

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, July 9, 2026
10:00 AM

Zoom: <https://us02web.zoom.us/j/88232612915>

JoAnn Busenbark Board Room, 625 Burnell St. Napa CA 94559

Paratransit Coordinating Council (PCC)

The Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council (PCC) meeting will be held both in person with a Zoom option 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 Paratransit Coordinating Council (PCC) are posted on the NVTA website at: <https://nvta.legistar.com/Calendar.aspx>

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 1) To join the meeting via Zoom video conference go to <https://countyofnapa.zoom.us/j/88232612915>
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 882 3261 2915 If asked for the participant ID or code, press #

Public Comments

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

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov 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 5 p.m. the day before 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 Zoom meeting, click the “Raise 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.

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

Instructions on how to join a Zoom video conference meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

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

All materials relating to an agenda item for an open session of a regular meeting of the NVTA PCC are posted on the NVTA website 72 hours prior to the meeting at: <https://nvta.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.

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Arcie Alvarado, Committee Secretary, at (707) 259-8780 during regular business hours, at least 48 hours prior to the time of the meeting.

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

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

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA PCC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

1. Call To Order

2. Roll Call

3. Introductions

4. Public Comment

5. Committee Member and Staff Comments

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

6. STANDING AGENDA ITEMS

6.1 NVTA Board Meeting Report (Deveraux Smith)

6.2 Transdev Update

6.3 ATNA Update (Dexter Cypress)

6.4 Mobility Manager Update (Dexter Cypress)

7. PRESENTATIONS

8. CONSENT AGENDA

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

Body: PCC action will approve the May 7, 2026 Meeting Minutes.

Estimated Time: 10:25 am

Attachments: [8.1 Minutes](#)

9. REGULAR AGENDA ITEMS

9.1 Unified Call for Projects - Cycle 1 - Project Review (Addrell Coleman) (Pages 10-13)

Recommendation: Information only.

Estimated Time: 10:30 a.m.

Attachments: [9.1 Staff Report](#)

9.2 Vision Zero Data Update - Preliminary Findings (Patrick Band) (Pages 14-22)

Recommendation: Information only.

Estimated Time: 10:45 a.m.

Attachments: [9.2 - Vision Zero Data Update.pdf](#)

9.3 Vine Mobility Programs Update (Dexter Cypress) (Pages 23-31)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council (PCC) receive the Vine Mobility Programs Update.

Estimated Time: 11: 00 a.m.

Attachments: [9.3 Staff Report](#)

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 The next regularly scheduled meeting for the NVTA Paratransit Coordinating Council is Thursday, September 3, 2026 at 10:00 a.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 2, 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 Paratransit Coordinating Council (PCC)

Thursday, May 7, 2026

10:00 AM

JoAnn Busenbark Board Room

Zoom: <https://us02web.zoom.us/j/88232612915>

1. Call To Order

Chair Sweigert called the meeting to order at 10:01 a.m.

2. Roll Call

Present: 5 - Chairperson Ellen Sweigert
Heather Stanton
Lisa DeRose-Hernandez
Anne Payne
Genji Schmeder

Absent: 1 - Vice Chair Devereaux Smith

Excused: 0

3. Public Comment

None

4. Committee Member Comments

Member Payne announced the City of American Canyon will be hosting a Senior Resource Fair on May 20th, 2026.

5. Staff Comments

None

6. STANDING AGENDA ITEMS

6.1 NVTA Board Meeting Report (Devereaux Smith)

NVTA Board Meeting Report was moved to the next PCC meeting in Member Smiths absence.

6.2 Transdev Update

Transdev staff Charlene Hicks provided an informational report on Wheelchair Securement.

6.3 ATNA Update (Dexter Cypress)

NVTA staff Dexter Cypress provided an informational report.

6.4 Mobility Manager Update (Dexter Cypress)

Information only.

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 North Bay Regional Center (Abigail Andrae)

Informational presentation on the services provided by North Bay Regional Center (NBRC).

NVTA staff Diana Meehan inquired about the paratransit services NBRC provides to its members.
NVTA staff Rebecca Schenck inquired about the paratransit gaps observed by NBRC.

8. CONSENT AGENDA

8.1 Meeting Minutes of March 5, 2026 (Arcie Alvarado) (Pages 6-8)

Motion MOVED by Member Stanton SECONDED by Member Payne, to APPROVE the March 5, 2026 PCC Minutes. Motion passed.

Aye: 5 - Chairperson Sweigert, Member Stanton, Member DeRose-Hernandez, Member Payne and Member Schmeder

Absent: 1 - Vice Chair Smith

9. REGULAR AGENDA ITEMS

9.1 Napa Valley Transportation Authority's (NVTA's) Biennial Budget for VineGo ADA Paratransit Services for Fiscal Year 2026-27 (FY27) and Fiscal Year 2027-28 (FY28) (Antonio Onorato) (Pages 9-16)

Member Heather Stanton left the meeting resulting in a lack of quorum. The Paratransit Coordinating Council members in attendance were in consensus to recommend the NVTA Board approve the FY27 and FY28 VineGo operating and capital budgets as presented.

9.2 Vine Transit Update (Libby Payan) (Pages 17-28)

NVTA staff Libby Payan provided an informational Transit update. Chair Sweigert requested to be added to the Vine Times newsletter.

9.3 NVTA Unified Call for Projects - Cycle 1 (Diana Meehan) (Pages 29-41)

NVTA staff Diana Meehan provided and informational report.

10. FUTURE AGENDA ITEMS

Recommendation to invite NBRC to an upcoming meeting and provide more information on their transit services.

11. ADJOURNMENT

Chair Sweigert adjourned the meeting at 11:26 a.m.

11.1 The next regularly scheduled meeting for the NVTA Paratransit Coordinating Council is Thursday, July 9th 2026 at 10:00 a.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 Thursday, April 30th 2026.



NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Committee (PCC) Agenda Memo

TO: Paratransit Coordinating 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 only.

EXECUTIVE SUMMARY

The Unified Call for Projects is intended to help NVTA develop a more coordinated project pipeline across multiple transportation funding programs. By using a single intake process, NVTA 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

NVTA 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	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)



Thursday, July 9, 2026

Agenda Item 9.2

Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Committee (PCC) Agenda Memo

TO: Paratransit Coordinating 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 (NVRTA) 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 SWIRTS, 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.

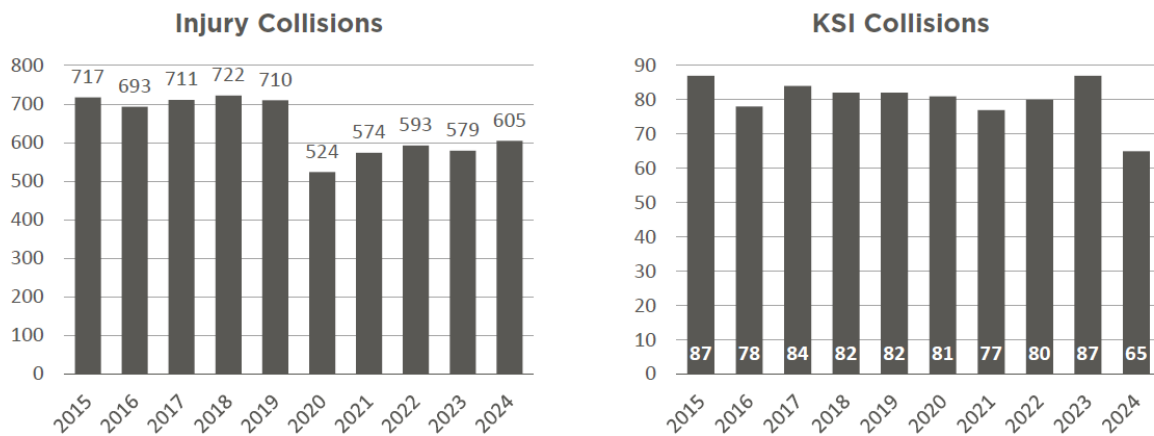
For consistency with the 2023 Plan, the current analysis is intentionally limited to injury collisions only. Injury and fatal collisions fall into four severity thresholds – from “Complaint of Pain” to fatal – with severe injury and fatal crashes collectively being referred to as KSIs, or “Killed or 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

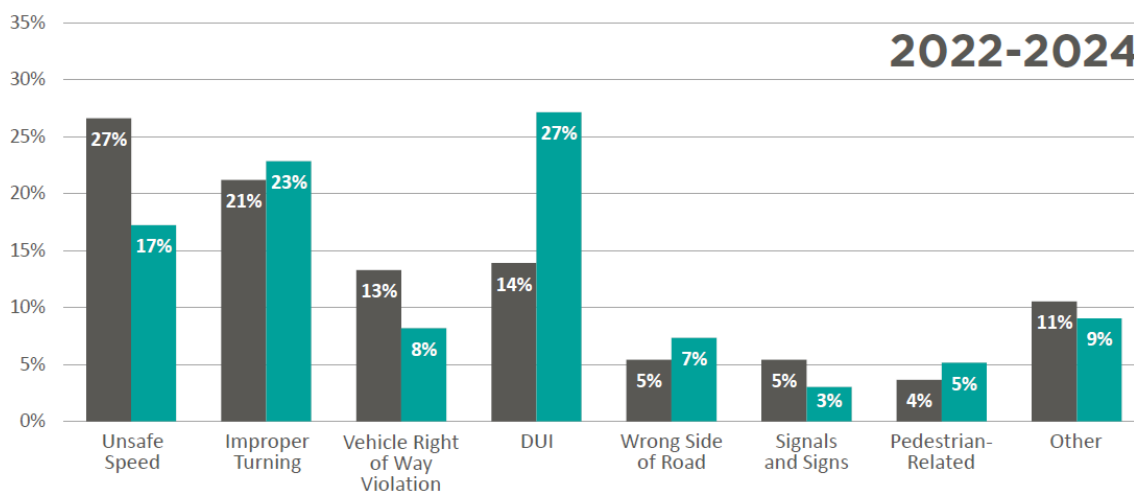


Despite the overall decrease in injury collisions, an increase in collisions involving driving under the influence (DUI), which tend to result in more severe collisions, is a notable trend in the most recent data. In fact, for 2022-2024, DUIs were the leading cause of KSI collisions. With this notable 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.

For 2022-2024, the HIN continues to capture most collision activity, at 65% of injury collisions and 61% of KSI collisions. Thus, no changes to the HIN are recommended as it remains an effective tool for identifying high-risk corridors.

However, the update also 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. Examples 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.

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

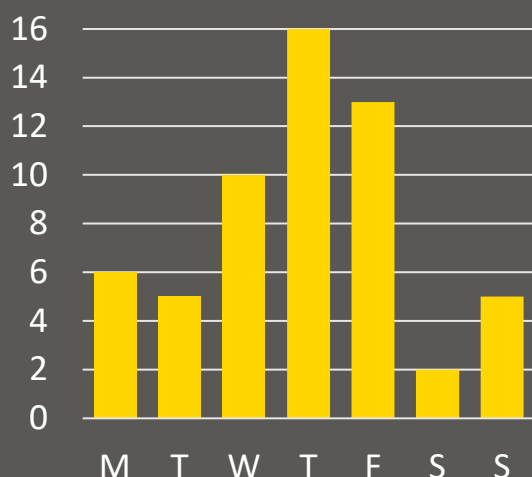
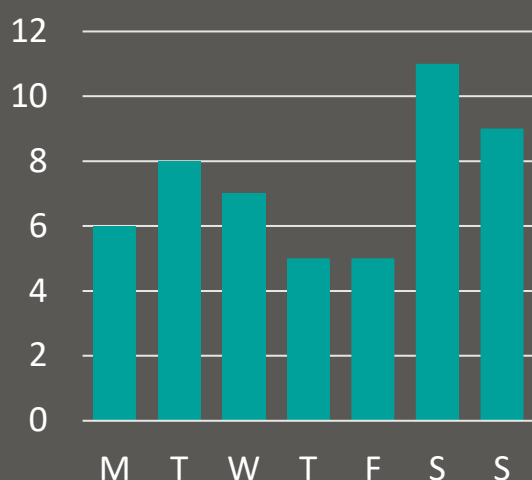
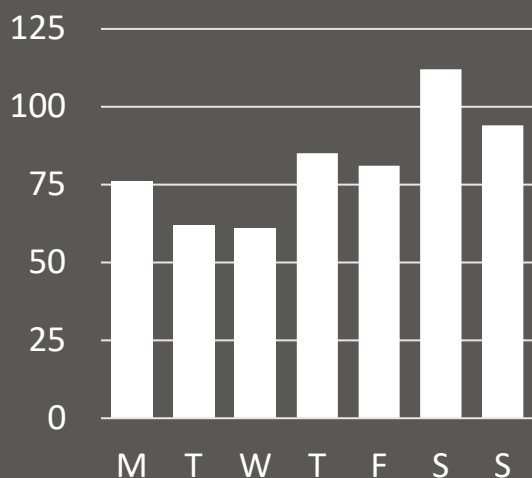
Figure 17

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

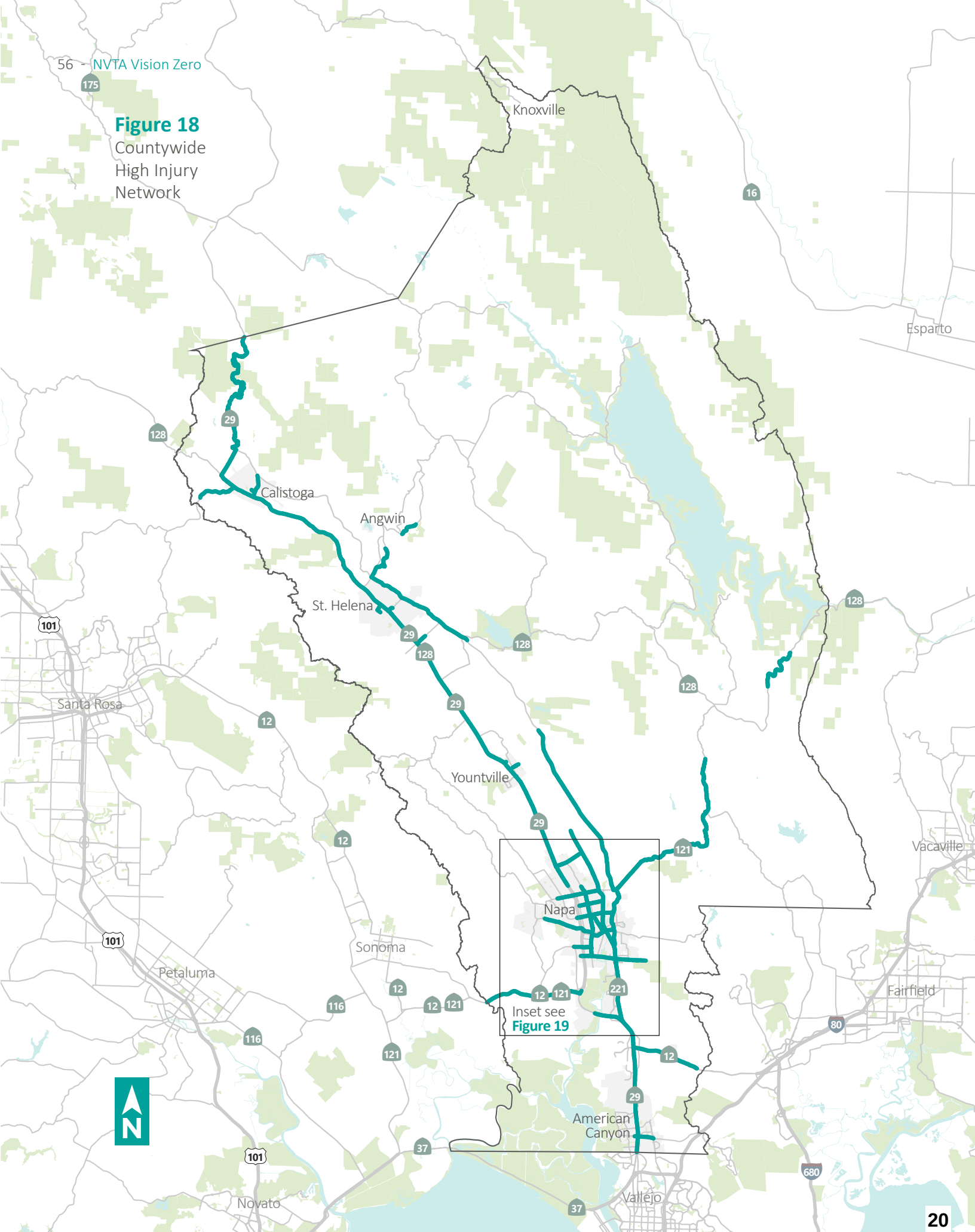


Figure 19

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.

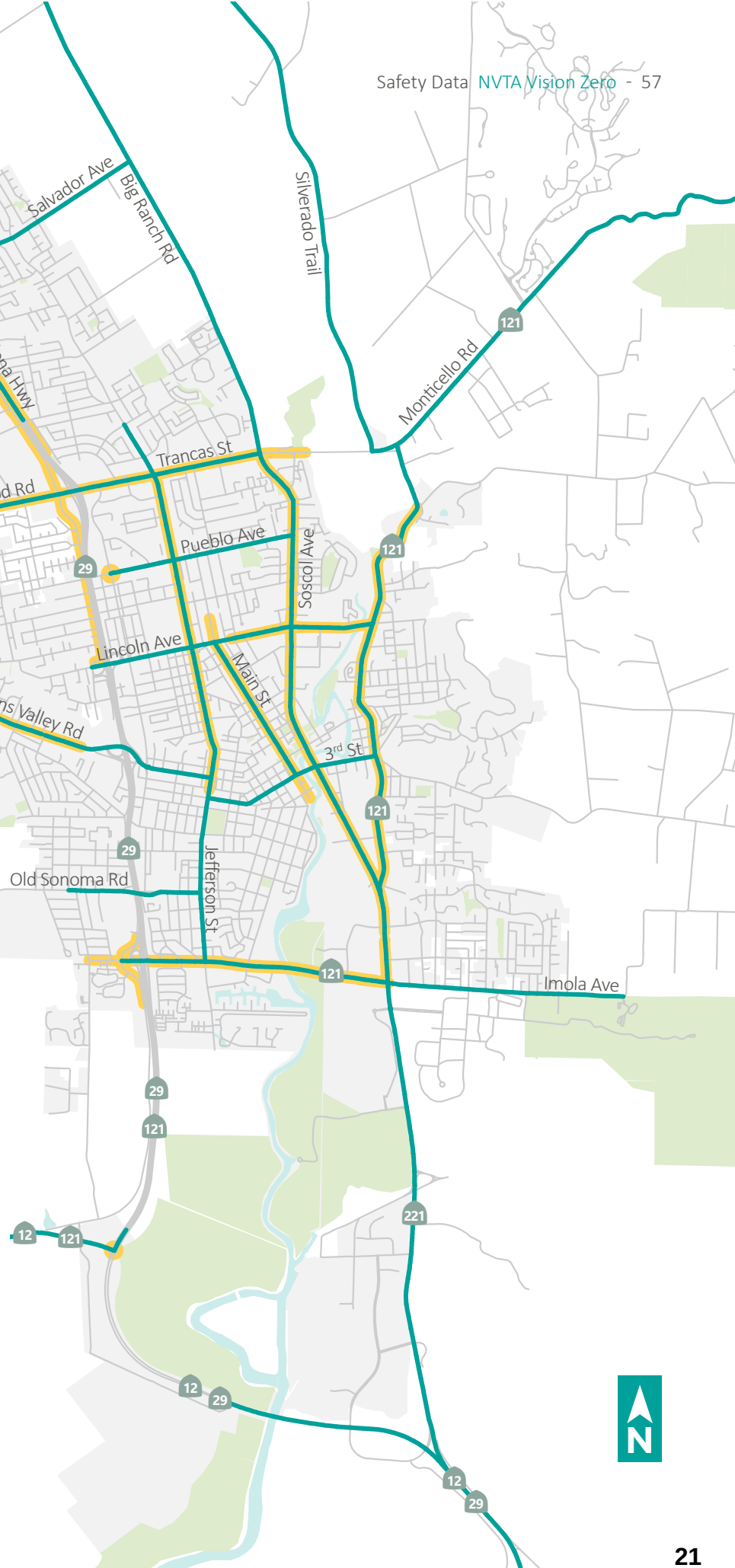


Figure 20

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





NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Council (PCC) Agenda Memo

TO: Paratransit Coordinating Council
FROM: Danielle Schmitz, Executive Director
REPORT BY: Dexter Cypress, Associate Program Planner
(707) 259-8635 / Email: dcypress@nvta.ca.gov
SUBJECT: Vine Mobility Programs Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council (PCC) receive the Vine Mobility Programs Update.

EXECUTIVE SUMMARY

NVTA identified several key strategies as part of the Accessible Transportation Needs Assessment (ATNA) aimed at improving transportation and mobility options for seniors and people with disabilities residing in Napa County. Over the past year, NVTA staff have been looking at ways to implement strategies identified in the ATNA. This report is aimed at providing members of the Paratransit Coordinating Council with an update of Vine Transit Mobility Programs, in particular, efforts being made to address Strategy 2: “Expand Non-Vine Transportation Options and Providers,” and Strategy 3: “Service to Medical Facilities in Neighboring Counties.”

FISCAL IMPACT

None

BACKGROUND

Under outreach conducted as part of the ATNA, out-of-county medical trips were identified as a major gap for residents of Napa County. Considering a large portion of medical services facilities are located in neighboring Solano and Sonoma Counties, Napa residents, particularly seniors and people with disabilities, identified the difficulties in reaching these medical appointments due to transportation barriers. As such, NVTA staff have been actively looking into potential solutions to bridge this gap to medical destinations.

In early 2026, NVTA unveiled the Paratransit One-Seat Ride Pilot Program, providing VineGo clients with direct access to the City of Vallejo. Under this program, VineGo riders can reach any address in the City of Vallejo without needing to transfer vehicles. This program was made possible through a One-Seat Ride grant opportunity through the Metropolitan Transportation Commission. The utilization of the One-Seat Ride program is outlined in the table below:

Month	Ridership
January	4
February	2
March	2
April	2
May	5

As this is a pilot program, NVTA intends to seek funding to continue this program in 2027.

Another gap in access to medical services exists for Up-Valley residents, who commonly utilize facilities in Santa Rosa, as well as the St. Helena Hospital for medical care. In order to address this need, NVTA unveiled the Vine Up-Valley Link program for residents of Yountville, St. Helena, and Calistoga on July 1st. This program functions similarly to the Taxi Scrip program available to senior/disabled residents of the City of Napa, with a few key differences.

The Vine Up-Valley Link program provides senior/disabled residents of Yountville, St. Helena, and Calistoga with up to \$50 per month in matching funds to utilize Uber or Lyft to reach lifeline services. Participants receive a reloadable PEX card, which can be used only on the Uber and Lyft applications. NVTA matches the participant's contribution up to \$50, meaning a client can load up to \$100 per month for use on Uber and Lyft rides. Funds do not expire and any remaining balance rolls over to the next month. There is no maximum trip cost, meaning clients can utilize funds to access difficult to reach medical facilities.

In order to enroll in the Vine Up-Valley Link program, clients must complete an application and meet the following requirements:

- Be a resident of either Yountville, St. Helena, or Calistoga; AND, be one of the following:
 - 65 years of age or older, OR
 - ADA certified, OR
 - Disabled of any age

Applicants 65 years of age or older are required to provide proof of age, such as a copy of a California Driver's License, California Identification Card, or birth certificate. Individuals who are already ADA certified must provide their VineGo ID number. Individuals seeking enrollment who have not sought ADA eligibility may still apply for the Up-Valley Link program by completing Part II of the Up-Valley Link Application, evidencing their disability, and signed by a California licensed medical professional.

Individuals seeking to enroll in the Vine Up-Valley Link program can fill out an application at <https://vinetransit.com/upvalleylink/>. In addition, they can reach out to Dexter Cypress or Zaira Renteria with questions or for assistance with completing the application. NVTA staff are available to assist new users with learning how to create an Uber or Lyft account and utilize these services.

ATTACHMENT(S)

Attachment 1: Vine Up-Valley Link Application

Vine UpValley Link

Napa Valley Transportation Authority's Lifeline Lyft/Uber Program: Application



The Vine UpValley Link program is a taxpayer-funded transportation service designed to help seniors and residents with disabilities reach essential destinations outside the existing Vine Transit and VineGo Paratransit service areas. While the program is not intended to serve as a participant's primary source of transportation, it helps fill critical mobility gaps for eligible residents in Yountville, St. Helena, and Calistoga. Participants receive a reloadable PEX card that can only be used for Uber or Lyft rides. Users may travel anywhere — including outside Napa County — as long as the total trip cost does not exceed the available card balance. NVTa subsidizes the program by matching participant contributions dollar-for-dollar, up to \$50 per month. This means users can have up to \$100 added to their PEX card each month. Any unused balance rolls over and does not expire.

WHO QUALIFIES?

To be eligible, you must be a resident of Yountville, St. Helena or Calistoga and be ONE of the following:

- **65 years of age or older, OR**
- **ADA certified, OR**
- **Disabled of any age**

Applicants 65 years of age or older are required to provide proof of age, such as a copy of a California driver's license, California Identification Card or birth certificate.

Individuals who are already ADA certified must provide their VineGo ID Number. Individuals seeking enrollment who have not sought ADA eligibility may still apply for the UpValley Link program by completing Part II of the UpValley Link Application, evidencing their disability, and signed by a California licensed medical professional.

We do not accept copied or disabled placards as proof of disability without filling out Part II of the application.

HOW THE PROGRAM WORKS:

Complete the UpValley Link Program application. You can mail or drop off the application at NVTa/Vine, 625 Burnell St., Napa CA 94559. Or email it to info@nvta.ca.gov. A fillable form is also available at www.VineTransit.com/UpValleyLink.

Once an application is approved, a PEX card (reloadable debit card) will be sent



Vine UpValley Link Application

to the participant for the sole use of the Vine UpValley Link Program. Value can be loaded after the participant activates the card. Participants may opt to create an online account to check their PEX card balance. They may also call the Vine Customer Service Office (707-251-2800) to get their balance and reload their card.

Only enrolled participants of the program may use the UpValley Link and you may not give your PEX card to anyone else to use.

Vine UpValley Link program participants may load a maximum of \$50 each month to their PEX card. NVRTA will match up to \$50 per month, for a maximum total of \$100 on your PEX card for rides. There is no maximum trip cost, however, if the fare for your ride exceeds the available value on your PEX card, the transaction will be denied. It is important to remember that value loaded on your PEX card is non-refundable, but will roll over from month to month.

OTHER KEY PROGRAM RULES:

- NVRTA does not operate Uber/Lyft rides and cannot guarantee ride availability, but would recommend pre-booking trips in the application of your choice.
- No refunds of PEX card value.
- Lost or stolen PEX cards must be reported immediately. Participants will be charged \$5 per replacement card.

PEX CARD VALUE MAY BE ADDED IN PERSON, BY PHONE OR MAIL

Vine Customer Service Office

Phone: (707) 251-2800 | Address: 625 Burnell St., Napa, CA 94559



Vine UpValley Link Application

Part I — Basic Information

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Date of Birth: _____

Email address: _____

Please select **ONE** of the required fields:

- ☐ I am age 65 or older (provide proof of age), **OR**
- ☐ I am ADA certified by VINEGO: ADA # _____
- ☐ **OR** I am not ADA certified but I have a disability (as defined in the attached 'Disabled Eligibility Guide'). If applying under this category **Part II** of this application **must** be completed by a licensed California medical professional.

Napa has an extensive public bus system, including on-demand shuttles in each UpValley community, and a travel training program to help people learn how to ride the bus. A trainer will ride with you on the bus to places you need to go, and all participants receive a complimentary 31-day pass to explore the bus routes! Please call (707) 259-8631 for more information or to schedule a travel training.

I am applying for the Vine UpValley Link program and have reviewed and agree to abide by all program rules:

Signature

Date

***Please return completed application to
NVT/Vine,
625 Burnell St., Napa, CA 94559
For additional information, call (707) 251-2800***

Vine UpValley Link Application



Part II — For non-ADA certified individuals applying as having a disability (To be completed by a licensed medical professional in the State of California)

After reviewing the attached Disabled Eligibility Guide, the person named herein meets one or more of the eligibility criteria as set forth in Section number(s) _____ found in the Disabled Eligibility Guide (pages 5-6).

The condition is:

☐ Permanent

☐ Temporary. If temporary, provide length of time: _____

Print or Type the name of Certifying Person

Signature of Certifying Person

Medical License Number

Address

City, State, Zip

Phone

***Please return completed application to
NVT/Vine,
625 Burnell St., Napa, CA 94559
For additional information call (707) 251-2800***



Vine UpValley Link Application

Vine UpValley Link Program: Disabled Eligibility Guide

UpValley Link Program discount fares are available to persons with disabilities who are certified by a licensed medical professional (California) as meeting definitions described in this guide.

Follow the procedures below:

- Determine if the disability is permanent or temporary.
- For a temporary disability, provide duration (example: 5 weeks, 3 months).
- Complete in full Part II of the UpValley Link Program Application.
- Return the Program Application to: NVT/Vine, 625 Burnell St., Napa, CA 94559.

Section 1 Mobility Aids

Impairments that causes an individual to use a mobility aid, with the exception of a 3 or 4 wheel scooter. Wheelchair users must be transferable.

Section 2 Musculo-skeletal

Musculo-skeletal impairment such as muscular dystrophy, osteogenesis imperfecta or rheumatism restrictions; such as therapeutic Grade III, functional Class III or anatomical State III.

Section 3 Amputation

Amputation disability or anatomical deformity of: (1) both hands; or (2) one hand and one foot; or amputation of lower extremity at or above the tarsal region of one or both legs. (*Loss of major function due to degenerative changes associated with vascular or neurological deficits; traumatic loss of muscle mass or tendons and X-Ray evidence of body or fibrous ankylosis at an unfavorable angle, joint subluxation or instability*).

Section 4 Stroke

Cerebrovascular accident with one of the following: (1) Pseudobulbar Palsy; or (2) functional motor deficit in any of two extremities; or (3) Ataxia affecting two extremities substantiated by appropriate cerebellar signs or proprioceptive loss.

Section 5 Pulmonary

Respiratory impairments of Class 3 or greater.

Section 6 Cardiac

Cardiovascular impairments of functional Class III, IV or therapeutic Class C, D or E.

Section 7 Dialysis

Individuals whose disability requires the use a kidney dialysis machine.

Section 8 Vision

Individuals whose vision in the better eye, after best correction, is 20/200 or less; or those individuals whose visual field is contracted (commonly known as tunnel vision).

Continued on page 6

Vine UpValley Link Application



Section 9 Hearing

Deafness or hearing incapacity that makes an individual unable to communicate or hear warning signals (hearing loss is 70 dba or greater in the 500, 1000, 2000 Hz. ranges).

Section 10 Incoordination

Individuals suffering faulty coordination of palsy from brain, spinal or peripheral nerve injury; and any person with a functional nerve injury; and any person with a functional motor deficit in any two limbs; or who suffers manifestations that significantly reduce mobility, coordination and perceptiveness not accounted for in previous categories.

Section 11 Developmental Disability

Refers to subaverage general intellectual functioning which originates during the developmental period and is associated with impairment in adaptive behavior.

Section 12 Cerebral Palsy

A disorder dating from birth or early infancy, nonprogressive, although if not treated there is marked regression in functioning characterized by examples of aberration of motor functions and often other manifestations of organic brain damage such as sensory disorders, seizures, mental retardation, learning difficulty and behavioral disorders.

Section 13 Epilepsy/Convulsive Disorder

A disorder involving impairment of consciousness, characterized by major motor seizures substantiated by EEG, occurring more frequently than once a month in spite of prescribed treatment.

Section 14 Infantile Autism

A syndrome described as consisting of withdrawal, very inadequate social relationships, language disturbance and monotonously repetitive motor behavior.

Section 15 Neurological Disabilities

A syndrome characterized by learning, perpetual and/or behavioral disorders of an individual who's IQ is not less than two standard deviations below the norm. These characteristics exist as a result of brain dysfunctions, neurological disorder, or any damage to the central nervous system, whether due to genetic, hereditary, accident or illness factors. Includes persons with severe gait problems who are restricted in mobility.

Section 16 Mental Disorders

Mental impairment substantially limiting one or more of major life activities.

Section 17 Chronic Progressive Debilitating Disorders
Section 18 DMV Handicap Placard
Individuals possessing a DMV Handicap placard ID card are eligible. A photocopy of their DMV placard is required.

Please return completed application to:
NVTA/Vine, 625 Burnell St., Napa, CA 94559
or email: info@NVTA.ca.gov
For additional information call: (707) 251-2800