



City of St. Helena
Active Transportation and Sustainability Committee Regular
Meeting
Wednesday, September 2, 2026 @ 5:00 PM
City Hall Main Conference Room
1088 College Avenue, St. Helena CA

PLEASE NOTE: Any person who wishes to speak regarding an item on the agenda or make a comment under the "Oral Communication" portion of the agenda may do so, but please observe the time limit of four minutes.

Members of the public and other parties are welcome to email their comments to the Staff Liaison Rebecca White at rwhite@cityofstheleena.gov. All public comments must be received three hours prior to the meeting. Public comments received after the deadline will be attached to the item the next business day or soon thereafter. Public comments will not be read out loud but will be publicly available and attached to the online agenda.

1. CALL TO ORDER

2. ROLL CALL

Members Jeff Farmer, Tony Rabin, Shannon Nolan, Emma Leggat, and Antoinette Freeman

3. PUBLIC FORUM

An opportunity for the public to directly address the Committee on items of interest to the public that are not listed on the agenda. Any person addressing the Committee should provide his or her name and address, and limit comments to four minutes. Because of restrictions imposed by the Brown Act, the Committee may not engage in substantive discussion, nor take action on matters not described on the agenda.

4. REPORTS BY STAFF/COMMITTEE

Reports by staff and/or committee on items of general interest. Brief questions for clarification may be posed and answered, and Committee may request that items be placed on a future agenda. Except under certain circumstances, the Brown Act prohibits any other discussion or action by the Active Transportation & Sustainability Committee.

5. CONSENT ITEMS

5.1. Active Transportation and Sustainability Committee Meetings Minutes of June 3, 2026

5.2. Active Transportation and Sustainability Committee Minutes of August 5, 2026

6. SCHEDULED ITEMS

6.1. Nominations and Election for Chair and Vice Chair for Fiscal Year 2027

6.2. Identify Locations in Need of Traffic Calming and Discuss Potential Traffic Calming Measures
[Speed Reduction Mechanisms - NACTO](#)

Prepared by: Jeff Farmer, Committee Member

6.3. Review the Napa County Regional Climate Action and Adaptation Plan (RCAAP) and Identify and Discuss Measures Relevant to the City of St. Helena

Prepared by: Antoinette Freeman, Committee Member

7. FUTURE AGENDA ITEMS

7.1. Follow-Up Discussions on PFAS in City Water/Wastewater

7.2. Revisit Pedestrian Safety Improvements

7.3. Review Open Trails/Open Spaces Programs/Engagement with Vine Trail

8. ADJOURNMENT

The next Regular Active Transportation and Sustainability Committee meeting is scheduled for October 7, 2026.

This agenda was posted at City Hall, 1088 College Avenue, St. Helena on August 28, 2026.

Rebecca White, Administrative Assistant

In Compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the City Clerk's Office (707) 967-2792. Notification 72 hours prior to the meeting as required by Section 202 of the Americans with Disabilities Act will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

MINUTES
City of St. Helena
Regular Active Transportation and Sustainability Committee Meeting
Wednesday, June 3, 2026 @ 5:00 PM
City Hall Main Conference Room
1088 College Avenue, St. Helena CA

2. CALL TO ORDER

Chair Farmer called the meeting to order at 5:07p.m.

1. ROLL CALL

Present: Chair Farmer, Members Shannon Nolan, Richard Seiferheld, Glenn Smith, Tony Rabin & Alternate Member Emma Leggat

Absent: None.

3. PUBLIC FORUM

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Public comment was opened and no comments were received. Public comment was closed.

4. REPORTS BY STAFF/COMMITTEE

Reports by staff and/or committee on items of general interest. Brief questions for clarification may be posed and answered, and Committee may request that items be placed on a future agenda. Except under certain circumstances, the Brown Act prohibits any other discussion or action by the Active Transportation & Sustainability Committee.

4.1. ATSC Member Terms Expiring June 30, 2026. Applications to serve on ATSC can be submitted online: [Boards & Commissions](#)

Member Rabin and Chair Farmer noted that several committee member terms were expiring and encouraged members to reapply online if they wish to continue serving on the committee.

Chair Farmer reminded committee members to complete all required trainings.

5. CONSENT ITEMS

5.1. Active Transportation and Sustainability Committee Meeting Minutes of May 06, 2026.

Member Rabin made a motion to approve the May 06, 2026, minutes with an amendment to include that the committee would like to continue investigating options to address PFAS in wastewater; and that Member Nolan and Staff Liaison Eric Janzen will present findings on PFAS-containing products that could enter City wastewater, as well as a draft PFAS sampling and analysis plan for Bell Canyon Reservoir and the wastewater treatment plant.

Chair Farmer seconded the motion.

Member Smith abstained from the vote, all others voted in favor of the amended minutes.

6. SCHEDULED ITEMS

6.1. Discussion of Potential Bike Path to Avoid Valley View Traffic

Prepared By: Jeff Farmer, Chair

Chair Farmer reported on the item. The committee shared feedback and discussed the presented options.

Member Seiferheld made a motion that the Committee proceed with the idea of an easement bike path with a pedestrian bridge as a potential option, and present the option to NVTa for feedback regarding its inclusion in the Active Transportation Plan during the current planning cycle.

Member Smith seconded the motion.

All members voted in favor of the motion.

7. FUTURE AGENDA ITEMS

7.1. Review Open Trails/Open Spaces Programs/Engagement with Vine Trail: TBD

7.2. Revisit Pedestrian Safety Improvements: TBD

8. ADJOURNMENT

The next Regular Active Transportation and Sustainability Committee meeting is scheduled for July 1, 2026.

Chair Farmer adjourned the meeting at 6:19 p.m.

APPROVED:

Chair

ATTEST:

Rebecca White, Staff Liasion

MINUTES
City of St. Helena
Regular Active Transportation and Sustainability Committee Meeting
Wednesday, August 5, 2026 @ 5:00 PM
City Hall Main Conference Room
1088 College Avenue, St. Helena CA

1. CALL TO ORDER

Jeff Farmer called the meeting to order at 5:01p.m.

2. ROLL CALL

Members Jeff Farmer, Tony Rabin, Shannon Nolan, Emma Leggat, and Antoinette Freeman

Present: Jeff Farmer, Antoinette Freeman

Absent: Tony Rabin, Shannon Nolan, Emma Leggat

3. PUBLIC FORUM

An opportunity for the public to directly address the Committee on items of interest to the public that are not listed on the agenda. Any person addressing the Committee should provide his or her name and address, and limit comments to four minutes. Because of restrictions imposed by the Brown Act, the Committee may not engage in substantive discussion, nor take action on matters not described on the agenda.

Public comment was opened and no comments were received.

4. REPORTS BY STAFF/COMMITTEE

Reports by staff and/or committee on items of general interest. Brief questions for clarification may be posed and answered, and Committee may request that items be placed on a future agenda. Except under certain circumstances, the Brown Act prohibits any other discussion or action by the Active Transportation & Sustainability Committee.

Member Freeman reported that the Napa County draft RCAAP was available for public review until August 31, 2026.

5. CONSENT ITEMS

5.1. Active Transportation and Sustainability Committee Meeting Minutes of June 3, 2026.

No action was taken on this item due to a lack of quorum.

6. SCHEDULED ITEMS

6.1. Oaths of Office (This item will be heard out of order after the meeting is called to order)

City Clerk Andrew Bradley administered the Oath of Office to Antoinette Freeman prior to the commencement of the meeting.

6.2. Nominations for Chair and Vice Chair for Fiscal Year 26/27

No action was taken on this item due to a lack of quorum.

6.3. Oak Avenue Restoration Project Discussion

Prepared By: Mario Traverso, Project Manager

Mario Traverso provided an update on the Oak Avenue Restoration Project and the items still to come such as tree removal for sidewalk improvements and paving. The committee discussed possible traffic calming measures for the corridor.

Public comment was opened and comments were received from Anthony Micheli and Karen Graziani. Public comment was closed.

6.4. Traffic Slowing Alternatives Discussion

<https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms/>

This item was continued to the September meeting.

7. FUTURE AGENDA ITEMS

Member Freeman requested the Napa County RCAAP be brought to the September meeting for review and discussion.

7.1. Review Open Trails/Open Spaces Programs/Engagement with Vine Trail: TBD

7.2. Revisit Pedestrian Safety Improvements: TBD

7.3. Follow-Up Discussion on PFAS in City Water/Wastewater

8. ADJOURNMENT

The next Regular Active Transportation and Sustainability Committee meeting is scheduled for September 2, 2026.

The meeting was adjourned at 6:01p.m.

APPROVED:

Chair

ATTEST:

Rebecca White, Staff Liasion



September 2, 2026

Re: Agenda Item 6.2.) Identify Locations in Need of Traffic Calming and Discuss Potential Traffic Calming Measures

Dear Active Transportation and Sustainability Committee members,

The Napa County Bicycle Coalition (NCBC) represents over 2,000 members and supporters throughout Napa County in advocating to make riding a bicycle in our communities safe, convenient, and accessible for riders of all ages and abilities. For over 15 years, NCBC has worked with local organizations, businesses, elected officials, and the public to align our transportation infrastructure with the needs of cyclists and other active transportation users.

We appreciate that the Committee is holding a discussion on traffic-calming in St. Helena. Increases in vehicle speed increase both the risk and severity of potential crashes with vulnerable road users, and roadway design plays a critical role in influencing driver speed. Traffic-calming devices can be effective tools in reducing vehicle speeds, and many have additional benefits such as reducing roadway crossing distances for pedestrians, improving pedestrian visibility, and providing opportunities for installation of green infrastructure, bicycle parking, or street furniture.

As the Committee discusses locations in need of traffic-calming, we recommend that the following locations be prioritized:

- Locations with high incidences of speeding-related collisions or citations.
 - In addition to examining local enforcement data, we suggest the Committee review the Napa Valley Transportation Authority (NVTa)'s [Michelin Mobility Intelligence Road Safety Risk Report](#), which uses telematics to proactively identify potential collision risk based on driver behaviors such as hard braking and speeding. Detailed maps of collision risk can be requested from NVTa staff.
- Streets that are designated as existing or proposed Class III bicycle boulevards in the City's recently adopted [2026 Active Transportation Plan](#).
 - Class III bicycle boulevards are "share the road" spaces that often implement traffic-calming treatments to achieve the slow speeds necessary to make the roadway safe and comfortable for bicyclists to share with vehicles, along with customary signage and sharrows. Prioritizing these streets for traffic-calming will expedite the City's implementation of its adopted bicycle network and result in bicycle facilities more aligned with the "all ages and abilities" standard.
- Routes to schools.
 - As part of the Napa County Safe Routes to School program, NCBC conducted Walk Audits at all of the public schools in Napa County, including the four St. Helena Unified School District schools, and synthesized [Walk Audit reports](#) that

outline barriers to students walking and biking to these schools and recommended solutions. Vehicle speeding and streets recommended for traffic-calming are both elements addressed in these reports.

Should committee members or city staff have any questions about our comment, please do not hesitate to reach out to us at the phone number below or at csainato@napabike.org and kvernor@napabike.org. Thank you for your time and consideration.

Sincerely,
Carlotta Sainato
Program Manager, Napa County Bicycle Coalition

CITY OF ST. HELENA
ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

AGENDA REPORT

DATE: September 2, 2026

SUBJECT: Review the Napa County Regional Climate Action and Adaptation Plan (RCAAP) and Identify and Discuss Measures Relevant to the City of St. Helena

PREPARED BY: Antoinette Freeman, Committee Member

RECOMMENDED ACTION

Receive an introductory presentation on the Napa County Regional Climate Action and Adaptation Plan (RCAAP); discuss how the plan relates to St. Helena; identify subject areas or measures that may warrant additional Committee review; and identify questions or information needed for future discussion.

No recommendation regarding City adoption of the RCAAP is proposed as part of this item.

STATEMENT OF PURPOSE

The purpose of this item is to introduce the Active Transportation and Sustainability Committee (ATSC) to the Napa County Regional Climate Action and Adaptation Plan and begin identifying the portions of the plan most relevant to St. Helena.

The RCAAP is a regional planning document developed collaboratively by Napa County, the cities of American Canyon, Calistoga, Napa and St. Helena, and the Town of Yountville. It is intended to provide a coordinated roadmap for reducing greenhouse gas emissions and strengthening community resilience to climate change impacts.¹

This report is intended as an orientation rather than a detailed evaluation of every measure. The accompanying presentation will introduce examples of measures relevant to St. Helena and provide a starting point for Committee discussion.

¹ Napa County, Regional Climate Action and Adaptation Plan project page and Final RCAAP document library, accessed August 28, 2026,.

FINANCIAL IMPACT

There is no direct financial impact associated with receiving this report and discussing the RCAAP. Individual RCAAP measures may have future fiscal, staffing, capital, regulatory, or programmatic implications. Those impacts would require separate analysis before any local implementation decision.

BACKGROUND

What is the RCAAP?

The Regional Climate Action and Adaptation Plan addresses two related parts of climate planning:

- **Climate mitigation:** reducing the greenhouse gas emissions that contribute to climate change.
- **Climate adaptation:** preparing people, infrastructure, natural systems, businesses, and public services for climate conditions that are already occurring or are expected to become more severe.

The RCAAP intentionally addresses both. It is not only an emissions-reduction plan. It also considers how Napa County communities can prepare for wildfire, extreme heat, drought, flooding, severe weather, and stress on energy and other critical infrastructure.

Why is the plan regional?

Many of the systems addressed by the RCAAP cross city boundaries. Residents and employees travel between jurisdictions. Visitors move throughout the Napa Valley. Waste management, transportation, energy, water resources, emergency response, wildfire, smoke, watersheds, and natural systems all involve regional relationships.

The regional approach is intended to coordinate work among the six participating jurisdictions, identify opportunities to share resources, and reduce unnecessary duplication while still recognizing that each community has different conditions, authorities, priorities, and implementation capacity.

The regional climate planning effort began with the Regional Working Group on Climate Change in 2019 and developed into the Napa County Climate Action Committee. In 2020, the six jurisdictions established a formal collaborative framework through a Joint Powers Agreement. In

CITY OF ST. HELENA
ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

2021 and 2022, the jurisdictions adopted resolutions or proclamations recognizing the need for coordinated climate action.²

CURRENT STATUS

The Final RCAAP is now available for public review. Napa County also released an Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA). The CEQA public comment period runs from July 30 through August 31, 2026.

The Final RCAAP and CEQA document were scheduled for presentation to the Napa County Climate Action Committee on August 28, 2026. Following the environmental review period, County staff will prepare responses to substantive comments before the Napa County Board of Supervisors considers the RCAAP and CEQA document at a future public hearing. The RCAAP and CEQA document will then be considered by the governing bodies of American Canyon, Calistoga, Napa, St. Helena, and Yountville for their respective approvals.³

For purposes of this ATSC item, the Committee is reviewing the Final RCAAP as a regional plan moving toward consideration by the participating jurisdictions. ATSC is an advisory body. It is not the approving body for the RCAAP, and this item does not ask the Committee to recommend adoption.

DISCUSSION

1. HOW THE RCAAP IS ORGANIZED

The Final RCAAP is organized into seven chapters:

1. Introduction
2. Greenhouse Gas Emissions
3. Greenhouse Gas Reduction Measures
4. Climate Change Vulnerability
5. Climate Adaptation Measures
6. Implementation and Monitoring
7. Works Cited

² Napa County RCAAP project materials. The Regional Working Group on Climate Change began meeting in 2019; the Climate Action Committee and Joint Powers Agreement formalized regional collaboration among the six Napa County jurisdictions.

³ Napa County, Environmental impact documents for Napa County RCAAP available for public comment, July 30, 2026; Napa County RCAAP project page. The CEQA review period runs through August 31, 2026, followed by Board of Supervisors consideration and then consideration by the participating municipal governing bodies.

CITY OF ST. HELENA
ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

The plan also includes technical appendices supporting the emissions analysis, measures, cost and funding analysis, implementation approach, and other technical work.

For an introductory review, the RCAAP can be understood through five basic questions:

- ***Where are regional greenhouse gas emissions coming from?***
- ***What actions could reduce those emissions?***
- ***What climate hazards are expected to affect Napa County and its communities?***
- ***What actions could make communities more resilient to those hazards?***
- ***How will measures be prioritized, funded, implemented, measured, and updated?***

2. THE 2019 GREENHOUSE GAS EMISSIONS BASELINE

A greenhouse gas inventory estimates emissions associated with activities occurring within the region during a particular year. The RCAAP uses 2019 as its baseline year.

The 2019 regional inventory estimated approximately 1,221,861 metric tons of carbon dioxide equivalent emissions countywide. **St. Helena accounted for approximately 64,575 metric tons, or about 5 percent of the regional total.**⁴ At the regional level, the largest emissions sectors in 2019 were:

- On-road transportation: 38.7 percent
- Building energy: 22.9 percent
- Solid waste: 16.3 percent
- Off-road equipment: 9.5 percent
- Agriculture: 8.5 percent
- Wastewater: 3.8 percent
- Imported water: 0.5 percent

These percentages describe the regional inventory. They should not be assumed to represent St. Helena's individual emissions profile. St. Helena's own 2019 inventory shows that local transportation and building energy are particularly important sources, while the relative contribution of agriculture, waste, and other sectors differs from the countywide profile.

⁴ Napa County, Final Napa County Regional Greenhouse Gas Inventory 2019 Update, November 29, 2022. Regional emissions totaled 1,221,861 MTCO₂e; St. Helena totaled 64,575 MTCO₂e.

CITY OF ST. HELENA
ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

3. REGIONAL GREENHOUSE GAS REDUCTION TARGETS

The RCAAP reduction framework aligns its anthropogenic, or human-caused, emissions targets with California's climate planning framework. The targets used in the RCAAP analysis are:

- 42 percent below 2019 levels by 2030
- 57 percent below 2019 levels by 2035
- 85 percent below 2019 levels by 2045

The plan also includes a carbon-neutrality pathway that recognizes the role of carbon sequestration in natural and working lands in addition to direct emissions reductions.⁵

An important distinction for Committee discussion is that not every future emissions reduction depends on a new St. Helena program. State and federal vehicle standards, energy requirements, appliance rules, utility changes, and other regulations are already expected to reduce future emissions. The RCAAP identifies additional actions that local and regional agencies may be able to influence.

4. GREENHOUSE GAS REDUCTION AND ADAPTATION MEASURES

The RCAAP planning process developed 46 greenhouse gas reduction measures and 40 climate adaptation measures.⁶ The greenhouse gas reduction measures address topics including:

- active transportation and vehicle miles traveled;
- transit and transportation demand management;
- zero-emission vehicles and charging infrastructure;
- building energy efficiency and decarbonization;
- renewable energy;
- solid waste and organics;
- wastewater and water efficiency;
- off-road equipment;
- agriculture; and

⁵ Napa County/Ascent, GHG Reduction Measures and Targets Technical Memorandum, November 22, 2024. The locally adjusted Scoping Plan targets are 42 percent below 2019 levels by 2030, 57 percent by 2035, and 85 percent by 2045.

⁶ Napa County/Ascent, GHG Reduction Measures and Targets Technical Memorandum, November 22, 2024; Napa County, Climate Adaptation Strategies materials. The RCAAP planning process developed 46 proposed GHG reduction measures and 40 adaptation measures.

CITY OF ST. HELENA
ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

- natural and working lands.

The adaptation measures address topics including:

- wildfire preparedness and resilience;
- smoke and public health;
- extreme heat;
- urban greening and shade;
- protection of vulnerable populations;
- flooding and stormwater;
- drought and water-supply resilience;
- critical infrastructure; and
- backup power and energy resilience.

The number of measures is one reason this first ATSC discussion should focus on understanding the framework and identifying locally relevant themes rather than attempting to review every measure individually.

5. ST. HELENA IS NOT STARTING FROM ZERO

The RCAAP should be considered alongside plans and policies St. Helena has already adopted or developed.

The City's **2040 General Plan** includes climate change as a dedicated policy area and links climate action to transportation, building energy, water conservation, waste reduction, natural resources, community engagement, and local government operations. The General Plan also connects reduced automobile dependence, walking and bicycling, and multimodal transportation to greenhouse gas reduction and community quality of life.⁷

St. Helena's **2023 Climate Change Hazards and Vulnerability Assessment** identifies increased average temperatures and extreme heat, stronger storms and flooding, deeper droughts, and more frequent or larger wildfires as local climate concerns. It also recognizes that climate impacts affect people differently depending on social, economic, and physical conditions.⁸

⁷ City of St. Helena, General Plan Update 2040, June 2019, including the Climate Change and Circulation elements.

⁸ City of St. Helena, Climate Change Hazards and Vulnerability Assessment, March 2023. The assessment identifies increased extreme heat, stronger storms and flooding, deeper drought, and more frequent or larger wildfires as local climate concerns with .

CITY OF ST. HELENA

ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

The **2026 St. Helena Streets Master Plan** provides a recent framework for implementing improvements to walking, bicycling, roadway connectivity, crossings, accessibility, and multimodal safety. It identifies a citywide network of proposed bicycle facilities, pedestrian crossing improvements, roadway extensions, and bridge projects and includes project prioritization and implementation considerations.⁹

The useful question for St. Helena, therefore, is not simply whether the City should begin addressing climate change. The City already has adopted goals, plans, projects, and infrastructure responsibilities that overlap with the RCAAP. A more useful question is:

How does the RCAAP reinforce work St. Helena has already identified, where does it fill a local gap, and where can regional coordination make implementation more practical?

6. IMPLEMENTATION IS A SEPARATE QUESTION FROM PLAN SUPPORT

A measure being included in the RCAAP does not mean that St. Helena has already committed to a specific ordinance, capital project, program, funding source, staffing level, or implementation schedule.

County staff have identified implementation as the next major phase of the regional effort. Current Climate Action Committee materials anticipate continued coordination through the All Staff Working Group, development of a regional implementation strategy, support for municipalities, development of model actions and policies, monitoring, prioritization of measures, additional cost and funding analysis, and community engagement.¹⁰

This distinction matters for ATSC. The Committee can identify a measure as relevant or worth further study without implying that the City has the resources, authority, or information needed to implement it immediately.

For future review, each measure should be tested against practical questions such as:

- What local problem or vulnerability does the measure address?
- Is the City already doing this work?
- Is the action within City authority?

⁹ City of St. Helena, St. Helena Streets Master Plan, March 2026. The plan provides a coordinated framework for bicycle, pedestrian, roadway extension, bridge, crossing, funding, and implementation decisions.

¹⁰ Napa County Climate Action Committee, FY 2026-27 workplan and implementation discussion materials, April 24, 2026. County staff identified continued All Staff Working Group coordination, a regional implementation strategy, municipal support, model actions and policies, monitoring, prioritization, cost and funding analysis, and community engagement as implementation-phase work.

CITY OF ST. HELENA
ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

- Is St. Helena the best lead, or would a regional agency or partner be more effective?
- What staff time, funding, infrastructure, regulation, or public participation would implementation require?
- What decision would additional ATSC analysis support?
- How would success be measured?

7. WHY THE RCAAP IS RELEVANT TO ATSC

Several RCAAP topics overlap directly with ATSC's advisory role and current or recent Committee work.

Active transportation and mobility

The RCAAP addresses walking, bicycling, transit, transportation demand management, vehicle miles traveled, and transportation alternatives. These issues connect directly to the Streets Master Plan, pedestrian crossings, Safe Routes to School, bicycle connectivity, and Napa Valley Vine Trail coordination.

Electric transportation

The plan includes zero-emission vehicles and charging infrastructure, which may affect residents, businesses, visitors, municipal operations, and regional transportation systems.

Water and wastewater

The plan addresses water conservation, drought resilience, wastewater emissions, water efficiency, and infrastructure resilience. St. Helena operates its own water and wastewater systems, making this a significant local implementation area.

Waste reduction

The plan addresses solid waste diversion, organics, consumption, and methane emissions. Some actions are regional, while others may involve local residents, businesses, construction activity, and visitor-serving uses.

Urban forestry and extreme heat

The plan connects tree canopy, shade, urban greening, public health, buildings, and vulnerable populations to increasing temperatures and extreme heat.

CITY OF ST. HELENA
ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

Wildfire, smoke, flooding, drought, and energy resilience

These adaptation subjects affect emergency preparedness, public health, infrastructure, water supply, transportation, and continuity of public services.

Community engagement

Many RCAAP measures ultimately depend on participation by residents, businesses, property owners, employers, visitors, and partner organizations. Public engagement should therefore be tied to specific implementation decisions rather than treated as a stand-alone activity.

8. INITIAL ST. HELENA DISCUSSION AREAS

For this introductory meeting, the following subject areas appear appropriate for initial Committee discussion:

- Active transportation and implementation of existing multimodal plans
- Employee and visitor transportation
- Electric vehicles and charging infrastructure
- Buildings, energy efficiency, and energy resilience
- Water conservation, wastewater, and drought resilience
- Solid waste reduction and diversion
- Extreme heat, urban forestry, and shade
- Wildfire and smoke resilience
- Flooding, stormwater, and green infrastructure
- Regional implementation capacity, funding, and partnerships

This is not intended to be a final priority list. The purpose is to give the Committee a manageable starting point for identifying which topics merit deeper review.

DISCUSSION QUESTIONS

The Committee may wish to consider the following questions:

1. Which RCAAP subject areas appear most relevant to St. Helena?
2. Where does the RCAAP reinforce work the City has already adopted, funded, or begun?
3. Which issues would benefit from regional implementation rather than St. Helena creating a separate local program?

CITY OF ST. HELENA
ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

4. Which measures or subject areas would benefit from deeper ATSC review at a future meeting?
5. What information would the Committee need before developing a specific recommendation?
6. What role would be most useful for ATSC during future implementation: reviewing projects, identifying local priorities, supporting public engagement, tracking progress, developing recommendations, or another clearly defined function?

NEXT STEPS

Following this introductory discussion, potential future ATSC work could include:

- developing a crosswalk between RCAAP measures and existing St. Helena plans, programs, and capital projects;
- identifying a limited number of measures for deeper Committee review;
- distinguishing measures already underway from measures requiring new local action;
- identifying regional agencies, utilities, nonprofits, and other partners already positioned to support implementation;
- evaluating implementation barriers, funding opportunities, and staff capacity;
- identifying where community engagement is needed to support a specific decision or action; and
- developing specific recommendations for City Council consideration when appropriate.

Future ATSC work should be scoped around a clear question or decision and should account for existing City priorities and staff capacity.

CONCLUSION

The RCAAP gives St. Helena a regional framework for connecting greenhouse gas reduction, climate resilience, existing local plans, and interagency collaboration. The value of ATSC's review will be in identifying where that regional framework can help St. Helena move from broad goals to practical, locally relevant implementation.

CITY OF ST. HELENA
ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

For this first discussion, the proposed finish line is modest: establish a shared understanding of the RCAAP, identify the subject areas most relevant to St. Helena, and determine what the Committee wants to examine more closely next.

REFERENCES AND LINKS

1. Napa County, Regional Climate Action and Adaptation Plan (RCAAP) project page
<https://www.napacounty.gov/3732/Regional-Climate-Action-Adaptation-Plan->
2. Napa County, Final RCAAP document library
<https://connect.napacounty.gov/RCAAP/final-rcaap>
3. Napa County, Environmental impact documents for Napa County RCAAP available for public comment, July 30, 2026
<https://www.napacounty.gov/m/newsflash/Home/Detail/869>
4. Governor's Office of Land Use and Climate Innovation, CEQAnet, Napa County Regional Climate Action and Adaptation Plan
<https://ceqanet.lci.ca.gov/2026071157>
5. Napa County, 2019 Regional Greenhouse Gas Inventory
<https://www.napacounty.gov/DocumentCenter/View/33047/Napa-County-2019-Regional-Greenhouse-Gas-Inventory>
6. Napa County/Ascent, GHG Reduction Measures and Targets Technical Memorandum, November 22, 2024
<https://www.napacounty.gov/DocumentCenter/View/36846/RCAAP-GHG-Measures-Quantification-and-Gap-Analysis>
7. Napa County, Climate Action Committee
<https://www.napacounty.gov/3378/Climate-Action-Committee>
8. City of St. Helena, 2040 General Plan Update
<https://www.cityofstheleena.gov/221/2040-General-Plan-Update>
9. City of St. Helena, Climate Change Hazards and Vulnerability Assessment, March 2023
https://www.cityofstheleena.gov/DocumentCenter/View/558/St-Helena-Climate-and-Vulnerability-Assessment_Appendix-B---2023-PDF
10. City of St. Helena, Streets Master Plan
<https://www.cityofstheleena.gov/753/Streets-Master-Plan>

CITY OF ST. HELENA
ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

11. Napa County Climate Action Committee, FY 2026-27 Workplan and implementation discussion materials

<https://napa.legistar.com/LegislationDetail.aspx?FullText=1&GUID=283B3A7E-5C37-4742-8162-551536E8089E&ID=7517354&Options=&Search=>