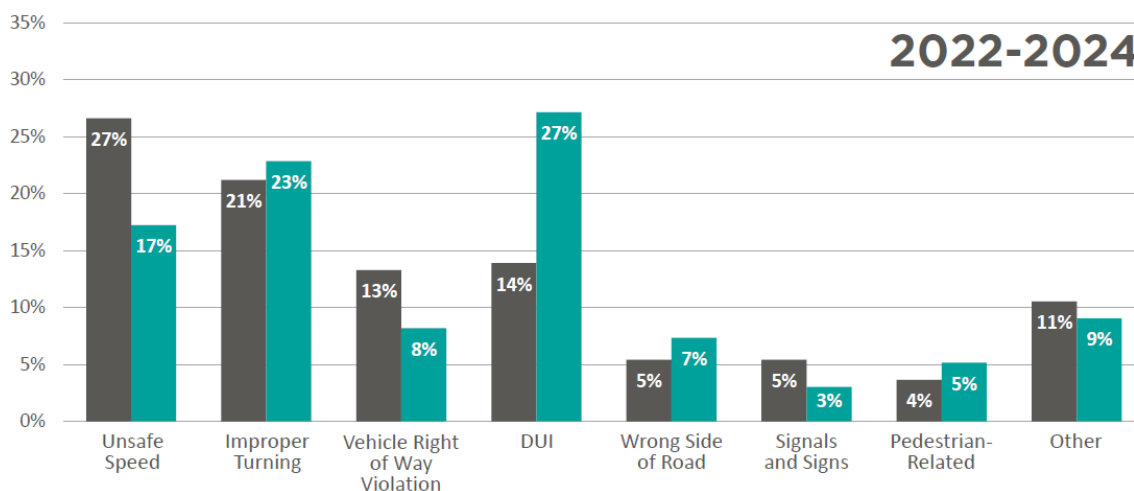


Despite the overall decrease in injury collisions, an increase in collisions involving driving under the influence (DUI), which tend to result in more severe collisions, is a notable trend in the most recent data. In fact, for 2022-2024, DUIs were the leading cause of KSI collisions. With this notable exception, the contributing causes, circumstances, and timing of collisions remained relatively similar to what they were in 2015-2021.

COLLISION DATA

Primary Collision Factor (PCF)

■ Injury Collisions
■ KSI Collisions

Office of Traffic Safety (OTS) Rankings

Each year, the California Office of Traffic Safety (OTS) develops rankings to allow jurisdictions to compare their traffic safety performance against peer jurisdictions, helping identify areas of relative strength and potential concern. The rankings compare all 58 counties in California on a per-capita basis, providing rough equivalency for counties that have vastly different populations and levels of urban/rural development.

Napa County has ranked in the top 10 (or roughly the top 20% of counties) for multiple years in several categories, including:

- Total Fatal and Injury collisions (five out of seven years)
- Alcohol-involved collisions (three out of seven years, including #1 in 2018)
- Speeding-related collisions (five out of seven years, consecutively from 2017-2022).

High Injury Network (HIN)

The 2023 Plan identified a countywide High Injury Network, which is the subset of roadways with the highest concentration of injury collisions. This network represented only 8% of the roadway network, but 71% of all injury collisions and 65% of KSI collisions between 2015-2021.

Analysis of 2022-2024 crash data identifies new locations outside the existing HIN that show worsening safety trends. These locations are defined by having at least one KSI collision between 2022–2024 and an overall increase in collisions, and include

segments along Silverado Trail, Soscol Avenue, Jefferson Street, and several others. These locations may warrant inclusion in a future HIN or targeted safety interventions if trends persist. Nevertheless, the current HIN continues to capture most collision activity, at 65% of injury collisions and 61% of KSI collisions. As such, these locations will continue to be monitored, but no changes to the HIN are being recommended as part of this update.

Michelin Mobility Intelligence (MMI) Study

Building on the work of the Vision Zero Plan, in 2024 NVTA was awarded an [Office of Traffic Safety](#) (OTS) Grant to collect and analyze data associated with severe driving behaviors in Napa County. While crash data is helpful in identifying roadway safety issues after they occur, this data doesn't provide an understanding of the type of behaviors such as speeding or erratic driving that take place prior to a crash, or when a crash goes un-reported.

The MMI Road Safety Risk Report's analysis completes the picture with telematics-based driving data that identifies these risky behaviors, and findings from this study confirm those of the 2023 Vision Zero Plan:

- The MMI Report identifies speeding as the dominant safety issue across the region, as does the 2023 Plan. Unsafe speed remains a top-three primary collision factor in analyzing crash data from 2022-2024, along with DUI and Improper Turning.
- The near-miss and risky behavior incidents flagged by the analysis matched both the general density and distribution of collisions in the TIMS dataset, and also geographically matched the HIN.
- The MMI Report identifies six school zones of highest risk; all six are on the HIN.
- The MMI Report identifies three focus areas of particular high risk; all three are on the HIN.

ATTACHMENT

- 1) High Injury Network Map – 2023 Vision Zero Plan Excerpt

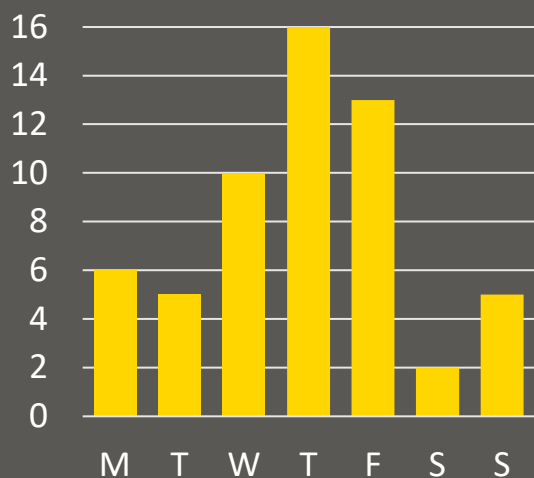
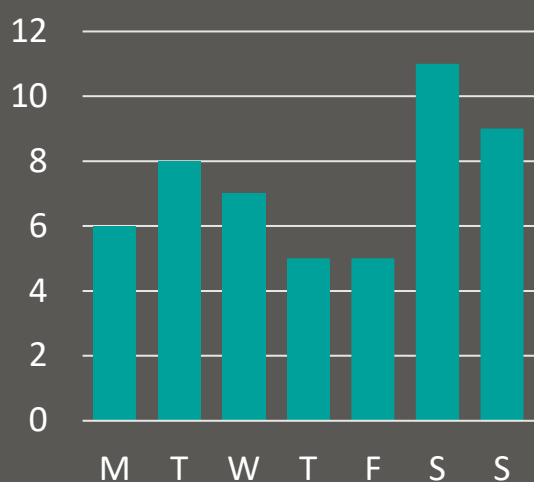
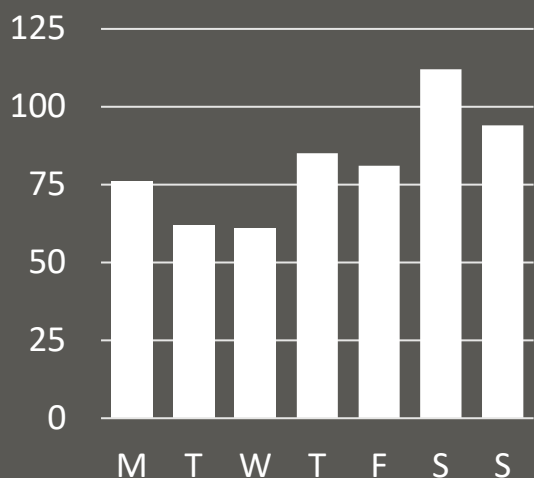
Figure 17

KSI Collisions
by Severity and
Day of Week,
2015-2021

All KSI Collisions

Bicycle KSI
Collisions

Pedestrian
KSI Collisions



Countywide High Injury Network

Almost three-quarters of all injury collisions and two-thirds of all KSI collisions in the region occur on just 8% of its roadways.

From the collision data, a Countywide High Injury Network was developed to identify the roadways with the highest levels of injury collisions, as shown on **Figure 18**.

The Countywide High Injury Network consists of just 8% of the roadway network of Napa Valley, but is the site of the vast majority of injury collisions. 4,651 collisions occurred during the study period. Of these, 3,357, or 72%, were located along the High Injury Network. 571 of these study period collisions were KSIs, of which 371, or 65%, were located along the network.

Figure 18
Countywide
High Injury
Network

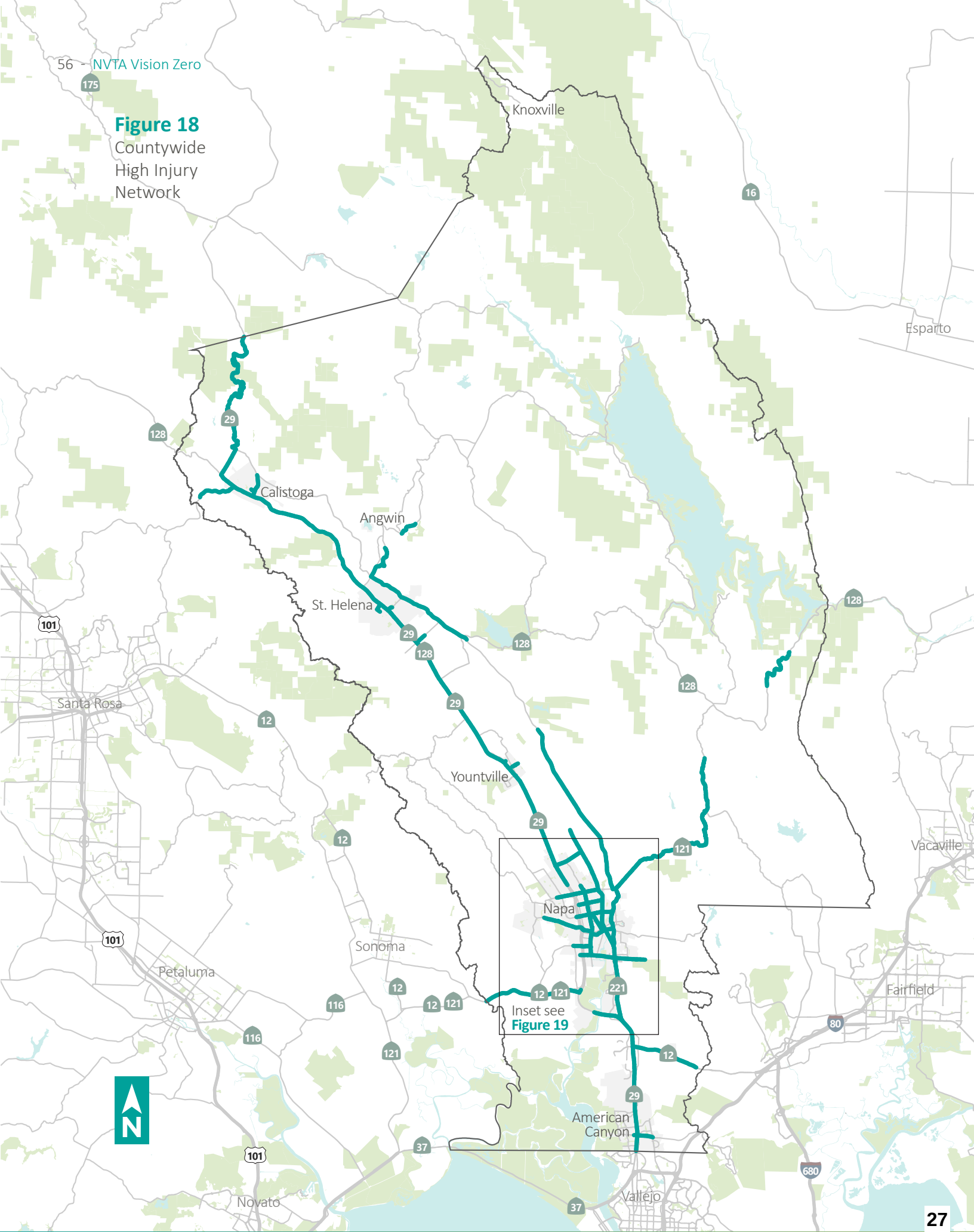


Figure 19

Countywide High Injury Network
(Napa Inset)

This map shows the Countywide High Injury Network in **teal**.

The City of Napa finalized its LRSP in 2022, which included a City-specific High Injury Network, composed of corridors and intersections (many of which fall along the corridors). Shown here highlighted in **yellow** are these high injury corridors and high injury intersections that do not fall along the corridors.

Much of the City's network overlaps with the Countywide network. However, the City network is not expected to be identical to the Countywide network, and deviations are caused by differing scales of analysis, different data years, and other factors.

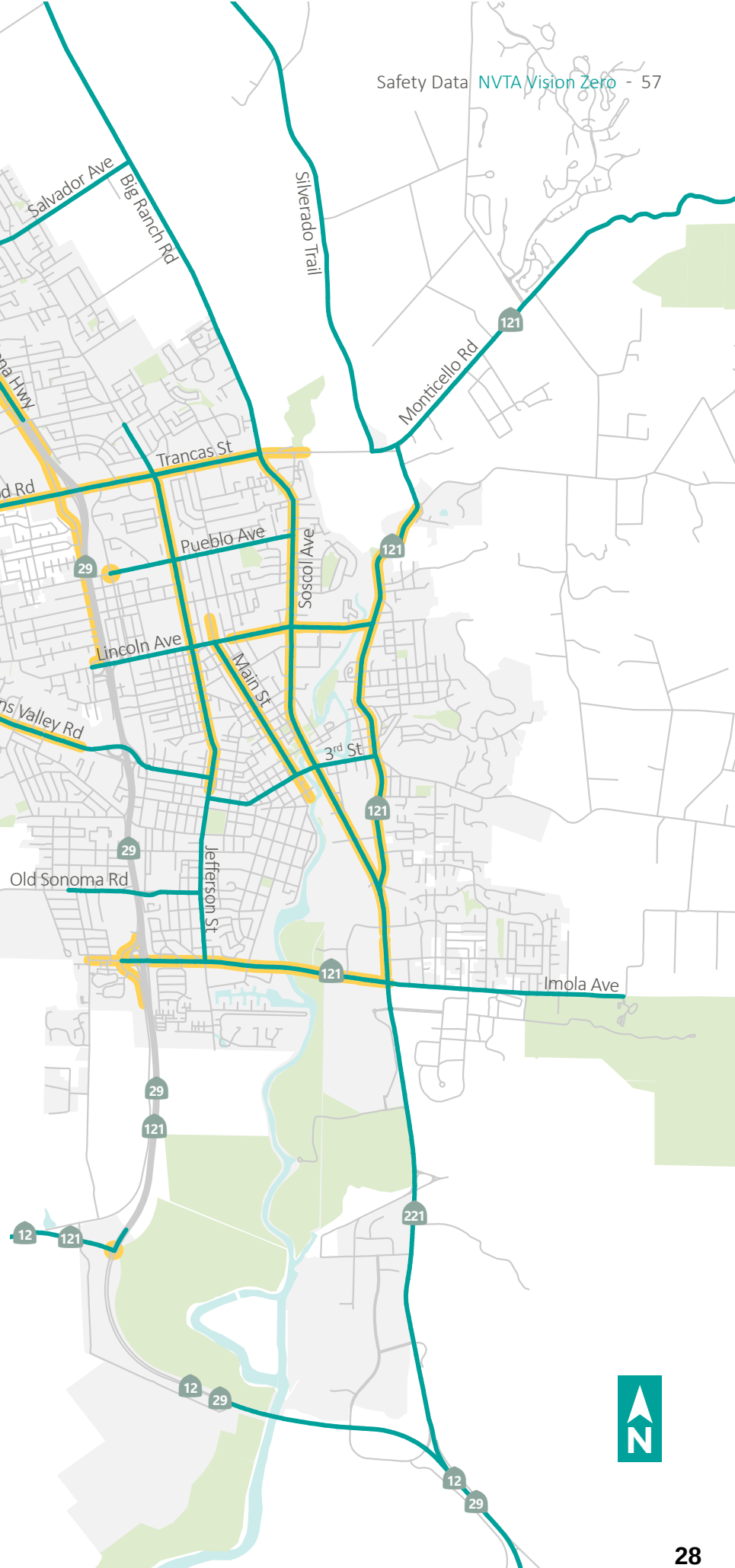


Figure 20

Countywide High Injury Network
(Calistoga, St. Helena, Yountville,
and American Canyon insets)





NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Rebecca Schenck, Director Public Transit
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Bucks for Bikes Program Guideline Revisions

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Active Transportation Advisory Committee (ATAC) review, make comments and approve a recommendation to the NVTA Board of Directors to adopt the revised Bucks for Bikes program Guidelines at their October meeting.

EXECUTIVE SUMMARY

NVTA's V-Commute Program encompasses a range of strategies and programs aimed at influencing travel behavior to achieve outcomes including reduced congestion, reduced greenhouse gas (GHG) emissions, and promote a more sustainable transportation system for all users. Bucks for Bikes is a current V-Commute program that offers a subsidy to residents of Napa County to buy or maintain a bicycle to use for commuting. The program has been undersubscribed for at least the last five years, and NVTA staff is proposing changes to the Bucks for Bikes Program Guidelines to encourage more use.

BACKGROUND

Under NVTA's existing Countywide Transportation Plan, Goal 5 is to '*Minimize energy and other resources required to move people and goods*' by encouraging, incentivizing, and promoting sustainable transportation options, such as carpool/vanpool, transit, biking, and walking to reduce congestion and decrease emissions caused by mobile sources. One way NVTA strives to achieve this goal is by providing subsidies under the Bucks for Bikes program.

The current Bucks for Bikes program provides up to a \$500 subsidy as a reimbursement for purchase of a bicycle for commuting and requires participants to provide commuter information for one (1) year. Not many people have applied for

the program and received a subsidy over the last five years, as shown below in Table 1.

Table 1: Annual Bucks for Bikes Subsidies by Calendar Year

Year	Number of Subsidy Redemptions
2022	2
2023	3
2024	1
2025	0
2026 (1 st 6-months)	1

At the start of 2026, all V-Commute Programs, including Bucks for Bikes, began being managed by NVTa transit staff, and they are in the process of reviewing and updating all V-Commute Programs. In talking with prospective applicants at NVTa outreach events and discussions with the Napa County Bicycle Coalition, staff reviewed best practices in other similar programs across the country and have identified primary barriers as follows:

- Requirement to pay for the full cost of a bicycle up front and waiting for reimbursement discourages those with lower incomes from participating in the program since low-income individuals are unlikely to have sufficient funds readily available.
- There is strong desire to support expanded availability of e-bikes for residents to choose biking for longer commutes (3-10 miles or more)

Therefore, space staff is looking to address these three issues in an updated set of program guidelines. The updates are summarized below and can be seen in their entirety in Attachment 1.

Eliminating the Need for Reimbursement

Staff recently updated the Taxi Scrip program and created a new program called the Vine UpValley Link program. These new and updated programs have moved away from paper coupons and replaced them with a prepaid debit card (PEX card) to provide subsidies. These prepaid debit cards can be programmed for many uses. With this Bucks for Bikes update, staff are proposing pre-loading PEX cards in advance of purchase to remove the barrier of users funding the purchase up-front and waiting several weeks for reimbursement.

E-Bikes & Low-Income Users

The updated guidelines specifically call out that Class 1 or Class 2 e-bikes are eligible purchases under the program. Guidelines are also updated to provide 100% of bicycle and related equipment/accessory costs up to \$1,000 for those who qualify as low-income based on CalFresh/EBT or Medi-Cal thresholds. This significantly increases the opportunity for low-income users to purchase an e-bike as a potential replacement for a traditional internal combustion vehicle.

Replacing Tracking with Survey

Under the program guidelines, the applicant must agree to report on the days they commute and the use of their bicycle through the V-Commute platform. The revised program guidelines require that applicants complete a survey at 30 and 90 days following purchase to reporting on their use of their bicycle and collect other information to evaluate success of the program. NVTa will incentivize the completion of the post-purchase/repair survey with an additional \$50 for use on bicycle tune-up, maintenance, or accessories.

NVTa will update the Bucks for Bikes Application and create a survey prior to approval of program changes by the NVTa Board.

ATTACHMENTS

- (1) Bucks for Bikes Program Guidelines – Redline Version
- (2) Revised Bucks for Bikes Program Guidelines

Bucks for Bikes

The Bucks for Bikes program is designed to promote and increase bicycle commuting in Napa County. Napa Valley Transportation Authority (NVTa), under the V-Commute program, provides funding towards the purchase price of will fund-commuter bicycles. Subsidy amounts are based upon income levels:

- For all income levels: for 60% of the their costpurchase price the cost of atthe bicycle, up to a maximum of \$500 per bicycle, or up to \$100 toward the repair or maintenance of your current bike.
- For lower income¹: 100% of the purchase price cost of atthe bicycle, up to a maximum of \$1,000 per bicycle, or up to \$100250 toward the repair or maintenance of your current bike

To be eligible for the subsidy, tThe commuter agrees towill track commutecomplete surveys documenting on usage. Survey completion will and to document the results which will result in an additional PEX Card reward of \$2550 annually to be used towards bike maintenance or bike accessories.-

Program Eligibility Guidelines

1. Any Napa resident, employee, or college individual 18 years of age or older who currently resides, is employed, or attends college student 18 years of age or older in Napa County may apply to receive a subsidyn incentive under this program.
2. Qualified applicants will be selected based on a review of the information submitted. Those most likely to use the bicycle or Class 1 or Class 2 e-bike for commuting will be given preference².
3. Each person who receives a bicycle subsidy will agree to keep a commute log and submit periodic reports, on request for the first yearcomplete aan annual survey at the end of the first year showing approximately how much the bicycle is used for commuting to work or collegeschool in or from Napa County.

¹ As determined by eligibility cards for CalFresh/Electronic Benefits Transfer (EBT) card or Medi-Cal.

² Per the California Vehicle Code as Class 1 e-bike “Provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 20 mph”, a Class 2 “Operates via pedal-assist or throttle and ceases to provide assistance when the bicycle reaches a speed of 20 mph”, and a Class 3 “Provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 28 mph”

4. ~~Incentives Subsidies~~ are limited to one purchase per person.
5. Bicycles must be purchased from a licensed bicycle retailer; no two-party agreements will be reimbursed.
6. Applicants must get a quote for the bicycle they intend to purchase or for maintenance from a retailer of their choice and include it in the application.
7. Purchase. Once the application is approved, the applicant will receive a prepaid PEX debit card with the , approved amount. the The subsidy will be 60% of the price for the bicycle or repair (up to \$500/\$1,000³* for bike purchase, and up to \$100-250 for repair).

~~—————*Funding is limited and available on a first-come, first-serve basis.~~

~~The prepaid debit card will be programed to only work at the retailer from whom the quote was received. (Internet estimates will not be accepted since a visit to a bike retailer is educational and necessary to determine bike size and features).~~

~~If selected to receive a subsidy,~~

How to Apply

1. ~~Visit a Napa Valley bicycle retailer and select~~Select the bicycle you plan to purchase. ~~(Internet quotes will not be accepted since a visit to a bike retailer is educational and necessary to determine bike size and features.)~~
2. Have the bicycle retailer ~~provide write~~ a quote for a new bike or bike repair. A new bicycle ~~helmet or lockhelmet, lock, or another bike accessory~~ can be included in the quote.
3. Send quote and request for incentive subsidy to support@vcommute.org
4. Following approval of the application by V-Commute staff, ~~purchase your bicycle or have your bicycle serviced and email the original receipt to V-Commute for review and processing you will receive in the mail a prepaid PEX debit card to use for your purchase at the retailer that provided the quote. If the cost of the bicycle is more than the approved amount the applicant is responsible for making up the difference. The retailer will then need to split the cost and run two transactions.~~ We may

³ Funding is limited and available on a first-come, first-serve basis.

contact you requesting additional information or the retailer to verify purchase details.

~~5. Within 14 days of approval and receipt of all required information, V-Commute will process a reimbursement check to the address registered on your V-Commute account. Processing of checks is completed by the County of Napa, and may take an additional 2-3 weeks.~~

Bucks for Bikes Commuter Bicycle ~~Subsidy Incentive~~ Program

NVTA V-Commute
625 Burnell Street
Napa, CA 94559

Email: support@vcommute.org

Other important information

If selected to receive a subsidy, you may purchase a ~~different bicycle~~ bicycle different than the one submitted for the quote from the same retailer, however the subsidy will never be more than the budgeted amount, which was determined by the submitted quote. ~~The subsidy will be 60% of the price (up to \$500) of the bicycle purchased, but cannot be more than what was budgeted.~~ Reimbursement will be for the bicycle ~~or bicycle~~ and ~~helmet or lock~~ bicycle accessories, not for sales tax or accessories (ex. Water bottles, bags, tools etc.).

~~At 30 days and 90 days after the purchase, the applicant will receive a survey via email and/or mobile phone. Everyone who received the subsidy is encouraged to respond and upon response an additional one-time \$25-50 will be loaded to the same prepaid debit card to be used for bicycle-related accessories, equipment, or maintenance at a list of local bicycle shops on the Napa Valley.~~

V-Commute Bucks for Bikes Program Guidelines

The Bucks for Bikes program is designed to promote and increase bicycle commuting in Napa County. Napa Valley Transportation Authority (NVTa), under the V-Commute program, provides funding towards the purchase price of commuter bicycles¹ and related bicycle maintenance and accessories. Subsidy amounts are based upon income levels:

- Bicycle Purchase – Qualified lower-income individuals²: 100% of the purchase price of a bicycle and related accessories, up to a maximum of \$1,000 per bicycle
- Bicycle Purchase – All other individuals: 60% of the purchase price of a bicycle and related accessories, up to a maximum of \$500 per bicycle
- Bicycle Repair – All individuals: Up to \$250 toward the repair of an existing commuter bicycle, and related accessories.

To be eligible for the subsidy, the commuter agrees to complete two surveys documenting usage at approximately 30 days and 90 days following bicycle purchase or repair. Completion of both surveys will result in an additional \$50 reward to be used for bicycle tune-ups, maintenance, or related accessories.

Program Eligibility Guidelines

1. Any individual 18 years of age or older who currently resides, is employed, or attends college in Napa County may apply for this program.
2. Qualified applicants will be selected based on a review of information submitted. Those most likely to use bicycles for commuting or other activities that would replace vehicle trips will be given preference.
3. Each person who receives a bicycle subsidy will agree to complete a survey approximately 30 days and 90 days following purchase or repair. Information from the survey will be used to analyze program impact and alignment with agency goals.
4. Purchase subsidies are limited to one purchase per person.

¹ Per the California Vehicle Code as Class 1 e-bike “Provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 20 mph”, a Class 2 “Operates via pedal-assist or throttle and ceases to provide assistance when the bicycle reaches a speed of 20 mph. Class 3 bicycles, scooters, or other e-mobility devices are not eligible for this program.

² As determined by eligibility cards for CalFresh/Electronic Benefits Transfer (EBT) card or Medi-Cal.

5. Bicycles must be purchased from a licensed bicycle retailer; no two-party agreements will be reimbursed.
6. Applicants must get a quote for the bicycle they intend to purchase or for maintenance from a retailer of their choice and include it in the application.
7. Once the application is approved, the applicant will receive a prepaid PEX debit card with the subsidy amount shown on the quote.³

The prepaid debit card will be programmed to only work at the retailer from whom the quote was received.

How to Apply

1. Select the bicycle you plan to purchase.
2. Have the bicycle retailer provide a quote for a new bike or bike repair. A new bicycle helmet, lock, light, bag/panniers, or other accessories must be included in the quote to be eligible for program funding.
3. Send a copy of the quote and completed Bucks for Bikes application to support@vcommute.org, or mail hard copies to:

Bucks for Bikes Program

Napa Valley Transportation Authority
625 Burnell Street
Napa, CA 94559

4. Following approval by program staff, you will receive an email confirmation followed by a prepaid PEX debit card sent via USPS to use for your purchase at the retailer that provided the quote.

Other important information

If selected to receive a subsidy, you may purchase a bicycle or accessories different than the one submitted for the quote from the same retailer, however the subsidy received will

³ Funding is limited and available on a first-come, first-serve basis.

never be for more than the approved amount, which was determined based upon the submitted quote. Reimbursement will be for the bicycle and bicycle accessories.

If the cost of the bicycle is more than the approved amount, the applicant is responsible for any difference. The retailer will then need to split the cost and run two transactions. We may contact you requesting additional information or the retailer to verify purchase details.

At 30 days and 90 days after the purchase, the applicant will receive a survey via email and/or mobile phone. Everyone who received the subsidy is encouraged to respond and upon response an additional one-time \$50 will be loaded on the prepaid debit card to be used for bicycle-related accessories, equipment, or maintenance.