

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Wednesday, May 20, 2026
1:00 PM

JoAnn Busenbark Board Room

NVTA Board of Directors

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 10:00 a.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 10 a.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment while attending via Zoom, 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.

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.

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

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Acceso y el Titulo VI: La NVTA puede proveer asistencia/facilitar la comunicaci3n a las personas discapacitadas y los individuos con conocimiento limitado del ingl3s quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al n3mero (707) 259-8633. Requerimos que solicite asistencia con tres d3as h3biles de anticipaci3n para poderle proveer asistencia.

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1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adoption of the Agenda
5. Public Comment
6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update
7. Executive Director's Update
8. Caltrans' Update

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.

9. PRESENTATIONS

9.1 NVTA Project Update (Grant Bailey)

Estimated Time: 1:10 p.m.

10. CONSENT AGENDA ITEMS

10.1 Meeting Minutes of April 15, 2026 (Laura Sanderlin) (Pages 8-11)

Recommendation: Board action will approve the minutes of the April 15th regular meeting.

Estimated Time: 1:30 p.m.

Attachments: [Draft Minutes](#)

10.2 Federal and State Legislative Update (Danielle Schmitz) (Pages 12-29)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update, State Legislative Update, and approve the updated Bill Matrix for May 2026.

Estimated Time: 1:25 p.m.

Attachments: [Staff Report](#)

11. REGULAR AGENDA ITEMS**11.1 Chair and Vice Chair Nominating Committee for Fiscal Year (FY) 2026-27 (Laura Sanderlin) (Pages 30-31)**

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board appoint a subcommittee of three Board members to nominate a Chair and Vice Chair for Fiscal Year (FY) 2026-27.

Estimated Time: 1:35 p.m.

Attachments: [Staff Report](#)

11.2 Resolution No. 26-04 Adopting of the Napa Valley Transportation Authority (NVTA) Biennial Budget for Fiscal Years 2026-27 and 2027-28 (Antonio Onorato) (Pages 32-60)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 26-04 adopting:

- 1) FY 2026-27 (FY27) NVTA consolidated budget of \$58,724,600, and approve the FY27 appropriations limit of \$58,724,600, and
- 2) FY 2027-28 (FY28) NVTA annual operating of \$48,218,300 and approve the FY 2028 appropriations limit of \$48,218,300

Estimated Time: 1:45 p.m.

Attachments: [Staff Report](#)

11.3 Overall Work Program for Fiscal Year 2026-27 and Fiscal Year 2027-28 (Antonio Onorato) (Pages 61-144)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board adopt the 2026-27 and 2027-28 Overall Work Program (OWP) allowing for minor modifications as approved by the Executive Director.

Estimated Time: 1:55 p.m.

Attachments: [Staff Report](#)

11.4 NVTA Unified Call for Projects - Cycle 1 (Diana Meehan) (Pages 145-158)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board of Directors approve release of the NVTA Unified Call for Projects - Cycle 1.

Estimated Time: 2:10 p.m.

Attachments: [Staff Report](#)

11.5 Programming of Local Partnership Program (LPP) Incentive Funds - Silverado Five-Way Intersection Improvements Project (Diana Meehan) (Pages 159-166)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board of Directors approve programming \$2 million in Local Partnership Program (LPP) funds for the Right-of-Way (ROW) phase to the Silverado Five-Way Intersection Improvements Project.

Estimated Time: 2:25 p.m.

Attachments: [Staff Report](#)

11.6 Vine UpValley Link (Rebecca Schenck) (Pages 167-171)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board receive the report and approve proposed guidelines for the new Vine UpValley Link Program.

Estimated Time: 2:40 p.m.

Attachments: [Staff Report](#)

12. FUTURE AGENDA ITEMS**13. CLOSED SESSION**

- 13.1 CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION**
Government Code Section 54956.9 (d)(2) Government Claim Received on
April 13, 2026 from Monica Lynn Harris

Estimated Time: 3:00 p.m.

14. ADJOURNMENT**14.1 The next Regular Meeting is June 17th.**

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA Offices, 625 Burnell Street, Napa, CA by 5:00 p.m. by Friday, May 15th.

Laura M. Sanderlin, NVTA Board Secretary

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 NVTA Board of Directors

Wednesday, April 15, 2026

1:00 PM

JoAnn Busenbark Board Room

1. Call to Order

Chair Joseph called the meeting to order at 1:19pm.

2. Roll Call

Present: 11 - Scott Sedgley
Donald Williams
Kevin Eisenberg
Pierre Washington
Bernie Narvaez
Liz Alessio
Mark Joseph
Paul Dohring
Amber Manfree
Pam Reeves
Eric Knight

Non-Voting: 1 - Devereaux Smith

Absent: 1 - Michelle Deasy

Excused: 0

3. Adoption of the Agenda

Motion MOVED by NARVAEZ, SECONDED by WASHINGTON to APPROVE Item 3. Adoption of the Agenda. Motion passed with the following roll call vote.

Aye: 23 - Sedgley, Williams, Eisenberg, Washington, Narvaez, Alessio, Joseph, Dohring, Manfree, Reeves, and Knight

Absent: 1 - Deasy

4. Public Comment

Public comment provided by Ashley Tenschler extending appreciation to the Board for approval of funding the CAD/AVL system and noted the technical improvements of communication benefiting transit riders.

5. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update

Director Manfree reported recent MTC activities.

Director Washington reported recent ABAG activities.

Director Williams reported a dedication of a newly installed bike parking station in Calistoga near the Vine Trail.

6. Executive Director's Update

Executive Director Schmitz reported:

- Distribution of Bottlerock Vine Transit Schedule and free fares for that special service
- Full road closure on SR29 at Rutherford Road scheduled on May 11th between 10pm-6am
- Staff hosted Valley Oak High School students recent field trip to the Bus Maintenance Facility
- Vision Zero Plan has data being updated and will be provided at a future meeting
- Vine Trail Month of Movement and staff participation
- Unified call for projects planned for the May board meeting
- upcoming Earth Day public outreach event participation
- Board Retreat is scheduled for September 16th

7. Caltrans' Update

See handout packet for information.

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.

8. PUBLIC HEARINGS

- 8.1 First Reading of Napa Valley Transportation Authority's (NVTA's) Biennial Budget for Fiscal Years 2026-27 and 2027-28 (Antonio Onorato) (Pages 8-48)

Attachments: [Staff Report](#)
[8.1 Presentation.pdf](#)

Public hearing opened at 2:03pm and no public comment was submitted.

- 8.2 Napa Countywide Active Transportation Plan Adoption (Patrick Band) (Pages 49-62)

Attachments: [Staff Report](#)
[Public Comment item 8.2.pdf](#)
[8.2 Presentation.pdf](#)

Public hearing opened at 2:18pm and public comment was submitted by Carlotta Sainato, Napa County Bicycle Coalition in support of staff recommendation of board approval for the Active Transportation Plan.

Motion **MOVED** by SEDGLEY, **SECONDED** by MANFREE to **APPROVE** Item 8.2 to hold a public hearing in consideration of AT Plan adoption and determine the plan is statutorily exempt from the CEQA. Motion carried by the following roll call vote:

Aye: 23 - Sedgley, Williams, Eisenberg, Washington, Narvaez, Alessio, Joseph, Dohring, Manfree, Reeves, and Knight

Absent: 1 - Deasy

9. CONSENT AGENDA ITEMS

Motion **MOVED** by NARVAEZ, **SECONDED** by EISENBERG to **APPROVE** Item 9 Consent Agenda Items 9.1-9.7. Motion carried by the following roll call vote:

Aye: 23 - Sedgley, Williams, Eisenberg, Washington, Narvaez, Alessio, Joseph, Dohring, Manfree, Reeves, and Knight

Absent: 1 - Deasy

9.1 Meeting Minutes of March 18, 2026 (Laura Sanderlin) (Pages 63-65)

Attachments: [Draft Minutes](#)

This Minutes was approved.

9.2 Transportation Development Act Article 3 (TDA-3) Call for Projects and Guidelines Approval (Patrick Band) (Pages 66-78)

Attachments: [Staff Report](#)

This Action Item was approved.

9.3 Contract Award for State Route 29 (SR29) Comprehensive Multimodal Corridor Plan Update (Jon Stanton) (Pages 79-108)

Attachments: [Staff Report](#)

This Action Item was approved.

9.4 Revised Resolution No. 26-01 Adopting the Transportation Fund for Clean Air (TFCA) Program Manager Expenditure Plan for Fiscal Year End (FYE) 2027 (Addrell Coleman) (Pages 109-116)

Attachments: [Staff Report](#)

This Action Item was approved.

9.5 Active Transportation Advisory Committee Member Appointment (Arcie Alvarado) (Pages 117-118)

Attachments: [Staff Report](#)

This Action Item was approved.

9.6 Resolution No. 26-03 Authorizing the execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) Cycles A and B (Joanne Au) (Pages 119-122)

Attachments: [Staff Report](#)

This Action Item was approved.

9.7 Federal and State Legislative Update (Danielle Schmitz) (Pages 123-137)

Attachments: [Staff Report](#)

10. REGULAR AGENDA ITEMS

- 10.1** Soscol Junction Project - Suscol Creek Fish Passage Technical Memorandum Overview (Grant Bailey) (Pages 138-344)

Attachments: [Staff Report](#)
[10.1 Presentation.pdf](#)

Information only/No action taken

Following presentations by Grant Bailey, NVTA and Aaron Fairbrook, Napa RCD, the Board engaged in discussion regarding the environmental benefits of completing fish passage projects and supports efforts for NVTA staff to share information or be an advocate to further advance RCD's progress on the project.

- 10.2** Vine Transit Update (Rebecca Schenck) (Pages 345-356)

Attachments: [Staff Reports](#)
[10.2 Presentation.pdf](#)

Information only/No action taken

11. FUTURE AGENDA ITEMS

None

12. CLOSED SESSION

The Board entered into closed session at 3:06pm.

- 12.1** CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION (Government Code Section 54956.9(d)(4) (1 potential case)

This Closed Session item had no reportable action.

- 12.2** CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (Government Code Section 54956.9 (d)(2) Government Claim Received from Monica Lynn Harris

This claim was unanimously rejected by the Board.

The Board returned to open session at 3:25pm.

13. ADJOURNMENT

Chair Joseph adjourned the meeting at 3:25pm.

- 13.1** The next Regular Meeting is May 20, 2026.



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Danielle Schmitz, Executive Director
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Federal and State Legislative Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update, State Legislative Update, and approve the updated Bill Matrix for May 2026.

BACKGROUND

SB 1087 (Cabaldon): Transportation planning: sustainable communities strategies: transportation funding programs.

NVTA Position: Support if Amended

Since 2008, Senate Bill (SB) 375 (Steinberg) has required each of California's 18 metropolitan planning organizations (MPOs) to develop a strategy to reduce greenhouse gas emissions from passenger vehicles, including planning for adequate housing near jobs and transit.

Senator Cabaldon (D- Napa) is spearheading SB 1087 to move from planning to implementation. MTC-ABAG is co-sponsoring the bill with the other "Big 4" MPO partners: Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG), and the Sacramento Area Council of Governments (SACOG).

SB 1087 includes several changes intended to "modernize" the SB 375 requirements regarding the development and implementation of Sustainable Communities Strategies (SCS). This measure is being co-sponsored by MTC in partnership with the other large metropolitan planning organizations.

NVTA previously had the bill as a “watch” because the language prevented some of Napa County’s project from being prioritized for SB 1 funding, the proposed amended language allows projects included in the Regional Transportation Plan with a construction start date before 2045 to be included as eligible for SB 1 funds.

Federal Update:

NVTA’s has seen positive momentum in the federal funding efforts for its congressional directed spending applications. NVTA’s request for \$2 million for the American Canyon State Route 29 Improvements Project has been submitted by Representative Mike Thompson and is awaiting further approval, with parallel efforts underway to secure Senate support for this and a bus shelter improvements project. Representative Thompson’s request still needs to be approved by the Appropriations Committee for inclusion in the Transportation and Housing and Urban Development bill (THUD), and the amount may be reduced in the process, but the Representative’s request sets NVTA up to receive funding for the American Canyon Project by year’s end. In addition, NVTA is actively pursuing a \$10 million Safe Streets and Roads for All (SS4A) grant, which is considered highly competitive. Grant submission for the Safe Streets for All grant applications are due on May 26, 2026.

At the same time, federal surface transportation reauthorization discussions raise concerns, as proposed House funding levels could significantly reduce support for bus programs and competitive grants, potentially impacting future transit capital projects.

More broadly, federal activity is marked by competing priorities, tight timelines, and political volatility. The FY27 appropriations process has begun under pressure to meet a September 30 deadline and avoid a government shutdown, while Senate Republicans are advancing a major reconciliation package focused on immigration enforcement funding.

Regulatory changes under NEPA could help accelerate certain transportation projects by expanding the use of categorical exclusions, potentially benefiting project delivery timelines. However, instability in Congress, including multiple resignations tied to ethics violations, adds further uncertainty to the legislative environment and could affect policymaking and funding outcomes in the near term.

New Federal Bills to Note:

On May 5th Representative Garamendi held a press conference on the SR 37 Corridor to introduce the Accelerating Demonstration Approaches for Protecting Transportation Assets (ADAPT) Act. It is a marker bill that would provide the funding and delivery framework needed to move large-scale resilience projects from planning to completion by authorizing \$10 billion over five years to fund up to 10 nationally or regionally significant, large-scale resilience demonstration projects that reduce the risk of catastrophic damage, prolonged closures, and repeated emergency repairs to critical surface transportation assets.

The bill is structured so the long-term SR 37 project would compete well. If it were selected as one of the 10 demonstration projects, it could be an important downpayment for that important piece of the Resilient State Route 37 Program.

State Update:

The May 2026 state legislative update presents a mixed fiscal picture, with stronger-than-expected current revenues offset by significant long-term budget challenges. State revenues are exceeding projections by nearly \$9 billion this fiscal year, driven largely by income tax receipts. However, this surplus is largely committed to constitutional obligations such as education and reserve funds.

Looking ahead, the outlook is much more constrained, with projected deficits reaching \$35 billion by 2030. In response, Governor Newsom is expected to propose significant budget cuts in his May Revise to maintain a balanced budget, while the Senate is advancing an alternative approach that prioritizes building reserves, protecting key programs, and potentially introducing new fees on large corporations, though new fees or taxes face opposition from the Governor.

On the transportation front, the outlook is concerning. The Senate's budget framework does not include new transportation funding and does not address restoring cuts to key transit programs, while ongoing changes to the Cap and Invest program could further reduce funding available for transit-related programs such as the Low Carbon Transit Operations Program (LCTOP) and the Transit and Intercity Rail Capital Program (TIRCP).

Proposed reallocations of climate funds toward utility credits and industrial decarbonization may come at the expense of transit and clean transportation investments, potentially undermining efforts to meet zero-emission bus requirements and sustain programs like student transit passes. These proposed changes have prompted significant opposition from legislators and transit stakeholders, and the final outcome remains uncertain as CARB considers next steps.

ATTACHMENTS

- 1) May 2026 Federal Update (CFM Advocates)
- 2) May 2026 State Update (Platinum Advisors)
- 3) May 2026 State Bill Matrix (Platinum Advisors)



To: NVTA Board
From: Joel Rubin and Tara Kroft, CFM Advocates
Re: May 2026 Washington Update

Latest Washington Activity

NVTA Earmark Funding Progress - \$2 million NVTA Project Submitted by Rep. Thompson; Awaiting Senate Submissions

In early-April, CFM received word that Representative Mike Thompson would be submitting NVTA's request for \$2 million for the American Canyon State Route 29 Improvements Project. Last week, his office officially made that [request](#) public. Representative Thompson's request still needs to be approved by the Appropriations Committee for inclusion in the Transportation and Housing and Urban Development bill (THUD), and the amount may be reduced in the process, but the Representative's request sets NVTA up to receive funding for the American Canyon Project by year's end. We really appreciated working with your team to craft a winnable earmark request in this first round of working together and are excited to see resources come back to your community for such an important infrastructure and safety initiative.

We have also coordinated with the offices of Senators Padilla and Schiff to position NVTA's two projects, American Canyon and Bus Shelter Improvements, for submission on the Senate side. Our team met with DC staff from both Senate offices in March to advocate for these projects directly. The Senators have not released their requests yet, but CFM is continuing to engage with your delegation and monitor for the public release of requested projects (likely in mid-May).

Safe Streets and Roads for All (SS4A) Grant Program

The FY26 SS4A grant program Notice of Funding Opportunity is currently open with a deadline of May 26, 2026. CFM and the NVTA team are working on drafting a \$10 million application for implementation funding through for the American Canyon State Route 29 Improvements Project. The draft narrative is coming along nicely, and we feel the application will be very competitive for the \$600+ million USDOT program. CFM is also working with NVTA's congressional delegation to secure letters of support for your application to the USDOT.

Transportation Reauthorization Update and Relevant Bus Coalition Work

Congress is continuing work on the next surface transportation reauthorization bill, with a House Transportation and Infrastructure Committee markup currently expected on May 13, though that timeline is possible to slip (again) as negotiations continue. Based on the Bus Coalition's conversations with more than 50 Committee offices, there is growing concern



that the draft bill could reduce bus program funding to approximately \$1.1 billion annually—roughly half of current levels—and decrease competitive grant funding by as much as 66 percent, to below \$500 million. This funding cut would prove devastating for transit systems nationwide, as reduced availability of competitive funds will delay needed capital projects.

At the same time, discussions remain fluid, with Committee staff indicating a desire to develop a bipartisan compromise that can secure support from the “Big 4” leadership. Despite that goal, the parties remain far apart on key funding and policy issues, creating uncertainty around both timing and substance. Looking ahead, several factors will shape the path forward, including the September 30 expiration of the current authorization, the need for any House bill to be reconciled with the Senate, and Chairman Sam Graves’ planned retirement, which adds urgency to advancing legislation this year.

In response to this concern, the Bus Coalition has emailed all 435 House offices about the importance of funding for the Buses and Bus Facilities/5339 program. We have also reached out to all members and supporters to have them contact their representatives and show support for the program. The Bus Coalition also held a meeting with over 50 attendees during the APTA legislative fly-in earlier in April, where we discussed this program and provided the attendees with Bus Coalition materials and talking points they could use during their Hill meetings.

CFM and the Bus Coalition are using a two-pronged approach to advocacy: fight to include as much funding as possible in the House bill and use the Senate as a backstop to prevent funding cuts. Given that we have met with over 70 offices across the Hill on the relevant committees, we plan to use these relationships to protect grant funding sources important to NVTA.

On the highway side, there is a push from the House Republican Majority staff to streamline funding to states vs maintaining competitive grants. This could put the BUILD program, which has been a grant target in the past for NVTA, at risk. We have actively engaged your congressional delegation in support of BUILD and believe the Senate will serve as a backstop there as well if the program is reduced or eliminated.

Washington Update: FY27 Appropriations Begin Amid Drama over Department of Homeland Security (DHS) Funding and Ethics Violations

Appropriations Activity Picks Up

At the beginning of this week, the House Appropriations Committee began marking up its first FY27 spending bills, including Military Construction–VA and Financial Services. These markups signal the formal start of the appropriations process, with additional bills expected



to follow in the coming weeks. While the House is moving quickly, the Senate’s timeline remains less certain, though action is anticipated within the next couple of months. As more bills advance through committee, attention will increasingly turn to floor consideration and the challenge of reconciling differences between the chambers.

As with the surface transportation reauthorization bill, the appropriations process faces a September 30 deadline for passage or get an extension typically called a Continuing Resolution (CR). New funding bills must be passed by that date to avert another government shutdown. The House is particularly incentivized to move quickly on the appropriations bill this year – all 435 members are running for reelection, and a politically messy shutdown can complicate their campaigns.

Senate Advances Reconciliation Measure to Fund DHS

The Senate voted to proceed with a Republican-led budget resolution designed to fund immigration enforcement agencies through the remainder of President Trump’s term. Passed along party lines, the resolution instructs key committees to develop reconciliation legislation that could provide up to \$70 billion in funding for agencies such as ICE and Customs and Border Protection.

While reconciliation has been an increasingly popular tool for bypassing the Senate’s 60-vote threshold to avert a filibuster (most recently being used to pass the One Big Beautiful Bill Act), it still comes with complications. Given how politically tricky it can be to use, Senate Republicans have been hesitant to employ it this year. However, given staunch Democratic opposition to many of the provisions in the DHS bill, Republicans may turn to it to pass their priorities.

Passed on a strictly party-line vote of 52–46, this effort marks the first step in a broader reconciliation process, allowing Republicans to bypass the filibuster and Democratic opposition. The resolution will also be subject to a “vote-a-rama,” where senators can offer unlimited amendments—potentially complicating the path forward.

Republicans are aiming to keep the package focused on immigration enforcement to ensure passage, while Democrats are preparing amendments centered on cost-of-living issues and potential restrictions on enforcement practices, including prohibiting the wearing of masks during raids and requiring judicial warrants to enter private property. While most measures offered by Democrats are not expected to pass, they may force Republicans to take unpopular votes to advance the measure.



National Environmental Policy Act (NEPA) Reform and Expanded Use of Categorical Exclusions

Separate from the fiscal debate, the White House is also continuing its broader deregulatory push through new guidance from the Council on Environmental Quality (CEQ) on categorical exclusions under NEPA. The guidance encourages federal agencies to more aggressively establish, revise, adopt, and apply categorical exclusions for actions that normally do not have significant environmental impacts, allowing those projects to move through a more streamlined review process instead of requiring a full environmental analysis from scratch.

For infrastructure delivery, this could have meaningful implications. Transportation projects are likely to see the most immediate benefits. Routine projects such as road resurfacing, safety improvements, bridge rehabilitation, and transit station upgrades often already fit within existing categorical exclusions, and the new guidance may encourage agencies such as the Federal Highway Administration and Federal Transit Administration to rely more heavily on those tools. In practical terms, that could reduce permitting timelines and help certain transportation projects move more quickly from planning to construction.

The broader takeaway is that the CEQ guidance creates a clearer path for accelerating low-impact infrastructure projects, but implementation will still vary by agency, project type, and geography. Municipalities and project sponsors that plan with categorical exclusions in mind from the outset, engage federal partners early, and maintain strong supporting documentation will likely be best positioned to take advantage of the policy shift. While the administration is clearly prioritizing faster project delivery, legal risk and project-specific environmental concerns will continue to shape how far agencies can go.

Ethics Crisis in the House Triggers Resignations

Last week, the House faced a rapidly escalating ethics crisis that culminated in the abrupt resignations of Representatives Eric Swalwell (D-CA) and Tony Gonzales (R-TX). The developments were particularly striking given Swalwell's national profile and political trajectory. Swalwell had been widely viewed as a leading contender in the California governor's race, making his departure not just a congressional issue but a major shakeup in state-level politics as well. Both members ultimately stepped down ahead of anticipated expulsion votes, as bipartisan pressure mounted in response to serious misconduct allegations—sexual assault and harassment claims in Swalwell's case and in Gonzales's case an admitted inappropriate relationship with a staffer that later committed suicide.

The sequence of events unfolded rapidly and added to the sense of drama in the chamber. In order to help preserve the House GOP's razor thin majority in the House, Gonzales had initially indicated he would not resign and intended to serve out the remainder of his term. However, the situation shifted dramatically as details surrounding Swalwell's case became



public and support for both members quickly eroded. Within a span of roughly an hour, both lawmakers announced their resignations, effectively preempting what could have been back-to-back expulsion votes—an extraordinarily rare and politically fraught scenario for the House.

This week, the fallout spiraled even further. On Tuesday, Representative Sheila Cherfilus-McCormick (D-FL) resigned minutes before the House Ethics Committee was set to vote on whether to recommend that the House expel her. Last month, the committee found Cherfilus-McCormick guilty of more than two dozen ethics violations, including allegations related to stealing millions of disaster relief funds to finance her congressional run. She is also facing a separate federal criminal indictment that could result in more than 53 years in prison if convicted.

At the same time, Representative Cory Mills (R-FL) is being investigated by the House Ethics Committee for allegations of dating violence, campaign finance violations and more, with discussions already underway about whether his case could rise to the level of an expulsion effort, depending on the findings of ongoing investigations.

These expulsion considerations and resignations are relatively unprecedented in American history. Expulsion requires a two-thirds vote of the House of Representatives, and only three House members have been expelled since the Civil War. Taken together, the cases have created a heightened state of instability in the House. Beyond the immediate political implications, the episode is prompting renewed debate over the pace and transparency of the ethics process, as well as the willingness of leadership in both parties to act decisively when credible allegations emerge. With margins in the House remaining narrow, any additional departures or disciplinary actions could also have meaningful implications for vote counting and the broader legislative outlook in the weeks ahead.

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PLATINUM | ADVISORS

May 1, 2026

TO: Danielle Schmitz, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Fiscal Outlook: The revenue trend continues to exceed the January forecast. April is the biggest revenue month, and the forecast called for \$17.37 billion in income tax receipts. The month closed out with a little over \$18 billion. For the fiscal year to date revenues will exceed projections by nearly \$9 billion. As previously stated, most of this “extra” revenue will be reserved for Constitutionally required set asides for education and rainy-day reserves.

At separate meetings with the Assembly and Senate Democrat Caucus’, Governor Newsom stated his May Revise will include significant cuts. While revenues this fiscal year are good, the out-year budget revenue looks bleak, with the Legislative Analyst’s Office (LAO) projecting deficits reaching \$35 billion by 2030. Governor Newsom is committed to leaving his successor a balanced budget. How he does that will be outlined in the May Revise.

Senate Priorities: Countering the Governor’s planned cuts, the Senate Democrat Caucus released a general outline of their budget priorities. Titled Foundation for the Future, it would increase the state’s rainy-day fund, reject some cuts proposed by the Governor, and increase funding of education, housing, and other programs. The most controversial piece is a proposal that imposes a new fee on the top 1 to 2 percent of the state’s largest corporations (with at least several hundred employees) in order to help the state cover their employees’ Medi-Cal costs. Governor Newsom has already stated he would not support new taxes.

There is no new funding in the Senate’s proposal for transportation, and it is silent on restoring funds for the Zero Emission Transit Capital Program. However, the Senate proposal would dedicate \$1 billion in cap & invest funds for legislative priorities. This means the Senate proposal rejects the Governor’s plan to allocate \$750 million of these funds to CalFire. The plan would also appropriate an additional \$400 million in Prop 4 funding for a total of \$2.5 billion in 2026-27.

The Assembly’s priorities are expected to be announced soon.

Budget Bloat: Since the 2019-20 fiscal year the size of the state budget has grown by \$100 billion. The state budget in 2019-20 was \$149 billion and the 2026-27 budget is projected to reach \$248 billion. This is according to a recent LAO study that found 70% of this growth was just to keep existing programs funded, and 30% was attributed to spending on expanded or new programs. The bulk of the spending growth was in education programs at \$37 billion, and \$58 billion is attributed to “local assistance,” which includes funding for California State Universities (CSUs) and Universities of California (UCs), as well as major cost drivers such as Medi-Cal, social services, and in-home supportive services. The remaining \$9 billion was in state operating costs, such as employee compensation and growth in full-time employees, particularly within CalFire.

The purpose of this report is to educate the legislators on where the cost drivers are as the contemplate budget actions to address out year deficits. The LAO forecast calls for a growing structural deficit reaching \$35 billion by 2030. As the LAO points out “the persistence of the state’s deficits strongly suggests the balance of the state’s spending commitments and revenues is not sustainable.” The legislature will face the difficult task of evaluating the tradeoffs of which program to reduce or sustain as they address these looming deficits.

Cap & Divest: When the legislature approved AB 1207 and SB 840 to extend the Cap & Invest program, AB 1207 also directed California Air Resources Board (CARB) to update its regulations and take into consideration the affordability impacts of the program. On April 14th, CARB posted additional changes to the Cap & Invest regulations to address affordability concerns. This proposal increases from \$8 billion to \$10 billion the amount of auction revenue allocated to the California Climate Credit program which provides a credit for utility bills. The proposal would also double the allocation of auction revenue to the manufacturing decarbonization fund, which includes supporting refiners who make upgrades that reduce emissions at their facilities.

This is a zero-sum game, and increasing the diversion of auction revenues to these programs reduces the amount of auction revenues available to the expenditure plan in SB 840. The most at risk are the Tier 3 programs because they will be the first ones cut. This includes funding for Low Carbon Transit Operations Program (LCTOP), Transit and Intercity Rail Capital Program (TIRCP), and Affordable Housing & Sustainable Communities programs. Without these funds, many student bus pass programs would be terminated, and transit operators would not be able to meet the zero emission bus purchase requirements mandated by CARB’s Innovative Clean Transit rule. There has been strong and organized push back on this proposal.

While all groups support the need to examine affordability, allocating additional revenue to the oil industry at the expense of programs critical to transitioning to zero emission vehicles is widely opposed. This past week a letter signed by 28 Senate and Assembly members expressing concerns with this program was sent to CARB Chair Lauren Sanchez, and the chairs of the Senate Budget Subcommittee 2, Senator Reyes, and the Senate Committee on Environmental Quality, Senator Blakespear, sent a letter requesting Chair Sanchez to appear before a joint hearing to review this proposal. In addition, the California Transit Association has spearheaded an effort to submit

comments expressing concerns signed by 60 organizations and a separate letter signed by 40 transit agencies.

The CARB board is currently scheduled to vote on this proposal at its May 28 & 29 meeting. However, given the uproar with these changes, there are rumors that the Board will push this back to a later date. The deadline for submitting comments was extended to May 4th; however, CARB will always accept comments after the deadline, but they may not be addressed by staff.

PLATINUM | ADVISORS

May 11, 2026

Attachment 3
 NVTA Board Item 10.2
 May 20, 2026

TABLE 1: BOARD ACTION ITEMS

	Subject	Status	Recommended Position
<p>AB 1821 (Pacheco D) California Public Records Act: agency response time.</p>	<p>AB 1821 converts the California Public Records Act's (CPRA) requirement to confirm that disclosable records are in the possession of the public agency must be done within 10 and 14 business days rather than currently required within calendar days.</p> <p>AB 1821 specifies that response times to a request should be tied to business days rather than calendar days. This small change ensures that agencies' timelines actually align with the hours they work. As a result, agencies may continue to respond to requests in a timely manner without being held to timelines that fall outside of standard business or processing hours.</p>	Assembly Floor	Support
<p>AB 2015 (Wicks D) Department of Transportation: third-party navigation applications: study and report.</p>	<p>AB 2015 would require Caltrans in consultation with CalSTA and local authorities, to conduct a comprehensive study and make recommendations on the impact of third-party navigation applications on the state highway system and local street and road networks by January 1, 2028.</p> <p>While the use of navigation apps has reduced travel times, the use of these apps has resulted in routing travelers down neighborhood streets. AB 2015 intends to examine the impact this re-routing has on traffic and pedestrian/bicycle safety.</p>	Assembly Appropriations	Watch

	Subject	Status	Recommended Position
<p><u>AB 2051</u> (Wicks D) Public resources: Coastal Resilience Permitting Working Group.</p>	<p>AB 2051 requires the Secretary of the California Natural Resources Agency (CNRA), in consultation with the Secretary for Environmental Protection (CalEPA), to convene a Coastal Resilience Permitting Working Group (Working Group) for the purpose of developing a Coastal Resilience Permitting Roadmap (Roadmap) to accelerate coastal resilience projects.</p> <p>The intent of this bill is to create a more consistent, cross-agency approach to coordination and streamlining for a broader set of climate adaptation and resilience projects and builds on existing permit streamlining efforts by addressing clear gaps in their scope rather than duplicating work.</p>	<p>Assembly Appropriations</p>	<p>Watch</p>
<p><u>SB 1087</u> (Cabaldon D) Transportation planning: sustainable communities strategies: transportation funding programs.</p>	<p>SB 1087 makes numerous changes to existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements including, how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated. Extends GHG reduction targets to 2045.</p> <p><i>NVTA is taking a Support If Amended position to ensure projects in the Regional Transportation Plan that commence before 2045, but are currently scheduled for after 2035 remain eligible for funding.</i></p> <p>While additional changes are being considered, SB 1087 makes the following changes.</p> <ul style="list-style-type: none"> • Shift the SCS planning cycle from every four years to every eight years. • Shifts oversight of the SCS plans from CARB to the CTC. • Exempts the development of the SCS, Regional Transportation Plan, or an 	<p>Senate Appropriations</p>	<p>Current Position: Watch</p> <p>Recommended Position: Support If Amended</p>

	Subject	Status	Recommended Position
<u>SB 1087</u> <i>(continued)</i>	<p>alternative SCS from CEQA if specified public outreach measures are met.</p> <ul style="list-style-type: none"> • Requires projects receiving either Trade Corridor Enhancement Program funds or Solutions for Congested Corridor Funds must be consistent with the SCS and RTP. • Requires greater transparency in how CARB develops the GHG reduction targets for a region. 		

TABLE 2: BOARD ADOPTED POSITIONS

	Subject	Status	Position
<u>AB 259</u> <u>(Rubio, Blanca D)</u> Open meetings: local agencies: teleconferences.	AB 259 was amended to extend the sunset date to January 1, 2030, rather than repealing the existing January 1, 2026, sunset. This bill would extend the existing authority allowing members of a legislative body to participate remotely if specific conditions are met.	Senate Judiciary Two-Year Bill	Watch
<u>AB 954</u> <u>(Bennett D)</u> State transportation improvement program: bicycle highway pilot program.	This bill would require Caltrans to prepare a proposal for the development, including the selection of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California’s major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP.	Senate Floor Inactive File	Watch
<u>AB 1837</u> <u>(González, Mark D)</u> Video imaging of parking violations.	Existing law authorizes transit operators, until January 1, 2027, to use forward facing video cameras to issue tickets based on video images for illegally parking in bus only lanes and at bus stops.	Assembly Appropriations	SUPPORT

	Subject	Status	Position
<p>AB 1837 <i>(continued)</i></p>	<p>The California Transit Association is sponsoring AB 1837 to repeal the sunset date on this authority. However, the Assembly Privacy Committee was not comfortable with repealing the sunset date and the bill was amended to extend the sunset date until December 31, 2034. The committee analysis expressed concerns that the reports submitted did not adequately address privacy issues.</p> <p>The amendments would also prohibit an operator from commencing this program when the sunset date is less than two years away. The reports submitted by operators must also include “precise” data used to draw conclusions in the report.</p> <p>Language was also added increasing privacy protections by prohibiting the use of facial recognition systems and prohibiting access to the data by federal authorities. The video evidence must also blur out non-relevant license plates and pedestrians.</p>		
<p>AB 1890 (Aguiar-Curry D) County of Napa: farmworker housing: funding.</p>	<p>AB 1890 was placed on the Suspense File due to the costs associated with extending this program.</p> <p>If funds are appropriated in the budget, this bill would increase the amount of funding the Department of Housing and Community Development (HCD) awards to the Napa County Housing Authorities (NCHA) farmworker centers from \$250,000 to \$500,000, annually.</p> <p>AB 1890 builds upon AB 317 (Aguiar-Curry) that was enacted in 2016, which authorized \$200,000 in state General Fund to support the Napa County farmworker centers. The AB 317 funding is set to expire in the 2028-29 fiscal year.</p>	<p>Assembly Appropriations</p> <p>Suspense File</p>	<p>Support</p>

	Subject	Status	Position
<p><u>AB 1944</u> (Lee D) Zero-emission transit buses: axle weight.</p>	<p>The Assembly approved AB 1944 on a vote of 62-3.</p> <p>Since zero emission bus technology has not advanced as expected, zero emission transit buses continue to exceed the 22,000-pound axle weight limit. AB 1944, also sponsored by CTA, would create a new standard that allows for an axle weight limit for zero emission buses to be up to 25,000 pounds for zero emission buses purchased by specified dates. Specifically, AB 1944 would create the following limits for buses purchased by specified dates, which is similar to prior existing law:</p> <ul style="list-style-type: none"> • Purchases made from January 1, 2027 to December 31, 2027, the limit would be 25,000 pounds. • Purchases made from January 1, 2028 to December 31, 2029, the limit would be 24,000 pounds. • Purchases made from January 1, 2030 to December 31, 2031, the limit would be 23,000 pounds. • Purchases made after January 1, 2031 the limit would be 22,000 pounds. 	Senate Rules	SUPPORT
<p><u>AB 2168</u> (Wicks D) Active Transportation Program: guidelines</p>	<p>This measure would amend the Active Transportation Program to emphasize the need for ATP projects to increase access to public transit.</p> <p>AB 2168 also directs the CTC in developing the ATP guidelines to incentivize the use of other funding programs in order to leverage ATP awards.</p> <p>In addition, AB 2168 includes language stating the ATP guidelines should include penalties for applicants that received ATP funds but have not used the funds in a timely manner.</p>	Assembly Appropriations	Watch

	Subject	Status	Position
<p>SB 239 (Arreguin D) Open meetings: teleconferencing: subsidiary body.</p>	<p>Although the provisions in SB 239 were added to SB 707 last year, SB 239 was moved to the Assembly last week. Senator Arreguin plans to use the bill for another purpose.</p> <p>SB 239 proposed to allow certain types of advisory or subsidiary bodies to meet using remote/teleconference participation if specified conditions are met. SB 239 would not apply to a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets.</p>	Assembly Desk	Watch
<p>SB 445 (Wiener D) Sustainable Transportation Project Permits and Cooperative Agreements.</p>	<p>SB 445 was gutted and amended to apply only to the California High Speed Rail Authority.</p> <p>Similar to prior versions of the bill, SB 445 would authorize the CHSRA to develop and adopt regulations governing third-party permits and approvals that are necessary to deliver the project.</p>	<p>Assembly Approps</p> <p>Held on Suspense</p>	Watch
<p>SB 569 (Blakespear D) Department of Transportation: homeless encampments.</p>	<p>The bill would allow Caltrans to establish a dedicated liaison to facilitate the removal of homeless encampments on Caltrans' right-of-way and authorizes Caltrans to negotiate specified terms for Delegated Maintenance Agreements (DMA) with local jurisdictions. The DMA is a contract entered into by Caltrans and a local government, in which both work together to reduce and remove homeless encampments within Caltrans' jurisdiction. This would allow local governments, under an executed DMA, to utilize local policies and procedures to streamline encampment abatement, as well as streamlining the permit process.</p>	<p>Assembly Transp.</p> <p>Two-Year Bill</p>	Support

	Subject	Status	Position
<p>SB 1087 (Cabaldon D) Transportation planning: sustainable communities strategies: transportation funding programs.</p>	<p>SB 1087 makes numerous changes to existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements including, how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated. Extends GHG reduction targets to 2045.</p> <p>While additional changes are being considered, SB 1087 makes the following changes.</p> <ul style="list-style-type: none"> • Shift the SCS planning cycle from every four years to every eight years. • Shifts oversight of the SCS plans from CARB to the CTC. • Exempts the development of the SCS, Regional Transportation Plan, or an alternative SCS from CEQA if specified public outreach measures are met. • Requires projects receiving either Trade Corridor Enhancement Program funds or Solutions for Congested Corridor Funds must be consistent with the SCS and RTP. • Requires greater transparency in how CARB develops the GHG reduction targets for a region. 	<p>Senate Appropriations</p>	<p>Watch</p>



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Laura Sanderlin, Board Secretary
(707) 259-8633 / Email: lsanderlin@nvta.ca.gov
SUBJECT: Chair and Vice Chair Nominating Committee for Fiscal Year 2026-27

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board appoint a subcommittee of three Board members to nominate a Chair and Vice Chair for Fiscal Year (FY) 2026-27.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

The NVTA bylaws require an annual election of Chair and Vice Chair by the first meeting of the fiscal year. The Board terms are consistent with the agency's fiscal year and begin on July 1 and ending on June 30. The term for Chair Joseph and Vice Chair Dohring will conclude in June of this year. Staff is requesting that the Board appoint a subcommittee of three Board members to nominate a Chair and Vice Chair for FY 2026-27. The Board will elect a Chair and Vice Chair for FY 2026-27 at the June 17th, 2026 meeting.

FISCAL IMPACT

None

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND

The Chair and Vice Chair hold office for one year or until their successors have been appointed. In June of 2000, the Board adopted a policy that allows a two-year term for the Chair and Vice Chair with a vote of approval by the Board to continue serving for the second fiscal year.

In the past, the subcommittee has been composed of the current Chair and the two prior Chairs. Director Alessio is the previous past chair. Prior to Director Alessio, the Chair was filled by a Director from County of Napa who is no longer part of the NVTA Board. There are no current Directors who have served as Chair of the NVTA Board.

ALTERNATIVES

If no subcommittee is convened, the Board would be required to present a recommendation for nominating a Chair and Vice Chair at its June 17th meeting.

ATTACHMENT(S)

None



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Antonio Onorato, Director of Administration, Finance and Policy
(707) 259-8779 / Email: anonorato@nvta.ca.gov
SUBJECT: Resolution No. 26-04 Adopting of the Napa Valley Transportation Authority Biennial Budget for Fiscal Year (FY) 2026-27 and FY 2027-28

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 26-04 adopting:

- 1) FY 2026-27 (FY27) NVTA consolidated budget of \$58,724,600, and approve the FY27 appropriations limit of \$58,724,600, and
- 2) FY 2027-28 (FY28) NVTA annual operating of \$48,218,300 and approve the FY 2028 appropriations limit of \$48,218,300.

COMMITTEE RECOMMENDATION

At the May 7th, 2026 meeting, the Paratransit Coordinating Council reviewed and came to a formal consensus to recommend that the Vine Go paratransit budget be approved by the Board.

EXECUTIVE SUMMARY

The Agency's budget serves as a policy document, a financial plan, a communications device and an operations guide, reflecting the policies, goals, programs, and service priorities of the NVTA and the community. NVTA staff is presenting the two-year biennial budget financial program for adoption.

Staff is recommending the adoption of the annual operating budget and will continue to monitor developments at the federal and state levels, analyze impacts on the Agency's budget, and recommend budgetary adjustments as necessary.

FISCAL IMPACT

Is there a fiscal impact? Yes, upon adoption of the budget will result in expenditures of up to \$58,724,600 for FY 2026-27 and \$48,218,300 for FY 2027-28.

Element	FY2026-27 Budget	FY 2027-28 Budget
CMA	\$24,689,800	\$14,011,900
Transit Operations	\$22,357,300	\$23,385,400
Transit Capital Investments	\$10,993,500	\$10,137,000
Transportation Fund for Clean Air	\$500,000	\$500,000
Debt Service for TIFIA loan	\$184,000	\$184,000
Total	\$58,724,600	\$48,218,300

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action herein is not a "project" subject to the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 21065 and within the meaning of Sections 15060(c) and 15378(b); and therefore CEQA is not applicable.

BACKGROUND

A public hearing was held for the first reading of the budget at the NVTA Meeting on April 15th, 2026. After receiving comments from the Board at the ad-hoc budget meeting held on March 9th, 2026 and input from various stakeholders, the overall budget for the Napa Valley Transportation Authority is \$58,724,600 in FY 2026-27 and \$48,218,300 in FY 2027-28 respectively. The biennial budget outlines NVTA's plan for how resources will be used to achieve the agency's goals and objectives over the next two years. Adoption of the spending appropriation provides the legal authority to expend revenues for the outlined objectives.

Staff anticipate these goals and objectives are achievable with resources available. That said, any expanded project delivery role over the next two to three years may require additional staff resources and support. Reallocation of staff to address new responsibilities such as new projects and programs, maintaining the efficiency of transit services, and delivering large capital projects may also be necessary.

Revisions to the Preliminary Budget

Since the April 15th NVTA Board meeting and public hearing, two modifications were made to the preliminary budget:

- 1) Burnell Sidewalk Rehabilitation: \$675,000. Safe Routes to Transit project rehabilitating the sidewalk from 4th and Burnell Streets south to 7th Street. The majority of the project will be grant funded.
- 2) Limited Term Project Delivery Director: \$88,000. The staff member will assist in the daily oversight of capital projects, project development, and coordinating specific capital construction improvements to expedite project delivery of highway projects.

ALTERNATIVES

The Board must adopt a budget by June 30, 2026 for the next fiscal year.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 3: Use taxpayer dollars efficiently.

The budget appropriation is the legal spending authority approved by the Board of Directors which allows the NVTA to coordinate resources for the implementation of policies, operations and project delivery. A budget must be adopted for the next two fiscal years.

ATTACHMENTS

- (1) Resolution No. 26-04
- (2) Draft CONSOLIDATED Biennial Budget and Financial Outlook FY27-FY30
- (3) Draft CMA Budgets and Financial Outlook FY27-FY30
- (4) Draft Transit Budgets and Financial Outlook FY27-FY30
- (5) Draft Transit Capital and Software Budgets and Financial Outlook FY27-FY30

RESOLUTION No. 26-04

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
ADOPTING THE FY 2026-27 AND FY 2027-28 BUDGETS
AND APPROPRIATIONS LIMITS**

WHEREAS, the Napa Valley Transportation Authority (NVTA) is designated the countywide transportation planning agency responsible for Highway, Streets and Roads, transit planning and programming, capital development, and project delivery within Napa County, and

WHEREAS, on a routine basis the Board reviews and approves a budget for all transit services including fixed route, deviated route, paratransit, and other mobility services as well as NVTA administration and planning, and

WHEREAS, certain Bay Area Air District, Congestion Management Authority, Transportation for Clean Air, Federal Transit Administration, Federal Highway Administration, Surface Transportation Program, State Transit Assistance, Regional Measure 2 and Regional Measure 3, Caltrans, and Transportation Development Act funds, One Bay Area Grant(s) and other grants are passed through NVTA, and

WHEREAS, the Board has reviewed the budgets as proposed by staff, and believes that the proposed budgets reasonably fulfill the needs of the Authority and is in keeping with its responsibilities for fiscal stewardship; and

WHEREAS, the budgeted amounts recommended for projects in the FY2026-27 and FY2027-28 Budgets are consistent with its anticipated grant funded policies, where such projects are ready for advancement of specific stages as specified; and

WHEREAS, the NVTA serves as the Congestion Management Agency for Napa County, and the budgeted amounts are consistent with fulfilling Federal and State requirements; and

WHEREAS, NVTA convened a budgetary ad-hoc committee on March 9th, 2026, which included the Chair Joseph, Vice Chair, and one Director from NVTA to discuss the preliminary budget inputs, ask questions on the different budget drivers, and offer comments and remarks for refining the budget.; and

WHEREAS, NVTA held a public hearing on April 15th, 2026, to consider public input on the proposed budgets; and

WHEREAS, the bi-annual budget is front loaded in the first year with the expectation that unused balances will rollover in the successive year; and

WHEREAS, projects and programs will commence once funding has been clearly identified and secured,

NOW, THEREFORE, BE IT RESOLVED, that the Napa Valley Transportation and Authority adopt the FY 2026-27 Consolidated Budget in the amount of \$58,724,600 and FY 2027-28 Consolidated Budget in the amount of \$48,218,300 and authorizes the Executive Director, or designee to take all necessary actions to secure indicated Federal, State, Regional, and Local resources, and to execute contracts with Member Agencies or funding entities as necessary.

BE IT FURTHER RESOLVED, that the Napa Valley Transportation and Authority authorizes the Executive Director, or designee to take all necessary actions to secure indicated Federal, State, Regional, and Local resources, and to execute contracts with Member Agencies or funding entities as necessary.

Passed and Adopted the 20th day of May, 2026.

Mark Joseph, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

Laura Sanderlin, NVTA Board Secretary

APPROVED:

Osman Mufti, NVTA Legal Counsel



**NVTA Budget Outlook- Consolidated Budget
CMA, Public Transit, Capital, Debt Service, TFCA**

CONSOLIDATED SUMMARY

	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Revenues By Fund						
CMA (General Fund)	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700	\$ 14,280,700	\$ 12,558,300	\$ 26,839,000
Public Transit	22,357,300	23,385,400	45,742,700	24,325,200	26,824,755	51,149,955
Transit Capital	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Debt Service- Bus Maintenance Facility	184,000	184,000	368,000	184,000	184,000	368,000
Transportation for Clean Air	500,000	500,000	1,000,000	500,000	500,000	1,000,000
TOTAL	\$ 58,724,600	\$ 48,218,300	\$ 106,942,900	\$ 39,889,900	\$ 40,667,055	\$ 80,556,955

Expenses by Fund						
CMA (General Fund)	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700	\$ 14,280,700	\$ 12,558,300	\$ 26,839,000
Public Transit (Less Transit Capital)	22,357,300	23,385,400	45,742,700	24,325,200	26,824,755	51,149,955
Transit Capital	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Debt Service- Bus Maintenance Facility	184,000	184,000	368,000	184,000	184,000	368,000
Transportation for Clean Air	500,000	500,000	1,000,000	500,000	500,000	1,000,000
TOTAL	\$ 58,724,600	\$ 48,218,300	\$ 106,942,900	\$ 39,889,900	\$ 40,667,055	\$ 80,556,955

FUND- Congestion Management Agency	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Transportation Development Act (LTF)	\$3,000,000	\$3,000,000	\$6,000,000	\$3,000,000	\$3,000,000	\$6,000,000
State Funding	1,300,000	1,300,000	2,600,000	1,300,000	1,300,000	2,600,000
FED - Other Funding- OBAG Planning	3,434,000	1,553,000	4,987,000	972,000	991,000	1,963,000
Other - Governmental Agencies	15,883,200	7,086,300	22,969,500	7,928,100	6,186,700	14,114,800
Investment Earnings	50,000	50,000	100,000	50,000	50,000	100,000
Miscellaneous/Economic Adjustment	622,000	622,000	1,244,000	622,000	622,000	1,244,000
Charges for Services	400,600	400,600	801,200	408,600	408,600	817,200
TOTAL REVENUES	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700	\$ 14,280,700	\$ 12,558,300	\$ 26,839,000

EXPENDITURES						
Salaries and Employee Benefits	\$4,060,600	\$4,161,200	\$8,221,800	\$4,330,200	\$4,505,400	\$8,835,600
Discretionary (Grant Funded) Programs	19,513,000	8,648,000	28,161,000	7,682,000	6,065,000	13,747,000
Administration/Operations	1,619,200	1,705,700	3,324,900	2,268,500	1,987,900	4,256,400
TOTAL EXPENDITURES	\$ 25,192,800	\$ 14,514,900	\$ 39,707,700	\$ 14,280,700	\$ 12,558,300	\$ 26,839,000

FUND- Public Transit	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Transportation Development Act (LTF) Advances	\$13,677,730	\$12,789,890	\$26,467,620	\$12,649,470	\$14,912,315	\$27,561,785
State Transit Assistance	1,896,300	2,112,000	4,008,300	2,212,000	2,312,000	4,524,000
Federal Transit Administration (FTA)	3,437,600	3,540,000	6,977,600	3,540,000	3,540,000	7,080,000
FTA Capital	3,589,000	5,373,700	8,962,700	-	-	-
Other - Governmental Agencies	1,256,500	1,800,000	3,056,500	1,000,000	1,000,000	2,000,000
Other GA- Capital	4,329,500	2,520,900	6,850,400	-	-	-
Investment Earnings	47,000	47,000	94,000	47,000	47,000	94,000
Farebox	1,267,170	1,288,910	2,556,080	1,326,730	1,363,440	2,690,170
Other Financing/ Economic Adjustment	3,850,000	4,050,000	7,900,000	4,150,000	4,250,000	8,400,000
TOTAL REVENUES	\$ 33,350,800	\$ 33,522,400	\$ 66,873,200	\$ 24,925,200	\$ 27,424,755	\$ 52,349,955

EXPENDITURES						
Purchase Transportation	\$ 13,264,700	\$ 14,034,400	\$ 27,299,100	\$ 14,691,300	\$ 17,031,455	\$ 31,722,755
Fuel	2,423,300	2,448,400	4,871,700	2,510,200	2,528,000	5,038,200
Maintenance and Operational Expenses	2,028,300	2,061,600	4,089,900	2,182,700	2,224,300	4,407,000
Depreciation Expense	4,019,000	4,219,000	8,238,000	4,319,000	4,419,000	8,738,000
Chargebacks- Timesheets	622,000	622,000	1,244,000	622,000	622,000	1,244,000
Total Operational Expenses	22,357,300	23,385,400	45,742,700	24,325,200	26,824,755	51,149,955
Total Capital Projects	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
TOTAL EXPENDITURES	\$ 33,350,800	\$ 33,522,400	\$ 66,873,200	\$ 24,925,200	\$ 27,424,755	\$ 52,349,955

FUND- Debt Service and TFCA	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Debt Service for TIFIA Loan for Bus Maintenance Facility						
Revenues	\$ 184,000	\$ 184,000	\$ 368,000	\$ 184,000	\$ 184,000	\$ 368,000
Expenses	184,000	184,000	368,000	184,000	184,000	368,000
Net Surplus/(Deficit)	\$0	\$0	\$0	\$0	\$0	\$0

Transportation for Clean Air (TFCA)	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
43950 - Other - Governmental Agencies	\$ 485,000	\$ 485,000	\$ 970,000	\$ 485,000	\$ 485,000	\$ 970,000
45100 - Interest	15,000	15,000	30,000	15,000	15,000	30,000
52310 - Consulting Services	495,000	495,000	990,000	495,000	495,000	990,000
57900 - Chargebacks- Timesheets	5,000	5,000	10,000	5,000	5,000	10,000
Net Surplus/(Deficit)	\$0	\$0	\$0	\$0	\$0	\$0

**NVTA Budget Outlook- Consolidated Budget
CMA, Public Transit, Capital, Debt Service, TFCA**

NO INPUTS

	FY25 ACTUALS	FY26 Budget	FY2027 - FY2028 Budget			FY2029 - FY2030 Outlook		
			FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
Public Transit Service Projections								
Service Hours	128,056	131,596	130,724	133,068		133,885	134,743	
Revenue Hours	95,813	99,887	98,091	99,532		100,086	100,667	
Service Miles	1,692,442	1,785,666	1,743,333	1,772,139		1,784,301	1,797,070	
Revenue Miles	1,449,864	1,548,427	1,409,477	1,435,122		1,443,496	1,452,289	
Ridership	543,032	553,962	591,622	630,500		673,156	721,279	

REVENUES

	FY25 ACTUALS	FY26 Budget	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
Transportation Development Act								
41400 - Transportation Development Act	12,303,486	10,846,000	13,786,730	13,915,490	27,702,220	15,233,470	17,680,315	32,913,785
41410 - Transportation Development Act - Capital	-	1,100,000	3,075,000	2,242,400	5,317,400	-	-	-
Total TDA	\$12,303,486	\$11,946,000	\$16,861,730	\$16,157,890	\$33,019,620	\$15,233,470	\$17,680,315	\$32,913,785
Intergovernmental Revenues								
43790 - State Funding	6,947,386	4,060,000	3,196,300	3,412,000	6,608,300	3,512,000	3,612,000	7,124,000
43890 - FED - Other Funding- OBAG Planning	7,004,341	7,800,000	6,871,600	5,093,000	11,964,600	4,512,000	4,531,000	9,043,000
FTA Capital	14,546,120	850,000	3,589,000	5,373,700	8,962,700	-	-	-
43950 - Other - Governmental Agencies	3,102,100	5,915,000	17,623,700	9,371,300	26,995,000	9,413,100	7,487,700	16,900,800
Other GA- Capital	-	-	3,530,500	1,736,900	5,267,400	-	-	-
Total Intergovernmental Revenues	\$31,599,946	\$18,625,000	\$34,811,100	\$24,986,900	\$59,798,000	\$17,437,100	\$15,630,700	\$33,067,800
Revenue from Use of Money and Property								
45100 - Interest	2,301,957	1,089,000	912,000	712,000	1,624,000	712,000	712,000	1,424,000
Total Revenue from Use of Money and Property	\$2,301,957	\$1,089,000	\$912,000	\$712,000	\$1,624,000	\$712,000	\$712,000	\$1,424,000
Farebox/Charges for Services								
46800 - Charges for Services	1,002,554	1,005,755	1,117,700	1,132,000	2,249,700	1,160,800	1,188,800	2,349,600
46810 - Charges for Svcs - Am Canyon	104,299	129,000	141,200	145,600	286,800	153,300	158,200	311,500
46815 - Charges for Svcs - Napa	123,432	125,200	131,800	131,800	263,600	135,000	135,000	270,000
46820 - Charges for Svcs - Yountville	46,643	62,300	50,670	52,310	102,980	54,630	56,640	111,270
46825 - Charges for Svcs - St. Helena	52,223	52,100	52,500	53,900	106,400	56,000	57,800	113,800
46830 - Charges for Svcs - Calistoga	73,217	63,300	63,300	63,300	126,600	63,600	63,600	127,200
46850 - Charges for Svcs - Napa County	103,545	103,545	110,600	110,600	221,200	112,000	112,000	224,000
Total Charges for Services	\$1,505,912	\$1,541,200	\$1,667,770	\$1,689,510	\$3,357,280	\$1,735,330	\$1,772,040	\$3,507,370
Other Financing Sources								
48100 - Sale of Capital Assets	4,363	25,000	-	-	-	-	-	-
49900 - Transit Chargebacks and Adjustments	1,174,857	1,233,600	4,472,000	4,672,000	9,144,000	4,772,000	4,872,000	9,644,000
Total Other Financing Sources	\$1,179,220	\$1,258,600	\$4,472,000	\$4,672,000	\$9,144,000	\$4,772,000	\$4,872,000	\$9,644,000
TOTAL REVENUES	\$ 48,890,521	\$ 34,459,800	\$ 58,724,600	\$ 48,218,300	\$ 106,942,900	\$ 39,889,900	\$ 40,667,055	\$ 80,556,955

EXPENDITURES

	FY25 ACTUALS	FY26 Budget	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
Salaries and Employee Benefits								
51100 - Salaries and Wages	2,358,171	2,600,000	2,701,800	2,836,700	5,538,500	2,978,700	3,127,900	6,106,600
51110 - Extra Help	6,080	10,000	98,000	30,000	128,000	30,000	30,000	60,000
51130 - Vacation Payout	38,716	-	15,000	15,000	30,000	15,000	15,000	30,000
51200 - 401A Employer Contribution	50,490	50,000	24,500	24,500	49,000	24,500	24,500	49,000
51205 - Cell Phone Allowance	10,300	11,000	20,000	22,000	42,000	22,000	22,000	44,000
51300 - Medicare	32,793	38,000	40,000	38,000	78,000	38,000	38,000	76,000
51305 - FICA	-	-	108,000	90,000	198,000	90,000	90,000	180,000
51400 - Employee Insurance - Premiums	460,876	480,000	500,000	525,000	1,025,000	525,000	525,000	1,050,000
51405 - Workers Compensation	3,425	5,000	9,000	9,000	18,000	9,000	9,000	18,000
51410 - Unemployment Compensation	2,201	5,000	5,000	5,000	10,000	5,000	5,000	10,000
51600 - Retirement	363,249	375,000	400,000	425,000	825,000	450,000	475,000	925,000
51605 - Other Post Employment Benefits	64,411	48,000	68,000	70,000	138,000	72,000	73,000	145,000
51990 - Other Employee Benefits	-	53,700	71,300	71,000	142,300	71,000	71,000	142,000
49900 - Transit Chargebacks	(617,244)	(620,000)	-	-	-	-	-	-
Total Salaries and Employee Benefits	\$2,773,468	\$3,055,700	\$4,060,600	\$4,161,200	\$8,221,800	\$4,330,200	\$4,505,400	\$8,835,600
Services and Supplies								
52100 - Administration Services	5,191	5,000	1,000	1,000	2,000	1,000	1,000	2,000
52125 - Accounting/Auditing Services	40,701	81,600	89,800	94,800	184,600	99,800	104,800	204,600
52130 - Information Technology Svcs	181,844	215,000	251,800	258,800	510,600	265,800	273,800	539,600
52131 - ITS Communication Charges	16,974	25,000	12,000	12,000	24,000	12,000	12,000	24,000
52140 - Legal Services	93,231	100,000	75,000	75,000	150,000	75,000	75,000	150,000
52150 - Temporary/Contract Help	19,691	-	2,000	2,000	4,000	52,200	2,000	54,200
52160 - Lobbyist Services	67,000	50,000	100,000	109,000	209,000	118,000	127,000	245,000
52310 - Grant Funded Projects/Programs	8,010,434	6,265,000	19,513,000	8,648,000	28,161,000	8,185,000	6,568,000	14,753,000
52325 - Waste Disposal Services	25,704	57,900	60,000	66,000	126,000	72,000	78,000	150,000
52335 - Security Services	34,433	23,000	16,000	16,000	32,000	60,300	16,000	76,300
52340 - Landscaping Services	20,957	105,000	112,000	116,500	228,500	121,000	125,500	246,500
52490 - Other Professional Services	12,413,226	13,405,200	13,264,700	14,034,400	27,299,100	14,691,300	17,031,455	31,722,755
52500 - Maint - Equipment	271,014	340,000	514,500	515,500	1,030,000	569,000	524,500	1,093,500
52505 - Maint - Bldg & Improvements	125,842	175,000	217,400	230,000	447,400	239,900	250,300	490,200
52515 - Maint - Software	267,323	381,403	465,800	467,800	933,600	548,300	663,300	1,211,600
52520 - Maint - Vehicles	28,381	62,000	336,000	336,000	672,000	392,500	341,000	733,500
52600 - Rents/Leases - Equipment	11,266	10,500	10,000	12,000	22,000	14,000	16,000	30,000
52705 - Insurance - Premiums	431,554	471,000	506,000	512,000	1,018,000	518,000	524,000	1,042,000
52800 - Communications/Telephone	138,145	146,300	95,000	107,500	202,500	120,500	134,000	254,500
52810 - Advertising/Marketing	211,231	182,000	181,000	186,000	367,000	191,000	196,000	387,000
52820 - Printing and Binding	56,647	83,700	19,700	20,700	40,400	60,500	22,700	83,200
52825 - Bank Charges	15,069	17,000	5,000	5,200	10,200	5,500	5,800	11,300
52830 - Publications and Legal Notices	8,624	13,000	14,000	14,500	28,500	57,800	15,500	73,300
52840 - Permits/License Fees	5,874	4,000	3,500	3,500	7,000	3,500	3,500	7,000
52900 - Training/Conference Expenses	59,097	50,000	62,000	67,000	129,000	105,800	77,000	182,800
52905 - Business Travel/Mileage	13,206	15,000	15,000	16,000	31,000	52,900	18,000	70,900
53100 - Office Supplies	79,167	30,000	40,000	45,000	85,000	58,100	55,000	113,100
53110 - Freight/Postage	5,745	3,000	5,000	5,500	10,500	53,100	6,500	59,600
53115 - Books/Media/Subscriptions	17,816	6,000	22,000	25,000	47,000	53,100	31,000	84,100
53120 - Memberships/Certifications	116,188	80,000	75,500	82,500	158,000	138,600	94,500	233,100
53205 - Utilities - Electric	281,485	140,000	277,000	301,000	578,000	321,000	340,000	661,000
53220 - Utilities - Water	38,342	65,000	54,500	54,500	109,000	62,000	69,500	131,500
53250 - Fuel	1,739,272	1,850,200	2,424,300	2,449,400	4,873,700	2,511,200	2,529,000	5,040,200
Total Services and Supplies	\$24,850,673	\$24,457,803	\$38,840,500	\$28,890,100	\$67,730,600	\$29,829,700	\$30,331,655	\$60,161,355

Other Charges									
54315 - Interest on Other Debt	216,901	183,059	184,000	184,000	368,000	184,000	184,000	368,000	
54600 - Depreciation Expense	3,396,859	3,987,742	4,019,000	4,219,000	8,238,000	4,319,000	4,419,000	8,738,000	
54700 - Bad Debt Expense	1,599,435	100,000	-	-	-	-	-	-	
Total Other Charges	\$5,213,195	\$4,270,801	\$4,203,000	\$4,403,000	\$8,606,000	\$4,503,000	\$4,603,000	\$9,106,000	
Capital Assets									
55200 - Construction in Progress	-	-	1,500,000	500,000	2,000,000	-	-	-	
55400 - Equipment	15,816,968	3,100,000	9,493,500	9,637,000	19,130,500	600,000	600,000	1,200,000	
55900 - Capital Outlay Offset	15,816,968	-	-	-	-	-	-	-	
Total Other Charges	\$31,633,936	\$3,100,000	\$10,993,500	\$10,137,000	\$21,130,500	\$600,000	\$600,000	\$1,200,000	
Salary/Overhead Chargebacks									
57900 - Chargebacks- Timesheets	620,622	625,000	627,000	627,000	1,254,000	627,000	627,000	1,254,000	
Total Special Items	\$620,622	\$625,000	\$627,000	\$627,000	\$1,254,000	\$627,000	\$627,000	\$1,254,000	
TOTAL EXPENDITURES	\$ 65,091,895	\$ 35,509,305	\$ 58,724,600	\$ 48,218,300	\$ 106,942,900	\$ 39,889,900	\$ 40,667,055	\$ 80,556,955	

Operations									
Total Revenues	48,890,521	34,459,800	48,530,100	38,865,300	87,395,400	39,889,900	40,667,055	80,556,955	
Total Expenditures	33,457,959	29,353,605	47,731,100	38,081,300	85,812,400	39,289,900	40,067,055	79,356,955	
Net Surplus / (Deficit)	\$15,432,562	\$5,106,195	\$799,000	\$784,000	\$1,583,000	\$600,000	\$600,000	\$1,200,000	
Capital Investments									
Total Revenues	-	-	10,194,500	9,353,000	19,547,500	-	-	-	
Total Expenditures	-	-	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000	
Net Surplus / (Deficit)	\$0	\$0	(\$799,000)	(\$784,000)	(\$1,583,000)	(\$600,000)	(\$600,000)	(\$1,200,000)	
Total Operations + Capital									
Total Revenues	-	-	58,724,600	48,218,300	106,942,900	39,889,900	40,667,055	80,556,955	
Total Expenditures	-	-	58,724,600	48,218,300	106,942,900	39,889,900	40,667,055	80,556,955	
Net Surplus / (Deficit)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			MUST BE ZERO	MUST BE ZERO	MUST BE ZERO	MUST BE ZERO	MUST BE ZERO	MUST BE ZERO	

Revenues By Fund									
CMA	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700	\$ 14,280,700	\$ 12,558,300	\$ 26,839,000			
Public Transit	\$ 22,357,300	\$ 23,385,400	\$ 45,742,700	\$ 24,325,200	\$ 26,824,755	\$ 51,149,955			
Transit Capital	\$ 10,993,500	\$ 10,137,000	\$ 21,130,500	\$ 600,000	\$ 600,000	\$ 1,200,000			
Debt Service	\$ 184,000	\$ 184,000	\$ 368,000	\$ 184,000	\$ 184,000	\$ 368,000			
TFCA	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 1,000,000			
TOTAL	\$ 58,724,600	\$ 48,218,300	\$ 106,942,900	\$ 39,889,900	\$ 40,667,055	\$ 80,556,955			

Expenses by Fund									
CMA	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700	\$ 14,280,700	\$ 12,558,300	\$ 26,839,000			
Public Transit (Less Capital)	\$ 22,357,300	\$ 23,385,400	\$ 45,742,700	\$ 24,325,200	\$ 26,824,755	\$ 51,149,955			
Transit Capital	\$ 10,993,500	\$ 10,137,000	\$ 21,130,500	\$ 600,000	\$ 600,000	\$ 1,200,000			
Debt Service	\$ 184,000	\$ 184,000	\$ 368,000	\$ 184,000	\$ 184,000	\$ 368,000			
TFCA	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 1,000,000			
TOTAL	\$ 58,724,600	\$ 48,218,300	\$ 106,942,900	\$ 39,889,900	\$ 40,667,055	\$ 80,556,955			

**NVTA Budget Outlook- Congestion Management Agency
DRAFT BUDGET**

NO INPUTS

	FY25 ACTUALS	FY26 Budget	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
			FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
REVENUES								
Transportation Development Act								
41400 - Transportation Development Act	3,829,800	3,500,000	3,000,000	3,000,000	6,000,000	3,000,000	3,000,000	6,000,000
Total TDA	\$3,829,800	\$3,500,000	\$3,000,000	\$3,000,000	\$6,000,000	\$3,000,000	\$3,000,000	\$6,000,000
Intergovernmental Revenues								
43790 - ST - Other Funding	4,155,287	1,500,000	1,300,000	1,300,000	2,600,000	1,300,000	1,300,000	2,600,000
43890 - FED - Other Funding- OBAG Planning	1,596,869	2,500,000	3,434,000	1,553,000	4,987,000	972,000	991,000	1,963,000
43950 - Other - Governmental Agencies	478,255	3,500,000	15,883,200	7,086,300	22,969,500	7,928,100	6,186,700	14,114,800
Total Intergovernmental Revenues	\$6,230,411	\$7,500,000	\$20,617,200	\$9,939,300	\$30,556,500	\$10,200,100	\$8,477,700	\$18,677,800
Revenue from Use of Money and Property								
45100 - Interest	81,055	50,000	50,000	50,000	100,000	50,000	50,000	100,000
Total Revenue from Use of Money and Property	\$81,055	\$50,000	\$50,000	\$50,000	\$100,000	\$50,000	\$50,000	\$100,000
Farebox/Charges for Services								
46800 - Charges for Services	49,195	23,155	100,000	100,000	200,000	100,000	100,000	200,000
46810 - Charges for Svcs - Am Canyon	31,365	31,800	33,500	33,500	67,000	36,000	36,000	72,000
46815 - Charges for Svcs - Napa	123,432	125,200	131,800	131,800	263,600	135,000	135,000	270,000
46820 - Charges for Svcs - Yountville	4,403	4,500	4,700	4,700	9,400	5,000	5,000	10,000
46825 - Charges for Svcs - St. Helena	10,898	11,100	11,700	11,700	23,400	12,000	12,000	24,000
46830 - Charges for Svcs - Calistoga	8,217	8,300	8,300	8,300	16,600	8,600	8,600	17,200
46850 - Charges for Svcs - Napa County	103,545	103,545	110,600	110,600	221,200	112,000	112,000	224,000
Total Charges for Services	\$331,055	\$307,600	\$400,600	\$400,600	\$801,200	\$408,600	\$408,600	\$817,200
Other Financing Sources								
49900 - Miscellaneous/Economic Adjustment	-	-	622,000	622,000	1,244,000	622,000	622,000	1,244,000
Total Other Financing Sources	\$0	\$0	\$622,000	\$622,000	\$1,244,000	\$622,000	\$622,000	\$1,244,000
TOTAL REVENUES	\$ 10,472,321	\$ 11,357,600	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700	\$ 14,280,700	\$ 12,558,300	\$ 26,839,000

EXPENDITURES								
Salaries and Employee Benefits								
51100 - Salaries and Wages	2,358,171	2,600,000	2,701,800	2,836,700	5,538,500	2,978,700	3,127,900	6,106,600
51110 - Extra Help	6,080	10,000	98,000	30,000	128,000	30,000	30,000	60,000
51130 - Vacation Payout	38,716	-	15,000	15,000	30,000	15,000	15,000	30,000
51200 - 401A Employer Contribution	50,490	50,000	24,500	24,500	49,000	24,500	24,500	49,000
51205 - Cell Phone Allowance	10,300	11,000	20,000	22,000	42,000	22,000	22,000	44,000
51300 - Medicare	32,793	38,000	40,000	38,000	78,000	38,000	38,000	76,000
51305 - FICA	-	-	108,000	90,000	198,000	90,000	90,000	180,000
51400 - Employee Insurance - Premiums	460,876	480,000	500,000	525,000	1,025,000	525,000	525,000	1,050,000
51405 - Workers Compensation	3,425	5,000	9,000	9,000	18,000	9,000	9,000	18,000
51410 - Unemployment Compensation	2,201	5,000	5,000	5,000	10,000	5,000	5,000	10,000
51600 - Retirement	363,249	375,000	400,000	425,000	825,000	450,000	475,000	925,000
51605 - Other Post Employment Benefits	64,411	48,000	68,000	70,000	138,000	72,000	73,000	145,000
51990 - Other Employee Benefits	-	53,700	71,300	71,000	142,300	71,000	71,000	142,000
49900 - Transit Chargebacks	(617,244)	(620,000)	-	-	-	-	-	-
Total Salaries and Employee Benefits	\$2,773,468	\$3,055,700	\$4,060,600	\$4,161,200	\$8,221,800	\$4,330,200	\$4,505,400	\$8,835,600
Services and Supplies								
52100 - Administration Services	5,191	5,000	1,000	1,000	2,000	1,000	1,000	2,000
52125 - Accounting/Auditing Services	36,193	70,000	78,000	83,000	161,000	88,000	93,000	181,000
52130 - Information Technology Svcs	181,844	200,000	238,000	245,000	483,000	252,000	260,000	512,000
52131 - ITS Communication Charges	16,974	25,000	12,000	12,000	24,000	12,000	12,000	24,000
52140 - Legal Services	93,231	100,000	75,000	75,000	150,000	75,000	75,000	150,000
52150 - Temporary/Contract Help	19,691	-	2,000	2,000	4,000	52,200	2,000	54,200
52160 - Lobbyist Services	67,000	50,000	100,000	109,000	209,000	118,000	127,000	245,000
52310 - Grant Funded Projects/Programs	7,560,100	6,000,000	19,010,000	8,145,000	27,155,000	7,682,000	6,065,000	13,747,000
52325 - Waste Disposal Services	5,517	33,900	36,000	40,000	76,000	44,000	48,000	92,000
52335 - Security Services	(269)	8,000	8,000	8,000	16,000	52,300	8,000	60,300
52340 - Landscaping Services	7,462	75,000	80,000	80,000	160,000	80,000	80,000	160,000
52500 - Maint - Equipment	1,093	25,000	74,500	75,500	150,000	129,000	84,500	213,500
52505 - Maint - Bldg & Improvements	110,041	100,000	165,500	174,300	339,800	180,100	185,900	366,000
52515 - Maint - Software	68,031	110,000	106,200	106,200	212,400	106,200	214,200	320,400
52520 - Maint - Vehicles	186	2,000	1,000	1,000	2,000	52,500	1,000	53,500
52600 - Rents/Leases - Equipment	11,266	10,500	10,000	12,000	22,000	14,000	16,000	30,000
52705 - Insurance - Premiums	63,577	85,000	95,000	100,000	195,000	105,000	110,000	215,000
52800 - Communications/Telephone	47,243	55,000	59,000	65,500	124,500	72,000	79,500	151,500
52810 - Advertising/Marketing	43,251	75,000	105,000	110,000	215,000	115,000	120,000	235,000
52820 - Printing and Binding	8,370	15,000	12,000	13,000	25,000	52,800	15,000	67,800
52825 - Bank Charges	2,689	15,000	3,000	3,200	6,200	3,500	3,800	7,300
52830 - Publications and Legal Notices	7,849	8,000	9,000	9,500	18,500	52,800	10,500	63,300
52840 - Permits/License Fees	4,350	4,000	3,500	3,500	7,000	3,500	3,500	7,000
52900 - Training/Conference Expenses	59,097	50,000	62,000	67,000	129,000	105,800	77,000	182,800
52905 - Business Travel/Mileage	13,206	15,000	15,000	16,000	31,000	52,900	18,000	70,900
53100 - Office Supplies	67,612	25,000	35,000	40,000	75,000	53,100	50,000	103,100
53110 - Freight/Postage	5,745	3,000	5,000	5,500	10,500	53,100	6,500	59,600
53115 - Books/Media/Subscriptions	17,816	6,000	22,000	25,000	47,000	53,100	31,000	84,100
53120 - Memberships/Certifications	116,188	80,000	75,500	82,500	158,000	138,600	94,500	233,100
53205 - Utilities - Electric	97,007	120,000	110,000	115,000	225,000	120,000	125,000	245,000
53220 - Utilities - Water	18,467	45,000	20,000	25,000	45,000	30,000	35,000	65,000
53250 - Fuel	750	1,000	1,000	1,000	2,000	1,000	1,000	2,000
Total Services and Supplies	\$8,756,768	\$7,416,400	\$20,629,200	\$9,850,700	\$30,479,900	\$9,950,500	\$8,052,900	\$18,003,400
Other Charges								
54315 - Interest on Other Debt	19,959	-	-	-	-	-	-	-
Total Other Charges	\$19,959	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$ 11,550,195	\$ 10,472,100	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700	\$ 14,280,700	\$ 12,558,300	\$ 26,839,000

AGENCY USE ONLY								
Total Revenues	\$10,472,321	\$11,357,600	\$24,689,800	\$14,011,900	\$38,701,700	\$14,280,700	\$12,558,300	\$26,839,000
Total Expenditures	\$11,550,195	\$10,472,100	\$24,689,800	\$14,011,900	\$38,701,700	\$14,280,700	\$12,558,300	\$26,839,000
Net Surplus / (Deficit)	(\$1,077,874)	\$885,500	\$0	\$0	\$0	\$0	\$0	\$0

MUST BE ZERO MUST BE ZERO MUST BE ZERO MUST BE ZERO MUST BE ZERO MUST BE ZERO

**NVTA Budget Outlook- Capital Fund
DRAFT BUDGET**

NO INPUTS

This budget is for illustrative purposes only

	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/ Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
REVENUES								
Transportation Development Act								
41410 - Transportation Development Act- Capital	-	1,100,000	3,075,000	2,242,400	5,317,400	-	-	-
Total TDA	\$0	\$1,100,000	\$3,075,000	\$2,242,400	\$5,317,400	\$0	\$0	\$0
Intergovernmental Revenues								
43790 - ST - Other Funding	72,000	-	-	-	-	-	-	-
FTA Capital	14,546,120	600,000	3,589,000	5,373,700	8,962,700	-	-	-
43950 - Other - Governmental Agencies	108,000	1,400,000	-	-	-	-	-	-
Other GA- Capital	-	-	3,529,500	1,920,900	5,450,400	-	-	-
Total Intergovernmental Revenues	\$14,726,120	\$2,000,000	\$7,118,500	\$7,294,600	\$8,962,700	\$0	\$0	\$0
Revenue from Use of Money and Property								
45100 - Interest	1,110,807	-	800,000	600,000	1,400,000	600,000	600,000	1,200,000
Total Revenue from Use of Money and Property	\$1,110,807	\$0	\$800,000	\$600,000	\$1,400,000	\$600,000	\$600,000	\$1,200,000
TOTAL REVENUES	\$ 15,836,927	\$ 3,100,000	\$ 10,993,500	\$ 10,137,000	\$ 15,680,100	\$ 600,000	\$ 600,000	\$ 1,200,000
EXPENDITURES								
Other Charges								
54315 - Interest on Other Debt	19,959	-	-	-	-	-	-	-
Total Other Charges	\$19,959	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Assets								
55200 - Construction in Progress	-	-	1,500,000	500,000	2,000,000	-	-	-
55400 - Equipment	-	3,100,000	9,493,500	9,637,000	19,130,500	600,000	600,000	1,200,000
55900 - Capital Outlay Offset	15,816,968	-	-	-	-	-	-	-
Total Other Charges	\$15,816,968	\$3,100,000	\$10,993,500	\$10,137,000	\$21,130,500	\$600,000	\$600,000	\$1,200,000
TOTAL EXPENDITURES	\$ 15,836,927	\$ 3,100,000	\$ 10,993,500	\$ 10,137,000	\$ 21,130,500	\$ 600,000	\$ 600,000	\$ 1,200,000
AGENCY USE ONLY								
Total Revenues	\$ 15,836,927	\$ 3,100,000	\$ 10,993,500	\$ 10,137,000	\$ 21,130,500	\$ 600,000	\$ 600,000	\$ 1,200,000
Total Expenditures	\$ 15,836,927	\$ 3,100,000	\$ 10,993,500	\$ 10,137,000	\$ 21,130,500	\$ 600,000	\$ 600,000	\$ 1,200,000
Net Surplus / (Deficit)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	INFO ONLY	INFO ONLY	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0

NVTA Budget Outlook- Transportation for Clean Air DRAFT BUDGET

NO INPUTS

	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/ Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
REVENUES								
Intergovernmental Revenues								
43950 - Other - Governmental Agencies	\$ 177,295	\$ 215,000	\$ 485,000	\$ 485,000	\$ 970,000	\$ 485,000	\$ 485,000	\$ 970,000
Total Intergovernmental Revenues	\$ 177,295	\$ 215,000	\$ 485,000	\$ 485,000	\$ 970,000	\$ 485,000	\$ 485,000	\$ 970,000
Revenue from Use of Money and Property								
45100 - Interest	\$ 17,147	\$ 15,000	\$ 15,000	\$ 15,000	\$ 30,000	\$ 15,000	\$ 15,000	\$ 30,000
Total Revenue from Use of Money and Property	\$ 17,147	\$ 15,000	\$ 15,000	\$ 15,000	\$ 30,000	\$ 15,000	\$ 15,000	\$ 30,000
TOTAL REVENUES	\$ 194,441	\$ 230,000	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 1,000,000

EXPENDITURES								
Services and Supplies								
52310 - Consulting Services	415,632	225,000	495,000	495,000	990,000	495,000	495,000	990,000
Total Services and Supplies	\$415,632	\$225,000	\$495,000	\$495,000	\$990,000	\$495,000	\$495,000	\$990,000
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	-	5,000	5,000	5,000	10,000	5,000	5,000	10,000
Total Special Items	\$0	\$5,000	\$5,000	\$5,000	\$10,000	\$5,000	\$5,000	\$10,000
TOTAL EXPENDITURES	\$415,632	\$230,000	\$500,000	\$500,000	\$1,000,000	\$500,000	\$500,000	\$1,000,000

AGENCY USE ONLY								
Total Revenues	\$ 194,441	\$ 230,000	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 1,000,000
Total Expenditures	\$ 415,632	\$ 225,000	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 1,000,000
Net Surplus / (Deficit)	\$ (221,190)	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0



NMTA Budget Outlook- Debt Service DRAFT BUDGET

NO INPUTS

	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/ Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
REVENUES								
Transportation Development Act								
41400 - Transportation Development Act	246,000	200,000	184,000	184,000	368,000	184,000	184,000	368,000
Total TDA	\$246,000	\$200,000	\$184,000	\$184,000	\$368,000	\$184,000	\$184,000	\$368,000
Revenue from Use of Money and Property								
45100 - Interest	19	24	-	-	-	-	-	-
Total Revenue from Use of Money and Property	\$19	\$24	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$ 246,019	\$200,024	\$184,000	\$184,000	\$368,000	\$184,000	\$184,000	\$368,000
EXPENDITURES								
Other Charges								
54315 - Interest on Other Debt	176,983	183,059	184,000	184,000	368,000	184,000	184,000	368,000
Total Other Charges	\$176,983	\$183,059	\$184,000	\$184,000	\$368,000	\$184,000	\$184,000	\$368,000
TOTAL EXPENDITURES	\$ 176,983	\$183,059	\$184,000	\$184,000	\$368,000	\$184,000	\$184,000	\$368,000
AGENCY USE ONLY								
Total Revenues	246,019	200,024	184,000	184,000	368,000	184,000	184,000	368,000
Total Expenditures	176,983	183,059	184,000	184,000	368,000	184,000	184,000	368,000
Net Surplus / (Deficit)	\$69,036	\$16,965	\$0	\$0	\$0	\$0	\$0	\$0
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0

Principal Payments begin in 2033



**NVTA Budget Outlook- Vine Transit
CONSOLIDATED DRAFT BUDGETS**

NO INPUTS

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Public Transit Service Projections	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Service Hours	128,056	131,596	130,724	133,068		133,885	134,743	
Revenue Hours	95,813	99,887	98,091	99,532		100,086	100,667	
Service Miles	1,692,442	1,785,666	1,743,333	1,772,139		1,784,301	1,797,070	
Revenue Miles	1,449,864	1,548,427	1,409,477	1,435,122		1,443,496	1,452,289	
Ridership	543,032	553,962	591,622	630,500		673,156	721,279	

REVENUES

Transportation Development Act								
41400 - Sales and Use Tax	8,273,686	7,346,000	10,602,730	10,547,490	21,150,220	12,049,470	14,312,315	26,361,785
41410 - Transportation Development Act- Capital	-	-	3,075,000	2,242,400	5,317,400	600,000	600,000	1,200,000
Total TDA	\$8,273,686	\$7,346,000	\$13,677,730	\$12,789,890	\$26,467,620	\$12,649,470	\$14,912,315	\$27,561,785
Intergovernmental Revenues								
43790 - State Transit Assistance	2,720,099	2,560,000	1,896,300	2,112,000	4,008,300	2,212,000	2,312,000	4,524,000
43890 - FTA	5,407,472	5,300,000	3,437,600	3,540,000	6,977,600	3,540,000	3,540,000	7,080,000
FTA Capital	-	250,000	3,589,000	5,373,700	8,962,700	-	-	-
43950 - Other - Governmental Agencies	2,338,550	800,000	1,256,500	1,800,000	3,056,500	1,000,000	1,000,000	2,000,000
Other GA- Capital	-	-	4,329,500	2,520,900	6,850,400	-	-	-
Total Intergovernmental Revenues	\$10,466,121	\$8,910,000	\$14,508,900	\$15,346,600	\$29,855,500	\$6,752,000	\$6,852,000	\$13,604,000
Revenue from Use of Money and Property								
45100 - Interest	1,092,924	1,024,000	47,000	47,000	94,000	47,000	47,000	94,000
Total Revenue from Use of Money and Property	\$1,092,924	\$1,024,000	\$47,000	\$47,000	\$94,000	\$47,000	\$47,000	\$94,000
Farebox								
46800 - Farebox	953,358	982,600	1,017,700	1,032,000	2,049,700	1,060,800	1,088,800	2,149,600
46810 - Charges for Svcs - Am Canyon	72,934	97,200	107,700	112,100	219,800	117,300	122,200	239,500
46820 - Charges for Svcs - Yountville	42,240	57,800	45,970	47,610	93,580	49,630	51,640	101,270
46825 - Charges for Svcs - St. Helena	41,325	41,000	40,800	42,200	83,000	44,000	45,800	89,800
46830 - Charges for Svcs - Calistoga	65,000	55,000	55,000	55,000	110,000	55,000	55,000	110,000
46850 - Charges for Svcs - Napa County	-	-	-	-	-	-	-	-
Total Farebox	\$1,174,857	\$1,233,600	\$1,267,170	\$1,288,910	\$2,556,080	\$1,326,730	\$1,363,440	\$2,690,170
Other Financing Sources								
48100 - Sale of Capital Assets	4,363	25,000	-	-	-	-	-	-
49900 - Miscellaneous/Economic Adjustment	1,174,857	1,233,600	3,850,000	4,050,000	7,900,000	4,150,000	4,250,000	8,400,000
Total Other Financing Sources	\$1,179,220	\$1,258,600	\$3,850,000	\$4,050,000	\$7,900,000	\$4,150,000	\$4,250,000	\$8,400,000
TOTAL REVENUES	\$ 22,186,807	\$ 19,772,200	\$ 33,350,800	\$ 33,522,400	\$ 66,873,200	\$ 24,925,200	\$ 27,424,755	\$ 52,349,955

EXPENDITURES

Services and Supplies								
52125 - Accounting/Auditing Services	4,508	11,600	11,800	11,800	23,600	11,800	11,800	23,600
52130 - Information Technology Svcs	-	15,000	13,800	13,800	27,600	13,800	13,800	27,600
52310 - Consulting Services	34,702	40,000	8,000	8,000	16,000	8,000	8,000	16,000
52325 - Waste Disposal Services	20,188	24,000	24,000	26,000	50,000	28,000	30,000	58,000
52335 - Security Services	34,702	15,000	8,000	8,000	16,000	8,000	8,000	16,000
52340 - Landscaping Services	13,495	30,000	32,000	36,500	68,500	41,000	45,500	86,500
52490 - Purchased Transportation	12,413,226	13,405,200	13,264,700	14,034,400	27,299,100	14,691,300	17,031,455	31,722,755
52500 - Maint - Equipment	269,921	315,000	440,000	440,000	880,000	440,000	440,000	880,000
52505 - Maint - Bldg & Improvements	15,801	75,000	51,900	55,700	107,600	59,800	64,400	124,200
52515 - Maint - Software	199,292	271,403	359,600	361,600	721,200	442,100	449,100	891,200
52520 - Maint - Vehicles	28,195	60,000	335,000	335,000	670,000	340,000	340,000	680,000
52705 - Insurance - Premiums	367,977	386,000	411,000	412,000	823,000	413,000	414,000	827,000
52800 - Communications/Telephone	90,902	91,300	36,000	42,000	78,000	48,500	54,500	103,000
52810 - Advertising/Marketing	167,980	107,000	76,000	76,000	152,000	76,000	76,000	152,000
52820 - Printing and Binding	48,277	68,700	7,700	7,700	15,400	7,700	7,700	15,400
52825 - Bank Charges	12,379	2,000	2,000	2,000	4,000	2,000	2,000	4,000
52830 - Publications and Legal Notices	775	5,000	5,000	5,000	10,000	5,000	5,000	10,000
52840 - Permits/License Fees	1,524	-	-	-	-	-	-	-
53100 - Office Supplies	11,555	5,000	5,000	5,000	10,000	5,000	5,000	10,000
53205 - Utilities - Electric	184,478	20,000	167,000	186,000	353,000	201,000	215,000	416,000
53220 - Utilities - Water	19,874	20,000	34,500	29,500	64,000	32,000	34,500	66,500
53250 - Fuel	1,738,522	1,849,200	2,423,300	2,448,400	4,871,700	2,510,200	2,528,000	5,038,200
Total Services and Supplies	15,678,273	16,816,403	17,716,300	18,544,400	36,260,700	19,384,200	21,783,755	41,167,955
Other Charges								
54315 - Interest on Other Debt	176,983	183,059	184,000	184,000	368,000	184,000	184,000	368,000
54600 - Depreciation Expense	3,219,876	3,804,683	3,835,000	4,035,000	7,870,000	4,135,000	4,235,000	8,370,000
56600 - Loss on disposal of Assets	1,599,435	100,000	-	-	-	-	-	-
Total Other Charges	4,996,294	4,087,742	4,019,000	4,219,000	8,238,000	4,319,000	4,419,000	8,738,000
Capital Assets								
55400 - Equipment	15,816,968	3,100,000	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Total Other Charges	15,816,968	3,100,000	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	620,622	620,000	622,000	622,000	1,244,000	622,000	622,000	1,244,000
Total Special Items	620,622	620,000	622,000	622,000	1,244,000	622,000	622,000	1,244,000
TOTAL EXPENDITURES	\$ 37,112,158	\$ 24,624,145	\$ 33,350,800	\$ 33,522,400	\$ 66,873,200	\$ 24,925,200	\$ 27,424,755	\$ 52,349,955

Operational Farebox	2.81%	4.72%	5.55%	5.38%		5.30%	4.86%	
Total Revenues	22,186,807	19,772,200	22,357,300	23,385,400	45,742,700	24,325,200	26,824,755	51,149,955
Total Expenditures	21,295,190	21,524,145	22,357,300	23,385,400	45,742,700	24,325,200	26,824,755	51,149,955
Net Surplus / (Deficit)	891,617	(1,751,945)	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
Capital Investments								
Total Revenues	-	-	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Total Expenditures	-	-	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Net Surplus / (Deficit)	-	-	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
Total Operations + Capital								
Total Revenues	-	-	33,350,800	33,522,400	66,873,200	24,925,200	27,424,755	52,349,955
Total Expenditures	-	-	33,350,800	33,522,400	66,873,200	24,925,200	27,424,755	52,349,955
Net Surplus / (Deficit)	-	-	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0



NVRTA Budget Outlook- Vine Transit
CONSOLIDATED DRAFT BUDGETS SUMMARY

NO INPUTS

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	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Public Transit Service Projections								
Service Hours	128,056	131,596	130,724	133,068		133,885	134,743	
Revenue Hours	95,813	99,887	98,091	99,532		100,086	100,667	
Service Miles	1,692,442	1,785,666	1,743,333	1,772,139		1,784,301	1,797,070	
Revenue Miles	1,449,864	1,548,427	1,409,477	1,435,122		1,443,496	1,452,289	
Ridership	543,032	553,962	591,622	630,500		673,156	721,279	

REVENUES

	FY25	FY26	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Transportation Development Act	\$8,273,686	\$7,346,000	\$13,677,730	\$12,789,890	\$26,467,620	\$12,649,470	\$14,912,315	\$27,561,785
State Transit Assistance	2,720,099	2,560,000	1,896,300	2,112,000	4,008,300	2,212,000	2,312,000	4,524,000
Federal Transit Administration	5,407,472	5,550,000	7,026,600	8,913,700	15,940,300	3,540,000	3,540,000	7,080,000
Other Government Agencies	2,338,550	800,000	5,586,000	4,320,900	9,906,900	1,000,000	1,000,000	2,000,000
Interest	1,092,924	1,024,000	47,000	47,000	94,000	47,000	47,000	94,000
Farebox	\$1,174,857	\$1,233,600	\$1,267,170	\$1,288,910	\$2,556,080	\$1,326,730	\$1,363,440	\$2,690,170
Economic/Depreciation Adjustment	\$1,179,220	\$1,258,600	\$3,850,000	\$4,050,000	\$7,900,000	\$4,150,000	\$4,250,000	\$8,400,000
TOTAL REVENUES	\$ 22,186,807	\$ 19,772,200	\$ 33,350,800	\$ 33,522,400	\$ 66,873,200	\$ 24,925,200	\$ 27,424,755	\$ 52,349,955

EXPENDITURES

	FY25	FY26	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Purchase Transportation	12,413,226	13,405,200	13,264,700	14,034,400	27,299,100	14,691,300	17,031,455	31,722,755
Maintenance	513,209	721,403	1,186,500	1,192,300	2,378,800	1,281,900	1,293,500	2,575,400
Fuel	1,738,522	1,853,200	2,423,300	2,448,400	4,871,700	2,510,200	2,528,000	5,038,200
Administration	1,013,316	840,600	841,800	869,300	1,711,100	900,800	930,800	1,831,600
Total Services and Supplies	15,678,273	16,820,403	17,716,300	18,544,400	36,260,700	19,384,200	21,783,755	41,167,955
Total Depreciation and Other Charges	4,996,294	4,087,742	4,019,000	4,219,000	8,238,000	4,319,000	4,419,000	8,738,000
Equipment Acquisitions	15,816,968	3,100,000	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Chargebacks- Timesheets	620,622	620,000	622,000	622,000	1,244,000	622,000	622,000	1,244,000
TOTAL EXPENDITURES	\$ 37,112,158	\$ 24,628,145	\$ 33,350,800	\$ 33,522,400	\$ 66,873,200	\$ 24,925,200	\$ 27,424,755	\$ 52,349,955

Total Operations + Capital								
Total Revenues	-	-	33,350,800	33,522,400	66,873,200	24,925,200	27,424,755	52,349,955
Total Expenditures	-	-	33,350,800	33,522,400	66,873,200	24,925,200	27,424,755	52,349,955
Net Surplus / (Deficit)	-	-	-	-	-	-	-	-

**NVTA Budget Outlook- Vine Transit
CONSOLIDATED DRAFT BUDGETS**

NO INPUTS

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	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Public Transit Service Projections								
Service Hours	128,056	131,596	130,724	133,068		133,885	134,743	
Revenue Hours	95,813	99,887	98,091	99,532		100,086	100,667	
Service Miles	1,692,442	1,785,666	1,743,333	1,772,139		1,784,301	1,797,070	
Revenue Miles	1,449,864	1,548,427	1,409,477	1,435,122		1,443,496	1,452,289	
Ridership	543,032	553,962	591,622	630,500		673,156	721,279	

REVENUES

Transportation Development Act								
41400 - Sales and Use Tax	8,273,686	7,346,000	10,602,730	10,547,490	21,150,220	12,049,470	14,312,315	26,361,785
41410 - Transportation Development Act- Capital	-	-	3,075,000	2,242,400	5,317,400	600,000	600,000	1,200,000
Total Taxes	\$8,273,686	\$7,346,000	\$13,677,730	\$12,789,890	\$26,467,620	\$12,649,470	\$14,912,315	\$27,561,785
Intergovernmental Revenues								
43790 - State Transit Assistance	2,720,099	2,560,000	1,896,300	2,112,000	4,008,300	2,212,000	2,312,000	4,524,000
43890 - FTA	5,407,472	5,300,000	3,437,600	3,540,000	6,977,600	3,540,000	3,540,000	7,080,000
FTA Capital	-	250,000	3,589,000	5,373,700	8,962,700	-	-	-
43950 - Other - Governmental Agencies	2,338,550	800,000	1,256,500	1,800,000	3,056,500	1,000,000	1,000,000	2,000,000
Other GA- Capital	-	-	4,329,500	2,520,900	6,850,400	-	-	-
Total Intergovernmental Revenues	\$10,466,121	\$8,910,000	\$14,508,900	\$15,346,600	\$29,855,500	\$6,752,000	\$6,852,000	\$13,604,000
Revenue from Use of Money and Property								
45100 - Interest	1,092,924	1,024,000	47,000	47,000	94,000	47,000	47,000	94,000
Total Revenue from Use of Money and Property	\$1,092,924	\$1,024,000	\$47,000	\$47,000	\$94,000	\$47,000	\$47,000	\$94,000
Farebox								
46800 - Farebox	953,358	982,600	1,017,700	1,032,000	2,049,700	1,060,800	1,088,800	2,149,600
46810 - Charges for Svcs - Am Canyon	72,934	97,200	107,700	112,100	219,800	117,300	122,200	239,500
46820 - Charges for Svcs - Yountville	42,240	57,800	45,970	47,610	93,580	49,630	51,640	101,270
46825 - Charges for Svcs - St. Helena	41,325	41,000	40,800	42,200	83,000	44,000	45,800	89,800
46830 - Charges for Svcs - Calistoga	65,000	55,000	55,000	55,000	110,000	55,000	55,000	110,000
Total Farebox	\$1,174,857	\$1,233,600	\$1,267,170	\$1,288,910	\$2,556,080	\$1,326,730	\$1,363,440	\$2,690,170
Other Financing Sources								
48100 - Sale of Capital Assets	4,363	25,000	-	-	-	-	-	-
49900 - Miscellaneous/Economic Adjustment	1,174,857	1,233,600	3,850,000	4,050,000	7,900,000	4,150,000	4,250,000	8,400,000
Total Other Financing Sources	\$1,179,220	\$1,258,600	\$3,850,000	\$4,050,000	\$7,900,000	\$4,150,000	\$4,250,000	\$8,400,000
TOTAL REVENUES	\$ 22,186,807	\$ 19,772,200	\$ 33,350,800	\$ 33,522,400	\$ 66,873,200	\$ 24,925,200	\$ 27,424,755	\$ 52,349,955

EXPENDITURES

Services and Supplies								
52125 - Accounting/Auditing Services	4,508	11,600	11,800	11,800	23,600	11,800	11,800	23,600
52130 - Information Technology Svcs	-	15,000	13,800	13,800	27,600	13,800	13,800	27,600
52310 - Consulting Services	34,702	40,000	8,000	8,000	16,000	8,000	8,000	16,000
52325 - Waste Disposal Services	20,188	24,000	24,000	26,000	50,000	28,000	30,000	58,000
52335 - Security Services	34,702	15,000	8,000	8,000	16,000	8,000	8,000	16,000
52340 - Landscaping Services	13,495	30,000	32,000	36,500	68,500	41,000	45,500	86,500
52490 - Other Professional Services	12,413,226	13,405,200	13,264,700	14,034,400	27,299,100	14,691,300	17,031,455	31,722,755
52500 - Maint - Equipment	269,921	315,000	440,000	440,000	880,000	440,000	440,000	880,000
52505 - Maint - Bldg & Improvements	15,801	75,000	51,900	55,700	107,600	59,800	64,400	124,200
52515 - Maint - Software	199,292	271,403	359,600	361,600	721,200	442,100	449,100	891,200
52520 - Maint - Vehicles	28,195	60,000	335,000	335,000	670,000	340,000	340,000	680,000
52705 - Insurance - Premiums	367,977	386,000	411,000	412,000	823,000	413,000	414,000	827,000
52800 - Communications/Telephone	90,902	91,300	36,000	42,000	78,000	48,500	54,500	103,000
52810 - Advertising/Marketing	167,980	107,000	76,000	76,000	152,000	76,000	76,000	152,000
52820 - Printing and Binding	48,277	68,700	7,700	7,700	15,400	7,700	7,700	15,400
52825 - Bank Charges	12,379	2,000	2,000	2,000	4,000	2,000	2,000	4,000
52830 - Publications and Legal Notices	775	5,000	5,000	5,000	10,000	5,000	5,000	10,000
52840 - Permits/License Fees	1,524	-	-	-	-	-	-	-
53100 - Office Supplies	11,555	5,000	5,000	5,000	10,000	5,000	5,000	10,000
53205 - Utilities - Electric	184,478	20,000	167,000	186,000	353,000	201,000	215,000	416,000
53220 - Utilities - Water	19,874	20,000	34,500	29,500	64,000	32,000	34,500	66,500
53250 - Fuel	1,738,522	1,853,200	2,423,300	2,448,400	4,871,700	2,510,200	2,528,000	5,038,200
Total Services and Supplies	15,678,273	16,820,403	17,716,300	18,544,400	36,260,700	19,384,200	21,783,755	41,167,955
Other Charges								
54315 - Interest on Other Debt	176,983	183,059	184,000	184,000	368,000	184,000	184,000	368,000
54600 - Depreciation Expense	3,219,876	3,804,683	3,835,000	4,035,000	7,870,000	4,135,000	4,235,000	8,370,000
56600 - Loss on disposal of Assets	1,599,435	100,000	-	-	-	-	-	-
Total Other Charges	4,996,294	4,087,742	4,019,000	4,219,000	8,238,000	4,319,000	4,419,000	8,738,000
Capital Assets								
55400 - Equipment	15,816,968	3,100,000	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Total Other Charges	15,816,968	3,100,000	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	620,622	620,000	622,000	622,000	1,244,000	622,000	622,000	1,244,000
Total Special Items	620,622	620,000	622,000	622,000	1,244,000	622,000	622,000	1,244,000
TOTAL EXPENDITURES	\$ 37,112,158	\$ 24,628,145	\$ 33,350,800	\$ 33,522,400	\$ 66,873,200	\$ 24,925,200	\$ 27,424,755	\$ 52,349,955

18,522,300

Operations								
Total Revenues	22,186,807	19,772,200	22,357,300	23,385,400	45,742,700	24,325,200	26,824,755	51,149,955
Total Expenditures	21,295,190	21,528,145	22,357,300	23,385,400	45,742,700	24,325,200	26,824,755	51,149,955
Net Surplus / (Deficit)	891,617	(1,755,945)	-	-	-	-	-	-
Capital Investments								
Total Revenues	-	-	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Total Expenditures	-	-	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Net Surplus / (Deficit)	-	-	-	-	-	-	-	-
Total Operations + Capital								
Total Revenues	-	-	33,350,800	33,522,400	66,873,200	24,925,200	27,424,755	52,349,955
Total Expenditures	-	-	33,350,800	33,522,400	66,873,200	24,925,200	27,424,755	52,349,955
Net Surplus / (Deficit)	-	-	-	-	-	-	-	-

NVRTA Budget Outlook- Vine Go Paratransit
DRAFT BUDGETS

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	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Public Transit Service Projections								
Service Hours	14,823	15,000	15,564	16,342		17,159	18,017	
Revenue Hours	10,045	9,425	10,547	11,074		11,628	12,209	
Service Miles	153,537	174,419	161,214	169,275		177,738	186,625	
Revenue Miles	101,478	124,054	106,552	111,879		117,473	123,347	
Ridership	17,583	18,000	18,900	19,845		20,837	21,879	

REVENUES

Transportation Development Act

41400 - Sales and Use Tax	535,706	500,000	1,160,300	1,336,700	2,497,000	1,556,500	1,754,900	3,311,400
41410 - Transportation Development Act- Capital	-	-	162,800	147,600	310,400	-	-	-
Total Taxes	535,706	500,000	1,323,100	1,484,300	2,807,400	1,556,500	1,754,900	3,311,400

Intergovernmental Revenues

43790 - State Transit Assistance	-	100,000	100,000	100,000	200,000	100,000	100,000	200,000
43890 - FTA	558,145	600,000	600,000	600,000	1,200,000	600,000	600,000	1,200,000
FTA Capital	-	-	787,200	590,400	1,377,600	-	-	-
43950 - Other - Governmental Agencies	-	-	-	-	-	-	-	-
Other GA- Capital	-	-	-	-	-	-	-	-
Total Intergovernmental Revenues	558,145	700,000	1,487,200	1,290,400	2,777,600	700,000	700,000	1,400,000

Revenue from Use of Money and Property

45100 - Interest	20,098	10,000	10,000	10,000	20,000	10,000	10,000	20,000
Total Revenue from Use of Money and Property	20,098	10,000	10,000	10,000	20,000	10,000	10,000	20,000

Farebox

46800 - Farebox	53,844	60,000	66,200	55,600	121,800	58,300	61,300	119,600
Total Farebox	53,844	60,000	66,200	55,600	121,800	58,300	61,300	119,600

Other Financing Sources

48100 - Sale of Capital Assets	-	-	-	-	-	-	-	-
49900 - Miscellaneous/Economic Adjustment	282	15,000	115,000	115,000	230,000	115,000	115,000	230,000
Total Other Financing Sources	282	15,000	115,000	115,000	230,000	115,000	115,000	230,000

TOTAL REVENUES \$ 1,168,075 \$ 1,285,000 \$ 3,001,500 \$ 2,955,300 \$ 5,956,800 \$ 2,439,800 \$ 2,641,200 \$ 5,081,000

EXPENDITURES

Services and Supplies

52125 - Accounting/Auditing Services	364	1,000	1,000	1,000	2,000	1,000	1,000	2,000
52130 - Information Technology Svcs	-	2,500	2,500	2,500	5,000	2,500	2,500	5,000
52310 - Consulting Services	-	25,000	-	-	-	-	-	-
52490 - Other Professional Services	1,356,550	1,400,000	1,556,400	1,699,600	3,256,000	1,870,400	2,054,000	3,924,400
52515 - Maint - Software	-	20,403	15,000	15,000	30,000	15,000	15,000	30,000
52520 - Maint - Vehicles	-	-	15,000	15,000	30,000	15,000	15,000	30,000
52705 - Insurance - Premiums	36,072	35,000	35,000	35,000	70,000	35,000	35,000	70,000
52800 - Communications/Telephone	2,251	-	-	-	-	-	-	-
52810 - Advertising/Marketing	-	-	2,500	2,500	5,000	2,500	2,500	5,000
52820 - Printing and Binding	348	-	2,000	2,000	4,000	2,000	2,000	4,000
53100 - Office Supplies	322	-	-	-	-	-	-	-
53250 - Fuel	235,267	244,200	282,100	304,700	586,800	356,400	374,200	730,600
Total Services and Supplies	1,631,175	1,728,103	1,911,500	2,077,300	3,988,800	2,299,800	2,501,200	4,801,000

Other Charges

54600 - Depreciation Expense	123,148	120,000	100,000	100,000	200,000	100,000	100,000	200,000
Total Other Charges	123,148	120,000	100,000	100,000	200,000	100,000	100,000	200,000

Capital Assets

55400 - Equipment	-	-	950,000	738,000	1,688,000	-	-	-
Total Other Charges	-	-	950,000	738,000	1,688,000	-	-	-

Salary/Overhead Chargebacks

57900 - Chargebacks- Timesheets	51,895	40,000	40,000	40,000	80,000	40,000	40,000	80,000
Total Special Items	51,895	40,000	40,000	40,000	80,000	40,000	40,000	80,000

TOTAL EXPENDITURES \$ 1,806,218 \$ 1,888,103 \$ 3,001,500 \$ 2,955,300 \$ 5,956,800 \$ 2,439,800 \$ 2,641,200 \$ 5,081,000

Estimated Farebox Ratio		3.39%	3.39%	2.63%		2.49%	2.41%	
Total Revenues	1,168,075	1,285,000	2,051,500	2,217,300	4,268,800	2,439,800	2,641,200	5,081,000
Total Expenditures	1,806,218	1,888,103	2,051,500	2,217,300	4,268,800	2,439,800	2,641,200	5,081,000
Net Surplus / (Deficit)	(638,143)	(603,103)	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
Capital Investments								
Total Revenues	-	-	950,000	738,000	1,688,000	-	-	-
Total Expenditures	-	-	950,000	738,000	1,688,000	-	-	-
Net Surplus / (Deficit)	-	-	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
TOTAL - Operations + Capital								
Total Revenues	1,168,075	1,285,000	3,001,500	2,955,300	5,956,800	2,439,800	2,641,200	5,081,000
Total Expenditures	1,806,218	1,888,103	3,001,500	2,955,300	5,956,800	2,439,800	2,641,200	5,081,000
Net Surplus / (Deficit)	(638,143)	(603,103)	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0

NVTA Budget Outlook- Vine Transit

DRAFT BUDGETS

NO INPUTS

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Public Transit Service Projections	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Service Hours	95,071	97,896	96,153	97,718		97,718	97,718	
Revenue Hours	70,687	73,610	71,763	72,676		72,676	72,676	
Service Miles	1,424,688	1,492,398	1,461,477	1,479,651		1,479,651	1,479,651	
Revenue Miles	1,261,554	1,336,983	1,211,013	1,228,682		1,228,682	1,228,682	
Ridership	478,867	490,492	522,995	559,647		599,966	645,635	

REVENUES

Transportation Development Act	FY25	FY26	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
41400 - Sales and Use Tax	6,927,779	5,845,200	8,484,100	8,179,300	16,663,400	9,358,900	11,335,155	20,694,055
41410 - Transportation Development Act- Capital	-	-	2,912,200	2,094,800	5,007,000	600,000	600,000	1,200,000
Total Taxes	\$6,927,779	\$5,845,200	\$11,396,300	\$10,274,100	\$16,663,400	\$9,958,900	\$11,935,155	\$20,694,055
Intergovernmental Revenues								
43790 - State Transit Assistance	2,720,099	2,150,000	1,486,300	1,702,000	3,188,300	1,802,000	1,902,000	3,704,000
43890 - FTA	4,160,667	4,000,000	2,097,600	2,200,000	4,297,600	2,200,000	2,200,000	4,400,000
FTA Capital	-	250,000	2,801,800	4,483,300	7,285,100	-	-	-
43950 - Other - Governmental Agencies	2,338,550	800,000	1,256,500	1,800,000	3,056,500	1,000,000	1,000,000	2,000,000
Other GA- Capital	-	-	4,329,500	2,520,900	6,850,400	-	-	-
Total Intergovernmental Revenues	\$9,219,316	\$7,200,000	\$11,971,700	\$12,706,200	\$24,677,900	\$5,002,000	\$5,102,000	\$10,104,000
Revenue from Use of Money and Property								
45100 - Interest	1,024,498	1,000,000	20,000	20,000	40,000	20,000	20,000	40,000
Total Revenue from Use of Money and Property	\$1,024,498	\$1,000,000	\$20,000	\$20,000	\$40,000	\$20,000	\$20,000	\$40,000
Farebox								
46800 - Farebox	872,141	900,000	925,000	950,000	1,875,000	975,000	1,000,000	1,975,000
Total Farebox	\$872,141	\$900,000	\$925,000	\$950,000	\$1,875,000	\$975,000	\$1,000,000	\$1,975,000
Other Financing Sources								
48100 - Sale of Capital Assets	4,363	25,000	-	-	-	-	-	-
49900 - Miscellaneous/Economic Adjustment	-	100,000	3,600,000	3,700,000	7,300,000	3,800,000	3,900,000	7,700,000
Total Other Financing Sources	\$4,363	\$125,000	\$3,600,000	\$3,700,000	\$7,300,000	\$3,800,000	\$3,900,000	\$7,700,000
TOTAL REVENUES	\$ 18,048,097	\$ 15,070,200	\$ 27,913,000	\$ 27,650,300	\$ 50,556,300	\$ 19,755,900	\$ 21,957,155	\$ 40,513,055

EXPENDITURES

Services and Supplies	FY25	FY26	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
52125 - Accounting/Auditing Services	3,710	10,000	10,000	10,000	20,000	10,000	10,000	20,000
52130 - Information Technology Svcs	-	10,000	10,000	10,000	20,000	10,000	10,000	20,000
52310 - Consulting Services	34,702	15,000	8,000	8,000	16,000	8,000	8,000	16,000
52325 - Waste Disposal Services	20,188	24,000	24,000	26,000	50,000	28,000	30,000	58,000
52335 - Security Services	34,702	15,000	8,000	8,000	16,000	8,000	8,000	16,000
52340 - Landscaping Services	13,495	30,000	32,000	36,500	68,500	41,000	45,500	86,500
52490 - Other Professional Services	9,424,211	10,191,300	9,807,500	10,358,000	20,165,500	10,749,000	12,810,655	23,559,655
52500 - Maint - Equipment	269,921	300,000	400,000	400,000	800,000	400,000	400,000	800,000
52505 - Maint - Bldg & Improvements	15,801	75,000	51,900	55,700	107,600	59,800	64,400	124,200
52515 - Maint - Software	158,989	160,000	294,600	295,600	590,200	375,100	381,100	756,200
52520 - Maint - Vehicles	28,195	25,000	300,000	300,000	600,000	300,000	300,000	600,000
52705 - Insurance - Premiums	287,546	300,000	325,000	325,000	650,000	325,000	325,000	650,000
52800 - Communications/Telephone	82,376	90,000	34,000	40,000	74,000	46,000	52,000	98,000
52810 - Advertising/Marketing	148,355	90,000	65,000	65,000	130,000	65,000	65,000	130,000
52820 - Printing and Binding	39,980	65,000	2,000	2,000	4,000	2,000	2,000	4,000
52825 - Bank Charges	12,379	2,000	2,000	2,000	4,000	2,000	2,000	4,000
52830 - Publications and Legal Notices	775	5,000	5,000	5,000	10,000	5,000	5,000	10,000
52840 - Permits/License Fees	1,524	-	-	-	-	-	-	-
53100 - Office Supplies	11,233	5,000	5,000	5,000	10,000	5,000	5,000	10,000
53205 - Utilities - Electric	184,478	20,000	167,000	186,000	353,000	201,000	215,000	416,000
53220 - Utilities - Water	19,874	20,000	34,500	29,500	64,000	32,000	34,500	66,500
53250 - Fuel	1,439,311	1,500,000	2,000,000	2,000,000	4,000,000	2,000,000	2,000,000	4,000,000
Total Services and Supplies	\$12,231,745	\$12,952,300	\$13,585,500	\$14,167,300	\$27,752,800	\$14,671,900	\$16,773,155	\$31,445,055
Other Charges								
54315 - Interest on Other Debt	176,983	183,059	184,000	184,000	368,000	184,000	184,000	368,000
54600 - Depreciation Expense	2,947,679	3,500,000	3,600,000	3,700,000	7,300,000	3,800,000	3,900,000	7,700,000
56600 - Loss on disposal of Assets	1,599,435	100,000	-	-	-	-	-	-
Total Other Charges	\$4,724,097	\$3,783,059	\$3,784,000	\$3,884,000	\$7,668,000	\$3,984,000	\$4,084,000	\$8,068,000
Capital Assets								
55400 - Equipment	-	-	10,043,500	9,099,000	19,142,500	600,000	600,000	1,200,000
Total Other Charges	\$0	\$0	\$10,043,500	\$9,099,000	\$19,142,500	\$600,000	\$600,000	\$1,200,000
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	521,861	500,000	500,000	500,000	1,000,000	500,000	500,000	1,000,000
Total Special Items	\$521,861	\$500,000	\$500,000	\$500,000	\$1,000,000	\$500,000	\$500,000	\$1,000,000
TOTAL EXPENDITURES	\$ 17,477,702	\$ 17,235,359	\$ 27,913,000	\$ 27,650,300	\$ 36,420,800	\$ 19,755,900	\$ 21,957,155	\$ 40,513,055

Operational Farebox	6.00%	6.55%	6.57%	6.48%	6.43%	5.79%		
Total Revenues	18,048,097	15,070,200	17,869,500	18,551,300	36,420,800	19,155,900	21,357,155	40,513,055
Total Expenditures	17,477,702	17,235,359	17,869,500	18,551,300	36,420,800	19,155,900	21,357,155	40,513,055
Net Surplus / (Deficit)	570,395	(2,165,159)	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
Capital Investments								
Total Revenues	-	-	10,043,500	9,099,000	19,142,500	600,000	600,000	1,200,000
Total Expenditures	-	-	10,043,500	9,099,000	19,142,500	600,000	600,000	1,200,000
Net Surplus / (Deficit)	-	-	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
TOTAL- Operations + Capital								
Total Revenues	18,048,097	15,070,200	27,913,000	27,650,300	55,563,300	19,755,900	21,957,155	41,713,055
Total Expenditures	17,477,702	17,235,359	27,913,000	27,650,300	55,563,300	19,755,900	21,957,155	41,713,055
Net Surplus / (Deficit)	570,395	(2,165,159)	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0

NVTA Budget Outlook- American Canyon Shuttle

DRAFT BUDGETS

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	FY25 ACTUALS	FY26 Budget/ Forecast	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
			FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Public Transit Service Projections								
Service Hours	5,636	6,100	6,482	6,482		6,482	6,482	
Revenue Hours	4,671	6,500	5,372	5,372		5,372	5,372	
Service Miles	42,833	48,000	49,258	49,258		49,258	49,258	
Revenue Miles	33,872	36,000	38,952	38,952		38,952	38,952	
Ridership	20,967	20,300	24,112	24,112		24,112	24,112	
REVENUES								
Transportation Development Act								
41400 - Sales and Use Tax	-	163,500	204,800	228,900	433,700	265,100	292,600	557,700
Total Taxes	\$0	\$163,500	\$204,800	\$228,900	\$433,700	\$265,100	\$292,600	\$557,700
Intergovernmental Revenues								
43790 - State Transit Assistance	-	80,000	80,000	80,000	160,000	80,000	80,000	160,000
43890 - FTA	303,891	400,000	400,000	400,000	800,000	400,000	400,000	800,000
Total Intergovernmental Revenues	\$303,891	\$480,000	\$480,000	\$480,000	\$960,000	\$480,000	\$480,000	\$960,000
Revenue from Use of Money and Property								
45100 - Interest	8,875	10,000	2,000	2,000	4,000	2,000	2,000	4,000
Total Revenue from Use of Money and Property	\$8,875	\$2,000	\$2,000	\$2,000	\$4,000	\$2,000	\$2,000	\$4,000
Farebox								
46800 - Farebox	12,623	9,600	13,500	13,400	26,900	14,500	14,500	29,000
46810 - Charges for Svcs - Am Canyon	72,934	97,200	107,700	112,100	219,800	117,300	122,200	239,500
Total Farebox	\$85,556	\$106,800	\$121,200	\$125,500	\$246,700	\$131,800	\$136,700	\$268,500
Other Financing Sources								
49900 - Miscellaneous/Economic Adjustment	-	-	-	100,000	100,000	100,000	100,000	200,000
Total Other Financing Sources	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$200,000
TOTAL REVENUES	\$ 398,323	\$ 752,300	\$ 808,000	\$ 936,400	\$ 1,744,400	\$ 978,900	\$ 1,011,300	\$ 1,990,200

EXPENDITURES

Services and Supplies								
52125 - Accounting/Auditing Services	70	100	100	100	200	100	100	200
52130 - Information Technology Svcs	-	1,500	300	300	600	300	300	600
52490 - Other Professional Services	505,880	591,700	648,200	674,100	1,322,300	706,500	738,900	1,445,400
52500 - Maint - Equipment	-	10,000	10,000	10,000	20,000	10,000	10,000	20,000
52515 - Maint - Software	10,076	35,000	10,000	10,000	20,000	10,000	10,000	20,000
52520 - Maint - Vehicles	-	35,000	15,000	15,000	30,000	15,000	15,000	30,000
52705 - Insurance - Premiums	13,737	12,000	12,000	12,000	24,000	12,000	12,000	24,000
52800 - Communications/Telephone	1,044	1,000	1,000	1,000	2,000	1,000	1,000	2,000
52810 - Advertising/Marketing	12,563	5,000	-	-	-	-	-	-
52820 - Printing and Binding	1,936	200	200	200	400	200	200	400
53250 - Fuel	38,622	45,000	86,200	88,700	174,900	98,800	98,800	197,600
Total Services and Supplies	\$583,927	\$736,500	\$783,000	\$811,400	\$1,594,400	\$853,900	\$886,300	\$1,740,200
Other Charges								
54600 - Depreciation Expense	49,683	-	-	100,000	100,000	100,000	100,000	200,000
Total Other Charges	\$49,683	\$0	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$200,000
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	9,141	25,000	25,000	25,000	50,000	25,000	25,000	50,000
Total Special Items	\$9,141	\$25,000	\$25,000	\$25,000	\$50,000	\$25,000	\$25,000	\$50,000
TOTAL EXPENDITURES	\$ 642,751	\$ 761,500	\$ 808,000	\$ 936,400	\$ 1,744,400	\$ 978,900	\$ 1,011,300	\$ 1,990,200

Estimated Farebox Ratio		14.02%	15.00%	15.00%		15.00%	15.00%	
Total Revenues	398,323	752,300	808,000	936,400	1,744,400	978,900	1,011,300	1,990,200
Total Expenditures	642,751	761,500	808,000	936,400	1,744,400	978,900	1,011,300	1,990,200
Net Surplus / (Deficit)	(244,429)	(9,200)	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
Capital Investments								
Total Revenues	-	-	-	-	-	-	-	-
Total Expenditures	-	-	-	-	-	-	-	-
Net Surplus / (Deficit)	-	-	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
TOTAL- Operations + Capital								
Total Revenues	398,323	752,300	808,000	936,400	1,744,400	978,900	1,011,300	1,990,200
Total Expenditures	642,751	761,500	808,000	936,400	1,744,400	978,900	1,011,300	1,990,200
Net Surplus / (Deficit)	(244,429)	(9,200)	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0

NVTA Budget Outlook- Yountville

DRAFT BUDGETS

NO INPUTS

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	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/ Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Public Transit Service Projections								
Service Hours	3,838	3,900	3,838	3,838		3,838	3,838	
Revenue Hours	3,291	3,329	3,291	3,291		3,291	3,291	
Service Miles	10,796	10,626	10,796	11,336		11,903	12,498	
Revenue Miles	8,135	8,083	8,135	8,542		8,969	9,417	
Ridership	4,596	4,611	4,596	4,826		5,067	5,320	

REVENUES

Transportation Development Act								
41400 - Sales and Use Tax	265,000	243,900	223,730	238,490	462,220	256,670	274,760	531,430
Total Taxes	\$265,000	\$243,900	\$223,730	\$238,490	\$462,220	\$256,670	\$274,760	\$531,430
Intergovernmental Revenues								
43790 - State Transit Assistance	-	75,000	75,000	75,000	150,000	75,000	75,000	150,000
43890 - FTA	110,000	100,000	110,000	110,000	220,000	110,000	110,000	220,000
Total Intergovernmental Revenues	\$110,000	\$175,000	\$185,000	\$185,000	\$370,000	\$185,000	\$185,000	\$370,000
Revenue from Use of Money and Property								
45100 - Interest	12,791	1,000	5,000	5,000	10,000	5,000	5,000	10,000
Total Revenue from Use of Money and Property	\$12,791	\$2,000	\$5,000	\$5,000	\$10,000	\$5,000	\$5,000	\$10,000
Farebox								
46820 - Charges for Svcs - Yountville	42,240	57,800	45,970	47,610	93,580	49,630	51,640	101,270
Total Farebox	\$42,240	\$57,800	\$45,970	\$47,610	\$93,580	\$49,630	\$51,640	\$101,270
Other Financing Sources								
49900 - Miscellaneous/Economic Adjustment	-	-	50,000	50,000	100,000	50,000	50,000	100,000
Total Other Financing Sources	\$0	\$0	\$50,000	\$50,000	\$100,000	\$50,000	\$50,000	\$100,000
TOTAL REVENUES	\$ 430,031	\$ 478,700	\$ 509,700	\$ 526,100	\$ 1,035,800	\$ 546,300	\$ 566,400	\$ 1,112,700

EXPENDITURES

Services and Supplies								
52125 - Accounting/Auditing Services	182	200	400	400	800	400	400	800
52490 - Other Professional Services	344,047	378,300	383,800	399,200	783,000	418,400	437,500	855,900
52500 - Maint - Equipment	-	-	15,000	15,000	30,000	15,000	15,000	30,000
52515 - Maint - Software	10,076	30,000	13,000	13,000	26,000	13,000	13,000	26,000
52705 - Insurance - Premiums	9,344	12,000	12,000	13,000	25,000	14,000	15,000	29,000
52800 - Communications/Telephone	2,246	-	-	-	-	-	-	-
52810 - Advertising/Marketing	-	4,000	500	500	1,000	500	500	1,000
52820 - Printing and Binding	437	-	-	-	-	-	-	-
53250 - Fuel	3,289	15,000	10,000	10,000	20,000	10,000	10,000	20,000
Total Services and Supplies	\$369,621	\$439,500	\$434,700	\$451,100	\$885,800	\$471,300	\$491,400	\$962,700
Other Charges								
54600 - Depreciation Expense	49,683	100,000	50,000	50,000	100,000	50,000	50,000	100,000
Total Other Charges	\$49,683	\$100,000	\$50,000	\$50,000	\$100,000	\$50,000	\$50,000	\$100,000
Salary/Overhead Chargebacks								
57900 - Chargebacks - Timesheets	9,141	25,000	25,000	25,000	50,000	25,000	25,000	50,000
Total Special Items	\$9,141	\$25,000	\$25,000	\$25,000	\$50,000	\$25,000	\$25,000	\$50,000
TOTAL EXPENDITURES	\$ 428,445	\$ 564,500	\$ 509,700	\$ 526,100	\$ 1,035,800	\$ 546,300	\$ 566,400	\$ 1,112,700

Estimated Farebox Ratio		12.44%	10.00%	10.00%		10.00%	10.00%	
Total Revenues	430,031	478,700	509,700	526,100	1,035,800	546,300	566,400	1,112,700
Total Expenditures	428,445	564,500	509,700	526,100	1,035,800	546,300	566,400	1,112,700
Net Surplus / (Deficit)	1,586	(85,800)	-	-	-	-	-	-



NVRTA Budget Outlook- St. Helena Shuttle

DRAFT BUDGETS

NO INPUTS

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	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/ Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Public Transit Service Projections								
Service Hours	3,589	3,700	3,589	3,589		3,589	3,589	
Revenue Hours	2,953	2,980	2,953	2,953		2,953	2,953	
Service Miles	19,960	20,519	19,960	19,960		20,958	22,006	
Revenue Miles	12,740	12,683	12,740	13,377		14,046	14,748	
Ridership	6,371	6,719	6,371	6,690		7,024	7,375	

REVENUES

Transportation Development Act								
41400 - Sales and Use Tax	265,000	231,200	204,200	217,100	421,300	233,300	249,400	482,700
Total TDA	\$265,000	\$231,200	\$204,200	\$217,100	\$421,300	\$233,300	\$249,400	\$482,700
Intergovernmental Revenues								
43790 - State Transit Assistance	-	75,000	75,000	75,000	150,000	75,000	75,000	150,000
43890 - FTA	110,000	100,000	110,000	110,000	220,000	110,000	110,000	220,000
Total Intergovernmental Revenues	\$110,000	\$175,000	\$185,000	\$185,000	\$370,000	\$185,000	\$185,000	\$370,000
Revenue from Use of Money and Property								
45100 - Interest	13,241	2,000	5,000	5,000	10,000	5,000	5,000	10,000
Total Revenue from Use of Money and Property	\$13,241	\$2,000	\$5,000	\$5,000	\$10,000	\$5,000	\$5,000	\$10,000
Farebox								
46800 - Farebox	3,952	3,000	3,000	3,000	6,000	3,000	3,000	6,000
46825 - Charges for Svcs - St. Helena	41,325	41,000	40,800	42,200	83,000	44,000	45,800	89,800
Total Farebox	\$45,277	\$44,000	\$43,800	\$45,200	\$89,000	\$47,000	\$48,800	\$95,800
Other Financing Sources								
49900 - Miscellaneous/Economic Adjustment	-	-	50,000	50,000	100,000	50,000	50,000	100,000
Total Other Financing Sources	\$0	\$0	\$50,000	\$50,000	\$100,000	\$50,000	\$50,000	\$100,000
TOTAL REVENUES	\$ 433,517	\$ 452,200	\$ 488,000	\$ 502,300	\$ 990,300	\$ 520,300	\$ 538,200	\$ 1,058,500

EXPENDITURES

Services and Supplies								
52125 - Accounting/Auditing Services	28	100	100	100	200	100	100	200
52490 - Other Professional Services	324,707	358,900	358,900	373,200	732,100	391,200	409,100	800,300
52500 - Maint - Equipment	-	5,000	15,000	15,000	30,000	15,000	15,000	30,000
52515 - Maint - Software	10,076	13,000	13,000	13,000	26,000	13,000	13,000	26,000
52520 - Maint - Vehicles	-	-	5,000	5,000	10,000	5,000	5,000	10,000
52705 - Insurance - Premiums	8,821	12,000	12,000	12,000	24,000	12,000	12,000	24,000
52800 - Communications/Telephone	1,641	-	-	-	-	-	-	-
52810 - Advertising/Marketing	-	3,000	3,000	3,000	6,000	3,000	3,000	6,000
52820 - Printing and Binding	1,477	1,000	1,000	1,000	2,000	1,000	1,000	2,000
53250 - Fuel	10,127	15,000	15,000	15,000	30,000	15,000	15,000	30,000
Total Services and Supplies	\$356,877	\$408,000	\$423,000	\$437,300	\$860,300	\$455,300	\$473,200	\$928,500
Other Charges								
54600 - Depreciation Expense	49,683	49,683	50,000	50,000	100,000	50,000	50,000	100,000
Total Other Charges	\$49,683	\$49,683	\$50,000	\$50,000	\$100,000	\$50,000	\$50,000	\$100,000
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	15,000	15,000	15,000	15,000	30,000	15,000	15,000	30,000
Total Special Items	\$15,000	\$15,000	\$15,000	\$15,000	\$30,000	\$15,000	\$15,000	\$30,000
TOTAL EXPENDITURES	\$ 421,560	\$ 472,683	\$ 488,000	\$ 502,300	\$ 990,300	\$ 520,300	\$ 538,200	\$ 1,058,500

Estimated Farebox Ratio		10%	10%	10%		10%	10%	
Total Revenues	433,517	452,200	488,000	502,300	990,300	520,300	538,200	1,058,500
Total Expenditures	421,560	472,683	488,000	502,300	990,300	520,300	538,200	1,058,500
Net Surplus / (Deficit)	11,957	(20,483)	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
Capital Investments								



NVTA Budget Outlook- Calistoga

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NO INPUTS

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	FY25 ACTUALS	FY26 Budget/ Forecast	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
			FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Public Transit Service Projections								
Service Hours	5,099	5,000	5,099	5,099		5,099	5,099	
Revenue Hours	4,166	4,044	4,166	4,166		4,166	4,166	
Service Miles	40,628	39,704	40,628	42,659		44,792	47,032	
Revenue Miles	32,085	30,624	32,085	33,689		35,374	37,142	
Ridership	14,648	13,840	14,648	15,380		16,149	16,957	

REVENUES

	FY25 ACTUALS	FY26 Budget/ Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Transportation Development Act								
41400 - Sales and Use Tax	280,200	362,200	325,600	347,000	672,600	379,000	405,500	784,500
Total Taxes	\$280,200	\$362,200	\$325,600	\$347,000	\$672,600	\$379,000	\$405,500	\$784,500
Intergovernmental Revenues								
43790 - State Transit Assistance	-	80,000	80,000	80,000	160,000	80,000	80,000	160,000
43890 - FTA	164,769	100,000	120,000	120,000	240,000	120,000	120,000	240,000
Total Intergovernmental Revenues	\$164,769	\$180,000	\$200,000	\$500,000	\$700,000	\$200,000	\$200,000	\$400,000
Revenue from Use of Money and Property								
45100 - Interest	13,421	1,000	5,000	5,000	10,000	5,000	5,000	10,000
Total Revenue from Use of Money and Property	\$13,421	\$2,000	\$5,000	\$5,000	\$10,000	\$5,000	\$5,000	\$10,000
Farebox								
46800 - Farebox	10,800	10,000	10,000	10,000	20,000	10,000	10,000	20,000
46830 - Charges for Svcs - Calistoga	65,000	55,000	55,000	55,000	110,000	55,000	55,000	110,000
Total Farebox	\$75,800	\$65,000	\$65,000	\$65,000	\$130,000	\$65,000	\$65,000	\$130,000
Other Financing Sources								
49900 - Miscellaneous/Economic Adjustment	-	-	35,000	35,000	70,000	35,000	35,000	70,000
Total Other Financing Sources	\$0	\$0	\$35,000	\$35,000	\$70,000	\$35,000	\$35,000	\$70,000
TOTAL REVENUES	\$ 534,190	\$ 609,200	\$ 630,600	\$ 952,000	\$ 1,582,600	\$ 684,000	\$ 710,500	\$ 1,394,500

EXPENDITURES

	FY25 ACTUALS	FY26 Budget/ Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Services and Supplies								
52125 - Accounting/Auditing Services	154	200	200	200	400	200	200	400
52130 - Information Technology Svcs	-	1,000	1,000	1,000	2,000	1,000	1,000	2,000
52490 - Other Professional Services	457,832	485,000	509,900	530,300	1,040,200	555,800	581,300	1,137,100
52515 - Maint - Software	10,076	13,000	14,000	15,000	29,000	16,000	17,000	33,000
52520 - Maint - Vehicles	-	-	-	-	-	5,000	5,000	10,000
52705 - Insurance - Premiums	12,457	15,000	15,000	15,000	30,000	15,000	15,000	30,000
52800 - Communications/Telephone	1,344	300	1,000	1,000	2,000	1,500	1,500	3,000
52810 - Advertising/Marketing	7,063	5,000	5,000	5,000	10,000	5,000	5,000	10,000
52820 - Printing and Binding	4,099	2,500	2,500	2,500	5,000	2,500	2,500	5,000
53250 - Fuel	11,905	34,000	30,000	30,000	60,000	30,000	30,000	60,000
Total Services and Supplies	\$504,929	\$556,000	\$578,600	\$600,000	\$1,178,600	\$632,000	\$658,500	\$1,290,500
Other Charges								
54600 - Depreciation Expense	-	35,000	35,000	35,000	70,000	35,000	35,000	70,000
Total Other Charges	\$0	\$35,000	\$35,000	\$35,000	\$70,000	\$35,000	\$35,000	\$70,000
Capital Assets								
55400 - Buses/Equipment	-	-	-	300,000	300,000	-	-	-
Total Other Charges	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0	\$0
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	13,584	15,000	17,000	17,000	34,000	17,000	17,000	34,000
Total Special Items	\$13,584	\$15,000	\$17,000	\$17,000	\$34,000	\$17,000	\$17,000	\$34,000
TOTAL EXPENDITURES	\$ 518,513	\$ 606,000	\$ 630,600	\$ 952,000	\$ 1,282,600	\$ 684,000	\$ 710,500	\$ 1,394,500

Estimated Farebox Ratio		11.38%	10.91%	10.53%		10.02%	9.62%	
Total Revenues	534,190	609,200	630,600	652,000	1,282,600	684,000	710,500	1,394,500
Total Expenditures	518,513	606,000	630,600	652,000	1,282,600	684,000	710,500	1,394,500
Net Surplus / (Deficit)	15,676	3,200	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0



Capital and Software Funding Request

This is an information summary page. Do not input. Provide data on other pages.

EXPENDITURE PLAN

Capital Request	FY27 Budget	FY28 Budget	FY29 Budget	FY30 Budget	Total
Rolling Stock	\$ 5,282,100	\$ 9,105,000	\$ -	\$ -	\$ 14,387,100
Bus Shelters and Bus Stops	\$ 1,475,000	\$ -	\$ 200,000	\$ 200,000	\$ 1,875,000
CAD AVL and DR Set up	\$ 924,400	\$ -	\$ -	\$ -	\$ 924,400
Facilities Upgrades	\$ 2,750,000	\$ 550,000	\$ -	\$ -	\$ 3,300,000
Engine Replacements	\$ 394,000	\$ 310,000	\$ 400,000	\$ 400,000	\$ 1,504,000
Transit Equipment- Other	\$ 168,000	\$ 172,000	\$ -	\$ -	\$ 340,000
Other 2	\$ -	\$ -	\$ -	\$ -	\$ -
SUB-TOTAL FUNDING- CAPITAL	\$ 10,993,500	\$ 10,137,000	\$ 600,000	\$ 600,000	\$ 22,330,500
SUB-TOTAL FUNDING- SOFTWARE	\$ 361,600	\$ 361,600	\$ 442,100	\$ 449,100	\$ 1,614,400
Total Funding	\$ 11,355,100	\$ 10,498,600	\$ 1,042,100	\$ 1,049,100	\$ 23,944,900

Total Transit Capital	\$ 21,130,500	\$ 1,200,000
Total Software	\$ 723,200	\$ 891,200
TOTAL BIENNIAL BUDGET	\$ 21,853,700	\$ 2,091,200

FINANCING PLAN

Capital Request	Federal	TDA/STA	Local/ Regional	Other Funds	Total
Rolling Stock	\$ 10,212,499	\$ 2,699,339	\$ 826,156	\$ 649,106	\$ 14,387,100
Bus Shelters and Bus Stops	\$ 1,300,000	\$ 275,000	\$ -	\$ 300,000	\$ 1,875,000
CAD AVL and DR Set up	\$ -	\$ 400,000	\$ -	\$ 524,400	\$ 924,400
Facilities Upgrades	\$ 718,000	\$ 750,000	\$ 500,000	\$ 1,332,000	\$ 3,300,000
Engine Replacements	\$ 358,600	\$ 1,145,400	\$ -	\$ -	\$ 1,504,000
Transit Equipment- Other	\$ -	\$ 340,000	\$ -	\$ -	\$ 340,000
Software Management	\$ -	\$ 1,614,400	\$ -	\$ -	\$ 1,614,400
Other 2	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding	\$ 12,589,099	\$ 7,224,139	\$ 1,326,156	\$ 2,805,506	\$ 23,944,900



INPUT YELLOW CELLS ONLY

Category **Software Management**

EXPENDITURE PLAN (also input financing plan down below)

Vendor	Function	FY27 Budget	FY28 Budget	FY29 Forecast	FY30 Forecast	Total
Equans and Spare	CAD/AVL and DR SOFTWARE	155,000	157,000	157,500	159,500	\$ 629,000
UTA	APC Data	15,000	15,000	15,000	15,000	\$ 60,000
Genfare	SSA	55,000	55,000	55,000	55,000	\$ 220,000
John Controls	Gentech Cameras Lic and Sftwr Support	30,000	30,000	30,000	30,000	\$ 120,000
TSI	Bus Cameras License	7,000	7,000	7,000	7,000	\$ 28,000
Chargepoint	EV Stations	50,000	50,000	50,000	50,000	\$ 200,000
Konnected Concepts	DIGI Subscriptions and Cellular	2,000				\$ 2,000
EYEP	Camera Monitoring	2,600	2,600	2,600	2,600	\$ 10,400
Trapeze	EZ Wallet	-	-	5,000	5,000	\$ 10,000
DIGI International	WiFi Usage	20,000	25,000	30,000	35,000	\$ 110,000
Trillium	GTFS and Website	25,000	20,000	20,000	20,000	\$ 85,000
Remix	Route Planning	-	-	70,000	70,000	\$ 140,000
TOTAL		\$ 361,600	\$ 361,600	\$ 442,100	\$ 449,100	\$ 1,614,400

FINANCING PLAN

Model	Location	Federal	TDA/STA	Local/Regional	Other Funds	Total
Equans and Spare	CAD/AVL and DR SOFTWARE	-	629,000	-	-	\$ 629,000
UTA	APC Data	-	60,000	-	-	\$ 60,000
Genfare	SSA	-	220,000	-	-	\$ 220,000
John Controls	Gentech Cameras Lic and Sftwr Support	-	120,000	-	-	\$ 120,000
TSI	Bus Cameras License	-	28,000	-	-	\$ 28,000
Chargepoint	EV Stations	-	200,000	-	-	\$ 200,000
Konnected Concepts	DIGI Subscriptions and Cellular	-	2,000	-	-	\$ 2,000
EYEP	Camera Monitoring	-	10,400	-	-	\$ 10,400
Trapeze	EZ Wallet	-	10,000	-	-	\$ 10,000
DIGI International	WiFi Usage	-	110,000	-	-	\$ 110,000
Trillium	GTFS and Website	-	85,000	-	-	\$ 85,000
Remix	Route Planning	-	140,000	-	-	\$ 140,000
TOTAL		\$ -	\$ 1,614,400	\$ -	\$ -	\$ 1,614,400



INPUT YELLOW CELLS ONLY

Category Rolling Stock

EXPENDITURE PLAN (also input financing plan down below)

Quantity	Make	Model	Estimated Price (fully weighted, include tax, shipping, tariffs)	FY27 Budget	FY28 Budget	FY29 Forecast	FY30 Forecast	Total
2	BYD	30'	\$ 2,118,080	2,118,100	-	-	-	\$ 2,118,100
6	Gillig Hybrids	35'	\$ 8,067,000	-	8,067,000	-	-	\$ 8,067,000
4	Starcraft	Class B	\$ 984,000	950,000	-	-	-	\$ 950,000
3	Starcraft	Class B	\$ 738,000	2,214,000	738,000	-	-	\$ 2,952,000
1	Electric Bus		\$ 300,000	-	300,000	-	-	\$ 300,000
			\$ -	-	-	-	-	\$ -
16		TOTAL	\$ 12,207,080	\$ 5,282,100	\$ 9,105,000	\$ -	\$ -	\$ 14,387,100

FINANCING PLAN

Model	Location	Federal	TDA/STA	Local/ Regional	Other Funds	Total
BYD	30'	-	643,781	826,156	649,106	\$ 2,119,043
Gillig Hybrids	35'	6,823,699	1,242,358	-	-	\$ 8,066,057
Starcraft	Class B	787,200	162,800	-	-	\$ 950,000
Starcraft	Class B	2,361,600	590,400	-	-	\$ 2,952,000
Electric Bus		240,000	60,000	-	-	\$ 300,000
	TOTAL	\$ 10,212,499	\$ 2,699,339	\$ 826,156	\$ 649,106	\$ 14,387,100



INPUT YELLOW CELLS ONLY

Category **Bus Shelters and Bus Stops**

EXPENDITURE PLAN (also input financing plan down below)

Quantity	Model	Location	FY27 Budget	FY28 Budget	FY29 Forecast	FY30 Forecast	Total
56	Stops, Annual Replacements	Napa County	1,175,000	-	-	-	\$ 1,175,000
10	Shelters and Stop Improvements	Napa County	-	-	200,000	200,000	\$ 400,000
1	Skyline Improvements	Napa County	300,000	-	-	-	\$ 300,000
67		TOTAL	\$ 1,475,000	\$ -	\$ 200,000	\$ 200,000	\$ 1,875,000

FINANCING PLAN

Model	Location	Federal	TDA/STA	Local/Regional	Other Funds	Total
Stops, Annual Replacements	Napa County	1,300,000	55,000	-	-	\$ 1,355,000
Shelters and Stop Improvements	Napa County	-	220,000	-	-	\$ 220,000
Skyline Improvements	Napa County	-	-	-	300,000	\$ 300,000
	TOTAL	\$ 1,300,000	\$ 275,000	\$ -	\$ 300,000	\$ 1,875,000



INPUT YELLOW CELLS ONLY

Category CAD AVL and DR Set up

EXPENDITURE PLAN (also input financing plan down below)

Quantity	Model	FY27 Budget	FY28 Budget	FY29 Forecast	FY30 Forecast	Total
1	Equans and Spare	924,400	-	-	-	\$ 924,400
1	TOTAL	\$ 924,400	\$ -	\$ -	\$ -	\$ 924,400

FINANCING PLAN

Model	Federal	TDA/STA	Local/Regional	Other Funds	Total
Equans and Spare	-	400,000	-	524,400	\$ 924,400
TOTAL	\$ -	\$ 400,000	\$ -	\$ 524,400	\$ 924,400



INPUT YELLOW CELLS ONLY

Category **FACILITIES**

EXPENDITURE PLAN

Quantity	Location	FY27 Budget	FY28 Budget	FY29 Forecast	FY30 Forecast	Total
1	SGTC	200,000	-	-	-	\$ 200,000
1	Imola PNR	-	-	-	-	\$ -
1	Redwood Park and Ride	1,250,000	-	-	-	\$ 1,250,000
1	Yountville PNR	-	-	-	-	\$ -
1	BMF Investigation and Repairs	500,000	500,000	-	-	\$ 1,000,000
1	Calistoga Charger Installation	50,000	50,000	-	-	\$ 100,000
1	Burnell Sidewalk	750,000	-	-	-	\$ 750,000
7	TOTAL	\$ 2,750,000	\$ 550,000	\$ -	\$ -	\$ 3,300,000

FINANCING PLAN

Location	Federal	TDA/STA	Local/ Regional	Other Funds	Total
SGTC	-	200,000	-	-	\$ 200,000
Imola PNR	-	-	-	-	\$ -
Redwood Park and Ride	600,000	-	-	650,000	\$ 1,250,000
Yountville PNR	-	-	-	-	\$ -
BMF Investigation and Repairs	-	550,000	500,000	-	\$ 1,050,000
Calistoga Charger Installation	43,000	-	-	7,000	\$ 50,000
Burnell Sidewalk	75,000	-	-	675,000	\$ 750,000
TOTAL	\$ 718,000	\$ 750,000	\$ 500,000	\$ 1,332,000	\$ 3,300,000



INPUT YELLOW CELLS ONLY

Category	Engine Replacements
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EXPENDITURE PLAN

Quantity	Type	Estimated Price Per Unit (fully weighted, include tax, shipping, tariffs)	FY27 Budget	FY28 Budget	FY29 Forecast	FY30 Forecast	Total
3	Engine Overhaul	\$ 75,000	225,000	-	-	-	\$ 225,000
3	Engine Overhaul	\$ 25,000	75,000	-	-	-	\$ 75,000
2	Transmission	\$ 47,000	94,000	-	-	-	\$ 94,000
3	Engine Overhaul	\$ 35,000	-	105,000	-	-	\$ 105,000
3	Transmission	\$ 25,000	-	75,000	-	-	\$ 75,000
2	Engine Overhaul	\$ 65,000	-	130,000	-	-	\$ 130,000
3	Transmission	\$ 25,000	-	-	75,000	-	\$ 75,000
3	Engine Overhaul	\$ 45,000	-	-	135,000	-	\$ 135,000
2	Rebuild	\$ 75,000	-	-	190,000	-	\$ 190,000
3	Transmission	\$ 25,000	-	-	-	75,000	\$ 75,000
3	Engine Overhaul	\$ 45,000	-	-	-	135,000	\$ 135,000
2	Rebuild	\$ 65,000	-	-	-	190,000	\$ 190,000
32	TOTAL		\$ 394,000	\$ 310,000	\$ 400,000	\$ 400,000	\$ 1,504,000

FINANCING PLAN

Type	Price Per Unit (fully weighted)	Federal	TDA/STA	Local/ Regional	Other Funds	Total
Engine Overhaul		146,900	45,000	-	-	\$ 191,900
Engine Overhaul		211,700	108,000	-	-	\$ 319,700
Transmission		-	94,000	-	-	\$ 94,000
Engine Overhaul		-	105,000	-	-	\$ 105,000
Transmission		-	75,000	-	-	\$ 75,000
Engine Overhaul		-	130,000	-	-	\$ 130,000
Transmission		-	75,000	-	-	\$ 75,000
Engine Overhaul		-	135,000	-	-	\$ 135,000
Rebuild		-	190,000	-	-	\$ 190,000
Transmission		-	75,000	-	-	\$ 75,000
Engine Overhaul		-	53,200	-	-	\$ 53,200
Rebuild		-	60,200	-	-	\$ 60,200
TOTAL		\$ 358,600	\$ 1,145,400	\$ -	\$ -	\$ 1,504,000



INPUT YELLOW CELLS ONLY

Category Transit Equipment- Other

EXPENDITURE PLAN

Quantity	Model	Location	Estimated Price Per Unit (fully weighted, include tax, shipping, tariffs)	FY27 Budget	FY28 Budget	FY29 Forecast	FY30 Forecast	Total
4	Fastfare Boxes and Clipper	Starcraft Class B + 1 EV vehicles	\$ 42,000	168,000	-	-	-	\$ 168,000
4	Fastfare Boxes and Clipper	Starcraft Class B vehicles	\$ 43,000	-	172,000	-	-	\$ 172,000
-			\$ -	-	-	-	-	\$ -
8			TOTAL	\$ 168,000	\$ 172,000	\$ -	\$ -	\$ 340,000

FINANCING PLAN

Model	Location	Price Per Unit (fully weighted)	Federal	TDA/STA	Local/ Regional	Other Funds	Total
Fastfare Boxes and Clipper	Starcraft Class B + 1 EV vehicles		-	168,000	-	-	\$ 168,000
Fastfare Boxes and Clipper	Starcraft Class B vehicles		-	172,000	-	-	\$ 172,000
		TOTAL	\$ -	\$ 340,000	\$ -	\$ -	\$ 340,000



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Antonio Onorato, Director of Administration, Finance and Policy
(707) 259-8779 / Email: anonorato@nvta.ca.gov
SUBJECT: Overall Work Program for Fiscal Year 2026-27 and Fiscal Year
2027-28

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board adopt the 2026-27 and 2027-28 Overall Work Program (OWP) (Attachment 1) allowing for minor modifications as approved by the Executive Director.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

The OWP is a comprehensive inventory of ongoing and proposed agency activities during the next two fiscal years. The OWP serves as the guide for scheduling and distributing work, including the allocation of resources needed to address the tasks in each work element. In effect, this work program constitutes a set of instructions for the administration, project management and planning work to be carried out by staff or consultants. The OWP is a requirement for transportation planning activities performed with Federal funds.

FISCAL IMPACT

None

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND

The OWP is a management tool identifying the tasks and products that the NVTA will undertake to deliver during fiscal year 2026-27 and 2027-28. It also identifies the funding sources and staff resources necessary to complete the overall work program. Each budget cycle, NVTA staff prepares the Overall Work Plan (OWP) that guides the workload and activities of the agency for the fiscal year.

The OWP:

- Describes the comprehensive planning and agency activities to be conducted by NVTA;
- Provides an opportunity for an open review of the planning process and activities of the agency.
- Serves as a reference used by citizens, planners and elected officials throughout the year to understand NVTA's objectives and how these will be met through the regional comprehensive planning process and agency efforts;
- Serves as a management tool for comprehensive planning and workload management;
- Serves as documentation to support the various federal, state and regional grants that finance the planning program.

Much of NVTA's work is on-going, and therefore many of the work elements included in the OWP are consistent between editions. Some programs, projects, tasks and deadlines have been updated to reflect the current objectives and work plan.

The work program is broken down into work elements that are unique to specific subject areas. For example, one work element is dedicated to the preparation and update of the SR29/SR12/Airport Blvd. Improvements (Work Element TP-09), which will see a significant level of effort this fiscal year. Each work element:

- Identifies work previously completed under that work element
- The subject matter and purpose of the work element
- Tasks to be undertaken
- A listing of products and the schedule for delivery of those products
- The funding sources for each work element
- The agency responsible for delivering the tasks and work products (including whether consultant assistance is anticipated)

-
- The level of effort (staff allocation) required to undertake and deliver those tasks and products.

ALTERNATIVES

The OWP provides a contextual “roadmap” of budgetary expenditures by defining strategic goals for the agency with measurable and quantifiable targets, and without the OWP, agency priorities would be difficult to perform in a comprehensive fashion.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 3: Use taxpayer dollars efficiently.

The OWP establishes the transportation planning objectives to be achieved and assigns the institutional responsibility and funding to complete the work for the agency.

ATTACHMENTS

(1) Overall Work Program Fiscal Years 2026-27 and 2027-28



Overall Work Program

Fiscal Years 2027 & 2028



As a recipient of numerous federal grants for various planning activities, NVTA must comply with the provisions of Title VI of the Civil Rights Act of 1964. The Civil Rights Act of 1964 states that “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Environmental Justice (EJ) Executive Order (EO 12989) further amplifies Title VI by specifically addressing minority and low-income populations, early and continuously in the transportation planning process, so the values and interests of all segments of our communities are equally reflected in investment decisions.

NVTA embraces these tenets and has incorporated into its organizational structure and planning processes procedures to reinforce compliance with federal statute and regulations.

Mark Joseph

Chair, NVTA Board of Directors
City of American Canyon
4381 Broadway St., suite 201
American Canyon, CA 94503
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Danielle Schmitz

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Table of Contents

		PAGE
I.	Profile	-4-
II.	How to Read this Document	-10-
III.	Work Elements	-11-
	Agency Administration	-12-
	Overall Work Program	AA – 01 -13-
	Agency Administration	AA – 02 -14-
	Human Resources	AA – 03 -15-
	Grants and Capital Projects Administration	AA – 04 -16-
	Finance Administration	AA – 05 -18-
	Transportation Development Act Administration	AA – 06 -19-
	Audits and Reviews	AA – 07 -20-
	Policy Development	AA – 08 -21-
	Measure U Administration	AA – 09 -22-
	Transportation Planning & Programs	-24-
	Regional Transportation Improvement Plan	TP – 01 -25-
	Strategic Plan Implementation	TP – 02 -29-
	Transit System Studies and Updates	TP – 03 -31-
	Active Transportation Program	TP – 04 -32-
	Grant Funded Projects and Programs	TP – 05 -35-
	Performance and Compliance Monitoring	TP – 06 -37-
	Transportation Fund for Clean Air	TP – 07 -38-
	State Route 37 Policy Committee	TP – 08 -39-
	SR29/SR12/Airport Blvd. Improvements	TP – 09 -40-
	State Route 29 Corridor Improvements/Napa Forward	TP – 10 -42-
	Roadway Safety and Vision Zero Program/Projects	TP – 11 -45-
	Multimodal Mobility Management	-46-
	V-Commute	MM – 01 -47-
	Mobility Management for Special Needs Populations	MM – 02 -50-
	Transportation Network Companies	MM – 03 -52-

Transit Administration

Transit Administration and Operations	PT – 01	-53-
Public Transit Projects List	PT – 02	-54-
Transit Asset Management	PT – 03	-55-
Intelligent Transportation System	PT—04	-56-

Communication & Representation

Legislative Advocacy	CR – 01	-57-
Regional/ Sub-regional Coordination	CR – 02	-58-
Public Participation, Information, and Support	CR – 03	-59-
Marketing and Promotions	CR – 04	-60-

Appendices		-61-
A: OWP Annual Staff Hours Matrix		-62-
B: Timesheet Codes and Payroll Strings		-63-
C: Glossary of Acronyms		-64-
D: FY2026-27 & FY2027-28 Budget & Financial Outlook		-65-

I. Profile

Formed in 1998, the Napa Valley Transportation Authority (NVTA) serves as the county transportation agency and public transit provider for Napa County. In this capacity NVTA is responsible for developing transportation plans and programs for the county in cooperation with federal, state, regional, and local agencies.

In addition to local and regional transportation planning, NVTA offers a variety of public transportation services to most effectively serve the residents of Napa County. Fixed-route transit and paratransit services are offered in the City of Napa with major intercity and commuter bus lines serving American Canyon, Napa, Yountville, St. Helena, Calistoga, and destinations in Contra Costa, and Solano Counties. Local services are provided in each of the communities within Napa.

The actions of the NVTA are governed by a Joint Powers Agreement with the County of Napa and jurisdictions within the county. NVTA also has agreements with California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC). These agreements identify the responsibilities of NVTA and provide the administrative structure to implement the agency's responsibilities.

Each year NVTA prepares an Overall Work Program (OWP) describing the comprehensive planning activities proposed to be undertaken during the next fiscal year using state, federal, and local funds. In addition, major non-planning initiatives undertaken by the agency are also included. This document provides detailed information on each activity, including a description of the work to be performed, the products of the effort, and funding information. Ultimately, the document serves three (3) important objectives:

- The OWP serves as a reference to be used by citizens, planners and elected officials throughout the year to understand the agency's objectives and how these will be met through the regional comprehensive planning process and agency efforts. As a public document, the OWP provides an opportunity for an open review of agency activities by the NVTA board, its partnering agencies and the general public.
- The OWP is used as a management tool for comprehensive planning of program and workload management. The division of the program into sections and individual work elements facilitates program review and management throughout the year to ensure that the planned activities are accomplished both on time and within budget.
- The OWP serves as documentation to support the various federal and state grants that finance the planning program. The preparation of the current OWP assumes financing in part through grants from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, MTC, as well as local funds from and other agencies and private organizations providing revenues for transportation-related plans and projects.

Transportation Funding Sources



Federal Highway Administration (FHWA)

Federal Metropolitan Planning Funds
Congestion Mitigation Air Quality Funds (CMAQ)
Infrastructure Investment and Jobs Act (IIJA)
Surface Transportation Program (STP)



Federal Transit Administration (FTA)

Section 5303 Planning Funds
Section 5307 Urbanized Area Formula
Section 5311 Rural Transit
Section 5311f Intercity Bus Program
Section 5339a Bus and Bus Facilities
Section 5339c Low-No



State of California/California Department of Transportation (Caltrans)

Regional Transportation Improvement Program (RTIP) Funds
Planning, Monitoring and Maintenance (PPM) Funds
Low Carbon Transit Operations Program (LCTOP)
Senate Bill 1: Local Partnership Program (LPP) Formula Funds
Senate Bill 1: Solutions for Congested Corridors Program (SCCP)



Metropolitan Transportation Commission (MTC)

Regional Measure 2 (RM2)
Regional Measure 3 (RM3)
Transportation Development Act (TDA)
State Transit Assistance (STA) Funds
One Bay Area Grant (OBAG 3 and 4)



Bay Area Air District (BAAD)

Transportation For Clean Air (TFCA)



Member Agencies: County of Napa, City of Napa, Town of Yountville, City of Calistoga, City of St Helena, City of American Canyon

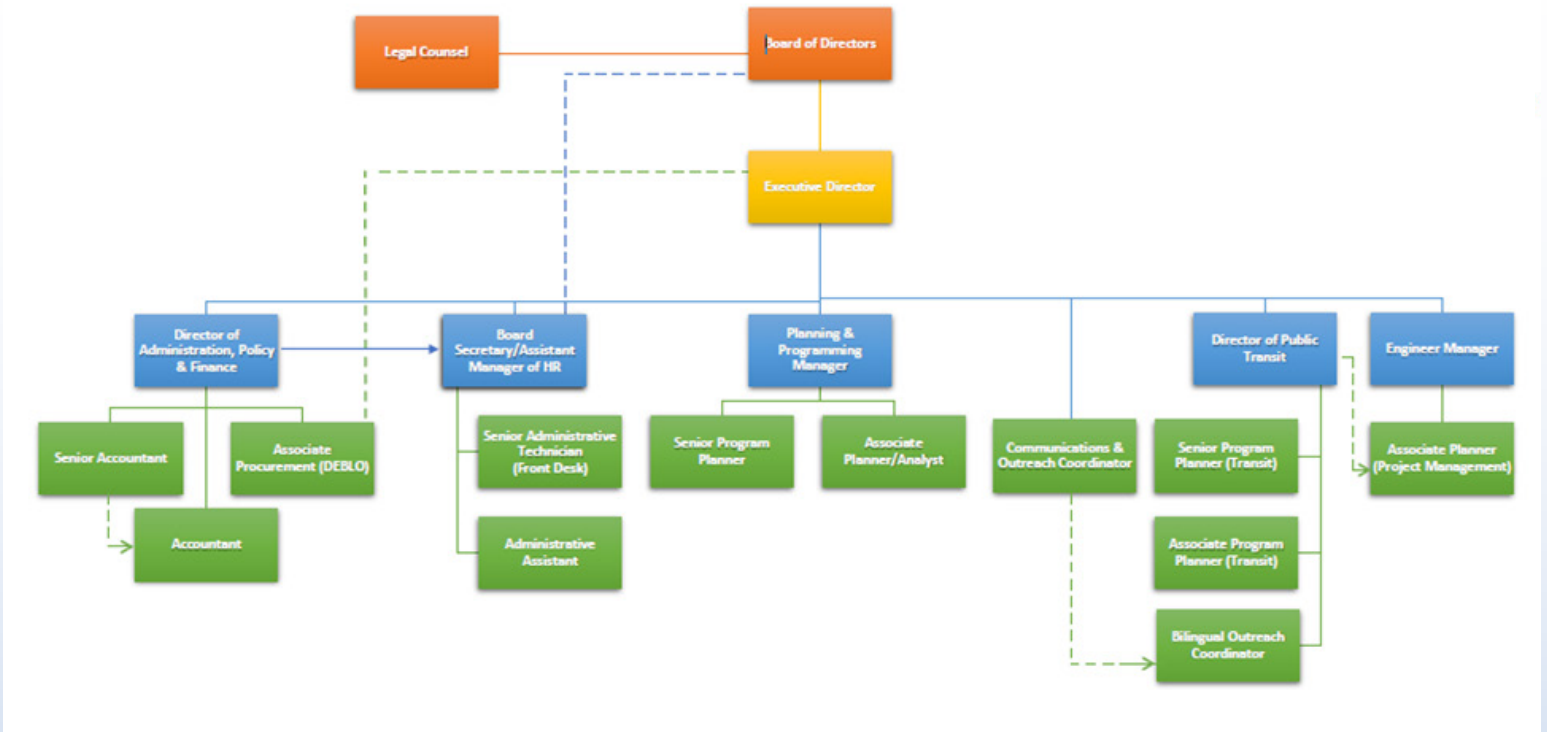
Member Contributions
Passenger Fares



Measure U

Measure U funds

NVTA Organizational Structure



NVTA Standing Committees

Five standing committees consider a wide range of questions on policies, planning and programs, and make recommendations to the NVTA Board. The five committees are the Paratransit Coordinating Council, Technical Advisory Committee, Active Transportation Advisory Committee, Community Advisory Committee, Independent Taxpayers Advisory Committee.

Committee	Responsibilities
<p>Paratransit Coordinating Council (PCC)</p>	<p>The Paratransit Coordinating Council (PCC) serves in an advisory capacity to the NVTA Board of Directors on the transportation issues for persons with special needs, including elderly, those with disabilities, and low-income individuals.</p>
<p>Technical Advisory Committee (TAC)</p>	<p>The Technical Advisory Committee is made up of technical staff to advise the NVTA Board regarding transit and roadway issues, including planning, project, and policy aspects.</p>
<p>Active Transportation Advisory Committee (ATAC)</p>	<p>The Active Transportation Advisory Committee (ATAC) promotes and encourages safe bicycling and walking in Napa County. Members are appointed by the jurisdiction they represent. The committee supports Napa Valley’s efforts to expand safe, sustainable transportation options by promoting biking, walking, and other non-motorized travel to reduce congestion and improve air quality.</p>
<p>Community Advisory Committee (CAC)</p>	<p>The Community Advisory Committee (CAC) examines issues related to all modes of transportation such as automobile, transit, biking, walking, with a goal of updating transportation infrastructure and improving the health and wellbeing of our community.</p>
<p>Independent Taxpayer Oversight Committee (ITOC)</p>	<p>The ITOC reviews fiscal and program performance of the retail transaction and use tax through a biennial performance audit to ensure that all transportation retail transactions and use of tax revenues are spent by the Authority in accordance with all provisions of the voter-approved Expenditure Plan and Ordinance.</p>

Alignment with Countywide Transportation Plan (CTP 2050) Adopted Agency Goals

The FY2027 and FY2028 biennial budgets and two-year outlook supports the goals of the adopted CTP 2050 by directing funding toward equitable transportation access, improved safety, climate-responsive investments, and stewardship of public resources. Budget allocations across transit operations, capital improvements, and regional planning programs advance these strategic objectives. Table 1 summarizes the strategic investments in Napa County’s transportation future to the Countywide Transportation Plan.

Aligning the CTP 2050 Goals with the Biennial Budget



Investing in Napa Valley’s Transportation Future

Table 1: Alignment with Countywide Transportation Plan (CTP 2050) Adopted Agency Goals

CTP Goal Category	Goal	Budget Programs / Funding Areas	Budget Activities
Equity	Distribute resources so all community members have access to jobs, services, and education	<ul style="list-style-type: none"> Public Transit Operating Budget Vine Go / Local transit programs Mobility management Paratransit / ADA programs 	<ul style="list-style-type: none"> Expand service coverage and hours in underserved areas Subsidized transit programs First/last mile connections
System Safety	Improve system safety for all users	<ul style="list-style-type: none"> CMA planning funds Capital improvement programs Local safety grants 	<ul style="list-style-type: none"> Complete Streets projects Safe Routes to School Intersection and corridor safety improvements
Strong Stewardship of Public Funds	Optimize financial resources through partnerships and funding leverage	<ul style="list-style-type: none"> CMA (planning and programming) Grant management Federal & state funding programs 	<ul style="list-style-type: none"> Leveraging local funds to secure federal/state grants Program oversight and fiscal accountability Regional transportation planning
Economic Vitality	Improve the movement of people and goods	<ul style="list-style-type: none"> Capital projects Corridor improvements Transit operations 	<ul style="list-style-type: none"> Highway and arterial improvements Goods movement projects Transit service improvements supporting tourism and employment
Environmental Sustainability	Reduce transportation impacts on the environment	<ul style="list-style-type: none"> Transit capital fund Clean vehicle investments TFCAs programs 	<ul style="list-style-type: none"> Low and Zero emission bus investments EV infrastructure Active transportation investments
Maintenance & Rehabilitation	Improve and modernize the existing transportation system	<ul style="list-style-type: none"> Capital maintenance programs Transit fleet replacement Infrastructure repair 	<ul style="list-style-type: none"> Fleet replacement Facility upgrades Preventative maintenance programs



II. How to read this document

The comprehensive work program is divided into five (5) distinct sections, each with its own introduction, that reflect the primary functions of the agency. The primary program sections are:

1. Agency Administration (AA series)
2. Transportation Planning and Programs (TP series)
3. Multimodal Mobility Management (MM series)
4. Transit Administration (TA series)
5. Communication & Representation (CR series)

Within each section are detailed explanations for each program or initiative of the agency called Work Elements (WE). Work Elements usually list specific tasks to be undertaken to advance the work element objective, products and deliverables, and the estimated cumulative staff hours over the course of the fiscal year dedicated to those tasks.

Each work element has a unique reference number that conforms to an established convention. As indicated above, agency administrative elements are in the AA series, planning elements can be found in the TP series, and so on.

At its core, NVTA derives its existence, authority and the scope of its activities from the Joint Powers Agreement (JPA). The JPA identifies areas of “Purpose” and specific duties, responsibilities and approved powers. Together these define the mission of the agency and the range of activities within which its member agencies have authorized it to engage.



III. Work Element

Most work elements within this OWP recur annually. They represent ongoing tasks and planning processes that are essential to NVTA's ability to complete its mission of continuing, cooperative, and comprehensive transportation planning. Some work elements are being carried over from previous OWPs and have been analyzed in those documents.

Many of the work elements included in the OWP are designed to support NVTA's responsibilities as the region's transportation planning agency. Since transportation planning and programming functions dominate the scope of NVTA's work program, most work elements reflect NVTA's responsibilities for meeting federal requirements under the most recent federal transportation legislation and Title VI of the Civil Rights Act. Other work elements may be shaped by needs and changes in the region, including growth in population, jobs and motor vehicle travel. The work program outlines a unified approach regardless of funding source.

The Federal Highway Administration (FHWA) established "Planning Emphasis Areas" in 1998 as part of the Transportation Equity Act for the 21st Century (TEA-21). These emphasis areas were largely left intact under SAFETEA-LU, the transportation authorization bill which succeeded TEA-21 in 2005. MAP-21, Fixing America's Surface Transportation (FAST), and the Infrastructure Investment and Jobs Act (IIJA) have continued these eight (8) themes, guiding planning efforts by MPOs and state planning agencies.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Agency Administration | Introduction

From human resources to accounting, NVTa undertakes initiatives to maintain government accountability, effectiveness and transparency to ensure compliance with Federal, State and local regulations and to be accountable to the public.

While capturing every administrative task of the organization is impractical, work elements in this section focus on the major operations, logistics, initiatives and areas of focus essential to the effective functioning of the organization.

Work Elements in this Section:

	<u>Work Element</u>	<u>Page</u>
Overall Work Program	AA – 01	-13-
Agency Administration	AA – 02	-14-
Human Resources	AA – 03	-15-
Grants and Capital Projects Administration	AA – 04	-16-
Finance Administration	AA – 05	-18-
Transportation Development Act Administration	AA – 06	-19-
Audits and Reviews	AA – 07	-20-
Policy Development	AA – 08	-21-
Measure U Administration	AA – 09	-22-

Timesheet/Payroll Information: CMA Administration

Project/Grant: CMAAdmin

Timesheet/Payroll Strings
NVTLvTime-PAID_LEAVE- - (Paid Leave)
NVTCMAAdmn-GENADMIN- - (GEN_ADMIN)
NVTCMAAdmn-Audits- - (Audits)
NVTCMAAdmn-Finance- - (Finance Administration)
NVTCMAAdmn-GRANTSADMN- - (Grants Administration)
NVTCMAAdmn-HR- - (HR Management)
NVTCMAAdmn-MEASURE_U- - (Measure U Admin)
NVTCMAAdmn-OWP_ADMIN- - (OWP Admin)
NVTCMAAdmn-Proj Mgmt- - (Project Management)
NVTCMAAdmn-TDA- - (TDA and STA Admin)
NVTCMAAdmn-TRNST_ADMN- - (Transit Administration)

Overall Work Program

Work Element AA-01



New



Annual

ABSTRACT

To manage, support, coordinate and implement the Overall Work Program in accordance with the requirements of the state and federal transportation planning and programming regulations.

TASKS

1. Provide program and fiscal management for OWP.
2. Prepare quarterly progress and financial reports.
3. Coordinate with federal and state agencies.
4. Develop, present and monitor annual OWP budget.
5. Administer existing OWP.
6. Prepare the next Overall Work Program.
7. Revise and monitor work program to address federal fiscal year planning certification, review recommendations, revise or amend OWP as necessary and appropriate, incorporate recommendations.
8. Conduct administration of State and Federal grants.

Products	Beginning Date	Ending Date
Draft OWP	As needed	
Final OWP	Ongoing/As needed	
Monitoring	Annually	

ESTIMATED STAFF HOURS:	40
FTE	.02

Fund Source(s)
Transportation Development Act

Timesheet String(s)
NVTCMAAdmn-OWP_ADMIN- - (OWP Admin)

Agency Administration

Work Element AA-02



New



Annual

ABSTRACT

This program element identifies core efforts and initiatives undertaken to provide effective ongoing management and staff support for the Agency.

TASKS

1. Support NVTA Board and advisory committees.
2. Prepare and distribute agendas, minutes, staff reports to the board and committees
3. Maintain and post documents, reports, agendas, and minutes on the NVTA website for member agency, Board, and public consideration.
4. Provide governing board with adequate information for decision-making and program management. Orient all new Board and Committee members.
5. Manage and assist in contract administration, including funding agreements.
6. Provide general reception, support staff services, and staff training.
7. Maintain office filing systems, facility access and key control, and office computer network.
8. Oversight of office facility operations and maintenance.
9. Maintain, monitor, track and replenish equipment/office supplies.
10. Maintain, review and streamline all NVTA publications and the publication archive.
11. Review, track and disseminate all incoming correspondence.

Products	Beginning Date	Ending Date
Agendas, minutes, and staff reports	Monthly	
Correspondence/Publishing	As needed	
Progress reports	As needed	
Manage funding agreements	Ongoing/As needed	
Staff Training(s)	Ongoing	
Update bylaws, administrative, operating and office procedures, and personnel policies	As needed	
Maintain and update computer system and equipment, including all information technology related tasks	As needed	
Soscol Gate Transit Center operations and facilities maintenance	As needed	

ESTIMATED STAFF HOURS:	13,980
FTE	6.72

Fund Source(s)
Transportation Development Act
One Bay Area Grant

Timesheet String(s)
NVTCMAAdmn-GENADMIN- - (GEN_ADMIN)

Human Resources

Work Element AA-03

New Annual

ABSTRACT

The Human Resources management function employs people, develops their capacities, and ensures that their services and compensation are consistent with the job and organizational requirements. NVTA's human resource activities include on-going support functions and periodic initiatives.

TASKS

1. Interpret, apply and ensure compliance with general human resource administration practices as well as state and federal personnel laws and regulations such as drug free workplace, harassment, and OSHA requirements.
2. Maintain all personnel records.
3. Conduct personnel recruitment and provide orientation to new hires.
4. Maintain and update employees' benefits (457a plan, medical, dental, vision, Long Term Disability (LTD), Short Term Disability (STD), Employee Assistance Program (EAP), flexible benefits, and life insurance).
5. Manage personnel issues.
6. Revise and distribute Employee Handbook and update policies and procedures as required and monitor compliance.
7. Facilitate performance assessment process.
8. Facilitate on-going staff training.
9. Payroll and benefit processing and analysis.
10. Assess employee and organizational needs, implement training and development program
11. General staff supervision.

Products	Beginning Date	Ending Date
Staff Training(s) and Development	Ongoing	
Employee performance reviews	Annually	
Maintain all personnel records	Ongoing	
Administer employee compensation and benefits program	As needed	
Revise Personnel Policies and Procedures Manual and Office Procedures Guide.	As needed	

ESTIMATED STAFF HOURS:	1,700
FTE	.82

Fund Source(s)
Transportation Development Act

Timesheet String(s)
NVTCMAAdmn-HR- - (HR Management)

ABSTRACT

The agency acquires grant funds from a variety of sources. Grants, whether formula based or secured through a competitive process, have rigorous application, monitoring and reporting requirements.

TASKS

1. Identify capital needs.
2. Identify appropriate capital funding sources.
3. Seek grant funding opportunities to meet agency and countywide transportation needs, and monitor grant regulations for new or revised requirements.
4. Prepare grant applications, scopes of work or pilot projects and requests for proposals.
5. Review and respond to local and regional highway and transit proposals and plans; attend regional and local advisory committee and board meetings to ensure consistency with Regional Transportation Plan (RTP) and Long-Range Transit Plan (LRTP) policies.
6. Manage capital procurement and related RFPs/RFQs/IFBs. Manage contracts for capital projects.
7. Maintain and update agency resource files and/or databases for project tracking.
8. File required state and federal financial and milestone reports.
9. Track project revenues and expenses.
10. Strategically match grant funding opportunities to applicable projects.
11. Administer agency grants in accordance with sound management/financial principles to ensure compliance.
12. Submit all required reports within scheduled due dates.
13. Conduct liaison with federal, state and local funding agencies.
14. Track progress of grant funded projects to assure milestones are achieved.
15. Provide notification of funding availability; assist grant applicants in developing project proposals; participate, prioritize and adopt programs; and monitor project delivery.
16. Monitor progress in the implementation of adopted Short Range Transit Plans, Countywide Transportation Plan, and capital improvement programs.
17. Provide notification of funding availability; assist grant applicants in developing projects, proposals, and facilitate process for the FTA Sections, 5310 and 5339 competitive grants, Lifeline Transportation Program.
18. Establish agency annual goals for the participation by Disadvantage Business Enterprises (DBE).
19. Monitor requests for bids and contract solicitations to assure DBE conformity.
20. Prepare periodic reporting to state and federal agencies on DBE compliance.
21. Assure DBE goals met for outstanding contracts.
22. Work collaboratively with the County, Town and Cities, and Chamber to host an instructional DBE forum to assist local business become registered DBEs.

Products	Beginning Date	Ending Date
FTA 5307 Grant Application Process	Annual	
FTA TrAMS-web Reporting	Quarterly	On-going
State Planning, Programming, and Monitoring	Annual	On-going
FTA 5339, 5310, 5311, grants reporting and call for projects	Annual/Quarterly	On-going
One-time grant opportunities	As available	
TFCA grants, reporting and call for projects	Annual/Quarterly	Ongoing
CMA block grant call for projects	Annual	Ongoing
LCTOP reporting	Semi-Annual	Ongoing
National Transit Database	Quarterly/ Annual	Ongoing
Caltrans DBE Semi-Annual Reports	Apr and Oct	On-going
Federal Six Month DBE Reports	Dec and Jun	On-going
Contract/RFP/RFB compliance monitoring	Ongoing	On-going
DBE outreach and public information	Ongoing	On-going
DBE contract goal setting	Ongoing	On-going
CalSmart Database Reporting	Quarterly	On-going
Competitive State and Federal Grants	As Available	

ESTIMATED STAFF HOURS:	1,290
FTE	.62

Fund Source(s)	Funding Sources (cont'd), Loans
Transportation Development Act	DOT Build America Bureau TIFIA
State Transit Assistance, State of Good Repair	Private Bank Loan(s)
Senate Bill 1	SB1 Local Partnership Program (LPP) Active Transportation Program (ATP)
Federal Transit Administration	SB1 Solutions for Congested Corridors (SCCP)
Transportation for Clean Air	Transportation Infrastructure Finance and Innovation Act Loan (TIFIA)
Federal Highway Administration (STP)	
Planning, Programming, and Monitoring (PPM)	
Special or one-time grant funds	
Low Carbon Transit Operations Program (LCTOP)	

Timesheet String(s)
NVTCMAAdmn-GRANTSADMIN- - (Grants Administration)

Finance Administration

Work Element AA-05



New



Annual

ABSTRACT

NVTA has the fiduciary responsibility to adhere to the highest standards of financial accountability.

TASKS

1. Monitor, develop and adopt biennial budgets for submission to Board of Director's.
2. Provide program and strategic management.
3. Prepare monthly/quarterly progress and financial reports.
4. Manage finances consistent with generally accepted standard accounting practices and prepare, review and present regular financial reports to the Board.
5. Manage accounts payable; ensure all vendors are paid regularly and consistently.
6. Manage accounts receivables; ensure invoicing is completed according to contracts and deposit revenues received timely.
7. Ensure proper cash management.
8. Forecast short- and long-term financial capabilities under various funding scenarios.
9. Review and update financial management policies, procedures and manuals as needed, and conduct an internal review for process re-engineering.
10. Coordinate development of line-item budgets by funding source for financial monitoring
11. Process cash receipts and disbursements.
12. Assist in contract administration.
13. Maintain, inventory, replenish and issue transportation passes to authorized agencies.
14. Provide financial analysis as necessary.

Products	Beginning Date	Ending Date
Prepare and distribute financial statements and financial reports	Quarterly	
Prepare budget in advance of Board meetings	January	April
Finalize budget for upcoming fiscal year	May	May
Administer annual operating budget	Ongoing	
Administer day-to-day finance functions such as routing of invoice approval and accounts payable.	Ongoing	
Accounts receivable, journal entries, and other tasks.	Monthly	
Monitor and manage NVTA's general ledger for all funds and subdivisions.	Ongoing	

ESTIMATED STAFF HOURS:	2,150
FTE	1.03

Fund Source(s)
Transportation Development Act
Federal Highway Administration
Federal Transit Administration
Local Sources
State Sources

Timesheet String(s)
NVTCMAAdmn-Finance- - (Finance Administration)



ABSTRACT

The Transportation Development Act (TDA) provides two (2) major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance. NVTCA is responsible for effectively administering all aspects of the Transportation Development Act (TDA) in Napa County.

TASKS

1. Administer TDA funds in full compliance with laws and regulations.
2. Complete and submit annual reports and fiscal/compliance audits.
3. Update Transportation Development Act (TDA) claim manual as necessary.
4. Monitor proposed changes in TDA statutes and regulations. Update policies governing, review, approval, and process of all TDA claims to ensure timely compliance with TDA laws.
5. Apportion TDA funds, prepare and internally-approve claims, allocate funds, and submit annual reports (Art. 3, 4, 4.5, and 8) in accordance with state regulations, MTC policies, and local claims.
6. Receive and file State Controller's reports of transit entities (PUC Sec. 99243.5).
7. Perform Transit Needs Assessment of transit dependent groups (PUC Sec 99401.5b1).
8. Conduct unmet transit needs public hearings and evaluate requests from the public (PUC Sec. 99238.5) pursuant to adopted policy to maximize public participation.
9. Gather and review quarterly statistics on each transit operator as part of the TDA claim approval and to monitor trends from year to year by operator and by mode.
10. Development productivity improvement program in response to performance recommendations.

Products	Beginning Date	Ending Date
State Controller's Report	-	Jan 31
TDA Allocation instructions and application	April	
TDA-3 Project Programming	July	June
Triennial Audit Schedule	-	-
Productivity Improvement Program	Annual	Ongoing

ESTIMATED STAFF HOURS:	90
FTE	.04

Fund Source(s)
Transportation Development Act

Timesheet String(s)
NVTCMAAdmn-TDA- - (TDA and STA Admin)

Audits & Reviews

Work Element AA-07



New



Annual

ABSTRACT

In compliance with state and federal requirements and in adhering to the highest standards of fiduciary responsibility, the agency undergoes a variety of fiscal, compliance and performance audits and reviews.

External Audits

External auditors will annually audit NVTAs financial statements of governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information in accordance with generally accepted auditing standards, the standards set forth for financial audits in the General Accounting Office's (GAO) Government Auditing Standards (1994). Additional audits that comply with the Single Audit Act of 1984 and Uniform Guidance (formerly OMB Circular A-133), as well as a fiscal and compliance audit of Transportation Development Act funds which has been expanded to include State of Good Repair (SGR) Funds. Other reviews include FTA Triennial review, TFCA audits, and Regional Measure 2 audits.

TASKS

1. Submit audits to County Auditor, MTC, and State Controller, and other oversight organizations.
2. Submit annual "Reports of Financial Transactions" to State Controller.
3. Administer contract to prepare NVTAs fiscal and compliance audits.
4. Contract with independent auditor and submit scheduled performance audits.
5. Submit performance audit schedule to Caltrans for future years.
6. Assess progress made in implementing triennial performance audit recommendations, especially the most recent audits for the NVTAs, the Transit Authority.
7. Seek strategies to streamline the number of Performance Audits through consolidation where appropriate.
8. Complete and submit scheduled triennial performance audits and performance reviews
9. Monitor implementation of prior triennial performance audit recommendations.

Products	Beginning Date	Ending Date
Preparation of external audit	July	Dec 31
Financial auditors field work	September	December
Completion of external and single audit	Dec 31	
State Controller's reports		Jan 31
FTA Triennial Audit		
TDA Triennial Performance Audit		
Prior Performance Audits follow-up	As Needed	

ESTIMATED STAFF HOURS:	300
FTE	.14

Fund Source(s)
Transportation Development Act

Timesheet String(s)
NVTCMAAdmn-Audits- - (Audits)

Policy Development

Work Element AA-08

New Annual

ABSTRACT

NVTA serves as a policy body for transportation issues in Napa County. Staff supports this effort by development of draft policies. The draft policies are often an outcome of legislative or regulatory action or are generated with the interest of member jurisdictions and their funding partners. The member jurisdictions include the County Board of Supervisors and the city/town councils. Funding partners include MTC, Caltrans, and DOT. Policies are established as part of a long-term planning process but are particularly critical for operating the Vine transit system and ancillary services. Since the NVTA Board includes an elected official from each of the jurisdictions within the county, its policies and decisions directly reflect the concerns and needs of the region within the constraints of federal, state, and the MTC region. Conversely, the participation of local elected officials on the Board helps to ensure that decisions at the city and county level are informed by an understanding of federal, state, and regional considerations. Current policy considerations include:

TASKS

1. Development draft policies for board consideration.
2. Adoption of Policies
3. Implementation of Policies
4. Monitor outcome of policies

Products (Stop/Shelter Policy)	Beginning Date	Ending Date
Develop Legislative platform	January	March
Committee presentations (TAC/CAC/PCC, ATAC)	TBD	TBD
Implement policy	Ongoing	
Monitor outcomes	Ongoing	

ESTIMATED STAFF HOURS:	230
FTE	.11

Fund Source(s)
Transportation Development Act

Timesheet String(s)
NVTComRep- LEGISLTVE - -

Measure U Administration

Work Element AA-09



New



Annual

The Napa Valley Transportation Authority-Tax Agency (NVTA-TA) is comprised of twelve voting members: two from each member jurisdiction, with each member having one vote (cities of American Canyon, Calistoga, Napa and St. Helena, the Town of Yountville and the County of Napa). NVTA-TA responsibility includes the day-to-day operational decisions and to add/change projects to the Transportation Sales Tax Expenditure Plan. Napa Valley Transportation Authority-Tax Agency (NVTA-TA) is the agency that oversees the Transportation Sales Tax Expenditure Plan. In 2012, County voters approved Measure T, the ½ cent sales tax dedicated exclusively to repairing and maintaining Napa County’s local streets and roads. Measure T upgraded, paved, and maintained local roads, as well as fix potholes, improve sidewalks and make our roads safer for pedestrians, cars and motorists.

In 2024, voters renewed a modified sales tax- the Napa Valley Transportation Improvement Act, known as Measure U. Measure U extends the sales tax to 2055 and took effect July 1, 2025. Measure U continues funding for local streets and roads maintenance and provides flexibility to jurisdictions to make community transportation improvements. Additionally, Measure U:

- Provides funding to improve pavement quality through maintenance, reconstruction and rehabilitation of local streets and roads throughout Napa County
- Expands active transportation “Equivalent Funds” investment provision to include Class I shared use paths and Class IV bikeways. The previous measure limited eligibility to Class I facilities only.
- Provides flexibility to issue bond debt and bring funding forward to deliver road improvements faster.

Measure U Vision and Goals

Vision: To optimize the utility of the existing ½ cent transportation sales tax and to improve delivery of critical transportation projects in Napa Valley.

- Goal 1 – Maintain the existing expenditure plan that prioritizes maintenance and rehabilitation of local streets and roads.
- Goal 2 – Accelerate project delivery by bringing future revenues forward.
- Goal 3 – Take advantage of State funding programs by creating additional capacity for large infrastructure projects and advance local measure funds when state and federal funds are not yet available.
- Goal 4 – Streamline processes and procedures to improve sales tax performance and reduce unnecessary costs.
- Goal 5 – Minimize tax burden to Napa Valley taxpayers.

NVTA DUTIES, RESPONSIBILITIES and APPROVED POWERS

1. Sales Tax Authority
2. Administer Measure U Expenditure Plan
3. Oversee Measure U progress
4. Oversee Bonding Reporting and Disclosure Reporting

TASKS

1. Administer the Measure U program and oversee jurisdiction compliance with the ordinance; this includes collecting and evaluating Measure U reports, 5-year project lists, certifications and audits.
2. Support NVTATA and NVTATA Boards, Oversight and Advisory committees. Prepare and distribute agendas, minutes, staff reports. Provide committee meeting minutes to the full board and integrate into staff recommendations.
3. Provide governing board with adequate information for decision-making and program management. Orient all new Board and Committee members.

Products	Beginning Date	Ending Date
Provide Administrative Support to ITOC	Ongoing	Ongoing
Provide Support for Bonding Subcommittee	Quarterly	
Prepare and distribute relevant documents	As needed	Ongoing
Work with Jurisdictions on MOE, project updates, and financial, compliance, or performance audits	Ongoing	Ongoing
Work with Financial Advisor, Bond Counsel, and Bond Underwriters	Ongoing	

ESTIMATED STAFF HOURS:	1,790
FTE	.86

Fund Source(s)
Measure U

Timesheet String(s)
NVTCMAAdmn-MEASURE_U- - (Measure U Admin)



Transportation Planning & Program | Introduction

NVTA is the principal agency for regional transportation planning in Napa County. In this capacity the agency undertakes a host of statutorily required planning initiatives. In addition, the agency identifies needs, scopes service design, initiates and maintains programming and identifies and secures resources to address transportation related challenges faced by local jurisdictions, in coordination with regional partners.

Work Elements Included in this Section:

	<u>Work Element</u>	<u>Page</u>
Regional Transportation Improvement Program	TP – 01	-25-
Strategic Plan Implementation	TP – 02	-29-
Transit System Studies and Updates	TP – 03	-31-
Active Transportation	TP – 04	-32-
Grant Funded Projects and Programs	TP – 05	-35-
Performance and Compliance Monitoring	TP – 06	-37-
Transportation Fund for Clean Air	TP – 07	-38-
State Route 37	TP – 08	-39-
SR29/SR12/Airport Blvd. Improvements	TP—09	-38-
State Route 29 Canyon Corridor Improvements/ Napa Forward	TP – 10	-42-
Roadway Safety and Vision Zero Programs/Projects	TP – 11	-45-

Timesheet/Payroll Strings
NVTPInPrgm-Airpt_SR12- - (NVTA AIRPORT_SR12)
NVTPInPrgm-AT- - (Active Transportation)
NVTPInPrgm-CALTRANSPLN- - (Caltrans Planning)
NVTPInPrgm-CBTP- - (Comm Based Transport Plan)
NVTPInPrgm-Countywide- - (Countywide)
NVTPInPrgm-HWY_PROG- - (Highway Programming)
NVTPInPrgm-MONITORING- - (Subrecipient Monitor)
NVTMultimd-NAPA_FRWRD- - (Napa Forward)
NVTPInPrgm-PPM- - (Plan Prog Monitoring)
NVTPInPrgm-SR29_AmCan- - (SR29 American Canyon)
NVTPInPrgm-SR29_SR221- - (SR29 SR221)
NVTPInPrgm-SRTP- - (Short Range Transit Plan)
NVTPInPrgm-Strategic - - (Strategic Plan)
NVTPInPrgm-TFCA_Adm- - (TFCA ADMIN)
NVTPInPrgm-TRANS_PLAN- - (Transportation Planning)
NVTPInPrgm-TrvlBhvStd- - (Travel Behavioral Study)
NVTPInPrgm-VCommute- - (V Commute Program)
NVTPInPrgm-HWY_37- - (Highway 37)
NVTPInPrgm-VisionZero- - (Vision Zero)
NVTPInPrgm-Burnell_SW - - (Burnell Sidewalk)

Regional Transportation Improvement Program

Work Element TP-01

New

Annual

Regional Transportation Plan (RTP) - Plan Bay Area 2050+

Regional Transportation Planning entails county-level participation to develop and contribute to the RTP, which is long-range (usually a 25-year planning horizon), comprehensive and financially constrained, air quality conformed and updated every four years. It must include a Sustainable Communities Strategy (SCS), be responsive to air quality issues and provide for adequate citizen participation in its development. The Metropolitan Transportation Commission (MTC) adopted Plan Bay Area 2050+ in March 2026, and NVTa was actively involved in the development of that plan. MTC updates this long-range plan every four years.

The RTP, long-range planning effort grew out of the California Sustainable Communities and Climate Protection Act of 2008 (California Senate Bill 375, Steinberg), which requires each of the state’s 18 metropolitan areas – including the Bay Area – to reduce greenhouse gas emissions from cars and light trucks.

Regional Transportation Planning

1. Assist in implementing the regional vision through establishing countywide priorities for proposals of projects for MTC's RTP.
2. Partner with regional agencies to implement “Plan Bay Area 2050” and other long-range plans.
3. Assist in the development and implementation of regional, countywide and local actions to address the goals and targets established in SB 375 and AB 32, in coordination with MTC and ABAG.
4. Develop and maintain prioritized countywide project lists.
5. Oversee administration of the One Bay Area Grant Program
6. Update the Priority Development Area (PDA) Investment and Growth Strategy and assist local jurisdictions in designating land use types for Priority Production, Conservation, and Development Areas.

Products	Beginning Date	Ending Date
Administer OBAG 3 Program	Ongoing	
Administer OBAG 4 Program	Ongoing	

Fund Source(s)
Surface Transportation Program
Federal Highway Administration
Congestion Management Air Quality

ESTIMATED STAFF HOURS:	370
FTE	.18

Regional Transportation Improvement Program (RTIP)

NVTA is responsible for preparing, adopting and submitting a RTIP to the Metropolitan Transportation Commission for consideration and adoption by the California Transportation Commission (CTC) every odd year. The RTIP identifies the region’s transportation programming recommendations for the State Transportation Improvement Program (STIP) that is adopted by the CTC for the five (5) fiscal year period beginning July 1st of every even year. NVTA’s most recent RTIP was adopted in 2019.

As part of the management of the RTIP, NVTA may need to make programming amendments to the RTIP and the STIP. These amendments will need to be reviewed with the public prior to adoption by the Board. Amendments to the RTIP will be done in consultation with the cities, town, county, Caltrans, and the public through the NVTA Technical Advisory Committee. Providing noticed public meetings of the advisory committees and NVTA Board will also provide opportunity for public participation.

In addition, NVTA will develop the next RTP in consultation with the cities, town, county, Caltrans, the public, and the NVTA Transportation Advisory Committee (TAC). Public noticed meetings of the advisory committee and NVTA Board will also provide public participation opportunities throughout the programming process.

TASKS

1. Work with Caltrans District IV, MTC, CTC, and member jurisdictions on RTIP project monitoring and amendments.
2. Ensure consistency between RTIP, FTIP, and RTP.
3. Work with TAC, Caltrans, MTC, and Board of Directors on development of 2024 RTIP.

Products	Beginning Date	Ending Date
Amend and monitor the RTIP and projects	As needed	

Fund Source(s)
Surface Transportation Program
Federal Highway Administration
Congestion Management Air Quality
State Transportation Improvement Program

Timesheet String(s)
NVTPInPrgm-HWY_PROG- - (Highway Programming)

Transportation Improvement Plan (TIP)

The TIP is a four-year multi-modal program of transportation projects that is consistent with the statewide transportation plan and planning processes. For the Bay Area, the Metropolitan Transportation Commission is the agency responsible for developing the TIP. It contains all federally funded projects and projects that are deemed regionally significant. The MTC TIP is submitted to Caltrans, the Federal Transit Administration, and the Federal Highway Administration as a part of the Federal State Transportation Improvement Program (FSTIP).

NVTA also ensures that the general public has full opportunity to participate in the regional planning process, through hearings, meetings and project-specific outreach activities. NVTA conducts a continuous, cooperative, coordinated, and comprehensive planning process with the public, member agencies, MTC, Caltrans, and affected parties. A key dimension of this is to meet the requirements of MTC’s public participation plan.

Surface Transportation Improvement Plan

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Plan (ITIP) and regional agencies prepare Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).

TASKS

Transportation Improvement Plan

1. Submit necessary amendments to the TIP through a public hearing process; manage and file TIP amendments as necessary.
2. Assure projects are fiscally constrained and reflect accurate cost information to reflect the latest available information and include an estimate of the total project costs.
3. Monitor programmed project progress, review schedules and monitor costs; participate in interagency meetings to facilitate project delivery; reprogram funding, if necessary.
4. Prepare status of projects report for NVTA board review.

State Transportation Improvement Program

1. Work with the Metropolitan Transportation Commission (MTC), as appropriate, to nominate projects for inclusion or exclusion in the STIP.
2. Once projects are programmed, begin the project implementation process to insure timely use of funds.

Products	Beginning Date	Ending Date
Continue to Monitor RTP Projects in the TIP	Ongoing	
Administer the local 2026 STIP process through the RTIP call for projects.		

Fund Source(s)
Transportation Development Act
Surface Transportation Program

Congestion Management Air Quality
Federal Highway Administration

Timesheet String(s)
NVTPInPrgm-HWY_PROG- - (Highway Programming)

Surface Transportation Program

Approximately every six years, the U.S. Congress adopts a surface transportation act - Congress’s authorization to spend tax dollars on highways, streets, roads, transit and other transportation related projects. The majority of Surface Transportation Authorization Act funding flows to the states, and in California these funds are administered by Caltrans. However, Caltrans assigns a significant portion of two of the programs, the Surface Transportation Program (STP) and the Congestion Mitigation & Air Quality Improvement Program (CMAQ) to the Metropolitan Transportation Commission (MTC), and other regional planning agencies to be used at their own discretion, subject to federal regulations. MTC develops and administers its own funding programs using STP and CMAQ funds to target Bay Area transportation needs according to the priorities of our Regional Transportation Plan.

Adoption of the legislation and its related funding programs and apportionments triggers a re-evaluation and realignment and prioritization of local projects programmed for jurisdictions.

TASKS

1. Evaluate implications of new legislation.
2. Collaborate with local jurisdictions to identify and prioritize projects.
3. Update TIP and related plans and documents.
4. Administer STP and CMAQ call for projects under OBAG.

Products	Beginning Date	Ending Date
Update TIP and related plans and documents	Ongoing	
Monitor the OBAG projects and assist local jurisdictions in meeting project delivery deadlines	Ongoing	

Timesheet String(s)
NVTPInPrgm-HWY_PROG- - (Highway Programming)

Fund Source(s)
Surface Transportation Program
Federal Highway Administration
Congestion Management Air Quality

Develop NVTA’s first comprehensive Strategic Plan to establish a clear five-year direction for the agency, align Board and staff priorities, clarify roles and decision-making authority, and integrate strategic priorities into budgeting, programming, and operational practices.

This effort will focus approximately 50% on transit services and ancillary programs and 50% on NVTA’s broader responsibilities, including sales tax administration, countywide transportation planning, capital program management, and organizational development.

Objective

Prepare and adopt a Board-approved Strategic Plan that:

- Establishes 4–6 focused agency priorities
- Clarifies decision-making authority and delegation
- Identifies measurable outcomes and performance indicators
- Aligns with Measure U commitments and funding constraints
- Integrates with NVTA’s budget, work planning, and Board agenda processes
- Serves as a practical implementation framework rather than a policy document only

Previous Work

NVTA has not previously developed a formal agency-wide Strategic Plan. Existing guide documents include the Short-Range Transit Plan (SRTP), Measure U Expenditure Plan, capital programming documents, and various planning and policy documents. This effort will synthesize and align those commitments within a unified strategic framework.

TASKS

Task 1 – Project Initiation and Situational Assessment

- Develop detailed project work plan and schedule
- Conduct Board leadership and Executive Director interviews
- Conduct staff interviews and capacity assessment
- Review existing plans, funding commitments, policies, and contractual constraints
- Identify committed versus flexible resources
- Prepare Situational Assessment Report summarizing findings

Task 2 – Strategic Direction and Priority Setting

- Facilitate Board workshop/retreat
- Define five-year strategic direction
- Identify 4–6 strategic priorities
- Define “what success looks like” for each priority
- Establish decision-making criteria to guide staff actions
- Identify explicit tradeoffs and areas of focus

Task 3 – Stakeholder and Public Engagement

- Conduct targeted stakeholder interviews
- Hold two focused public workshops
- Conduct equity-focused outreach sessions
- Provide bilingual online input opportunity
- Synthesize engagement findings into themes

Task 4 – Implementation Framework

- Define delegation and decision boundaries
- Assign ownership for each strategic priority
- Develop implementation roadmap
- Identify simple performance measures
- Integrate plan into Board agenda, budgeting, and staff work planning processes

Task 5 – Final Plan Development and Adoption

- Prepare Administrative Draft Strategic Plan
- Conduct public review period
- Facilitate Board study session
- Incorporate feedback
- Present Final Strategic Plan for Board adoption
- Prepare one-page summary/fact sheet

Products and Deliverables	Beginning Date	Ending Date
Project Work Plan and Schedule		
Situational Assessment Report		
Board Workshop Materials		
Strategic Framework (priorities and decision criteria)		
Draft Strategic Plan		
Implementation Roadmap		
Performance Measurement Framework		
Final Board-Adopted Strategic Plan (digital and print-ready formats)		
Summary fact sheet		
Adopted NVTAs Strategic Plan (Five-Year Horizon)		Fall 2026
Defined Strategic Priorities with Assigned Ownership	As assigned	
Implementation and Reporting Framework		Ongoing

ESTIMATED STAFF HOURS:	1,000
FTE	.48

Fund Source(s)
Transportation Development Act

Timesheet String(s)
NVTAPInPrgm-Strategic - - (Strategic Plan)

Transit System Studies & Update

Work Element TP-03



New



Annual

ABSTRACT

NVTA is responsible for the provision of fixed route, paratransit and specialized transit services within Napa County. Studies of the current system will be used to conduct an analysis of the system and recommend feasible route and schedule changes to improve service levels.

TASKS

1. Identify areas not currently served by public transit where the public has expressed a desire to have access to this service.
2. Identify areas served by the current transit system that are underutilized. As well, consider extending routes to enhance the transit services.
3. Analysis should include a review of (1) planned development (housing, schools and commercial/retail) for future demand; (2) travel times; (3) employment centers or annual/seasonal events that depend upon public transit; and (4) driver scheduling.
4. Conduct ridership surveys to capture boarding's and alighting's, and passenger opinions (routing, scheduling, ITS improvements, ride experience, bus stop amenities, fares, convenience, etc.).
5. Seek input from community groups and organizations whose clients may be transit dependent.
6. Identify service reductions due to the COVID-19 pandemic.

Project studies may include but are not limited to:

- Route Blocking/Optimization Review
- Shelter Priority List
- Short Range Transit Plan updates
- Comprehensive Operational Analysis
- Bus Maintenance Facility Expansion Lot Optimization Study

Timesheet String(s)
NVTCMAAdmn-TRNST_ADMN- - (Transit Administration)

Products	Beginning Date	Ending Date
Ridership Surveys	Ongoing	
Comprehensive Operational Analysis	TBD	
Short Range Transit Plan	2026	
MTC Tier II Transit Asset Management Plan (TAM Plan)		

ESTIMATED STAFF HOURS:	870
FTE	.42

Fund Source(s)
Transportation Development Act
Special one-time grants



ABSTRACT

To expand and improve the safety of bicycle and pedestrian travel in the region by integrating and enhancing access to facilities and services for walking and rolling with roadway and transit planning operations. Active Transportation planning is increasing in saliency not only because of improved funding capacity through various Federal and State programs, but also as a mechanism for meeting state climate goals to reduce Greenhouse Gas Emissions caused by transportation and statewide safety goals to reduce severe and fatal roadway injuries through safer streets for all roadway users. There is renewed State and Federal emphasis on funding active transportation facilities through the Active Transportation Program (ATP), and more recently the Federal Better Utilizing Investments to Leverage Development (BUILD) and Safe Streets for All (SS4A) grant programs. NVTA has recently completed development of a Countywide Active Transportation Plan that identifies key projects, programs, and policies to advance bicycle and pedestrian safety and mode share. Local jurisdictions will be adopting local elements of that Plan throughout 2026.

The California Complete Streets Act of 2008 requires local agencies to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways upon any substantive revision of the circulation elements of the general plan. In addition to assisting in the reduction of greenhouse gas emissions pursuant to the requirements of AB 32, the complete streets program is intended to make the most efficient use of urban land and transportation infrastructure and improve public health by encouraging physical activity through the planning and construction of active transportation facilities which also improves air quality by increasing sustainable transportation mode share.

NVTA is committed to VMT reduction and increasing active transportation mode share throughout Napa County. In April 2026, the NVTA Board adopted the Napa Countywide Active Transportation Plan, which identifies key goals and objectives related to improving active transportation safety, access, and connectivity in Napa County.

TASKS

1. Serve as the regional active transportation coordinator for Napa County.
2. Create, maintain and facilitate the development of a comprehensive, safe and interconnected surface transportation system (roadway, bikeways, trail and pedestrian networks).
3. Develop finance strategies, identify, and support priority transportation projects for ATP, BUILD, SS4A and OBAG funding.
4. Improve safety for vulnerable road users at key trip origins/destinations (including schools, senior centers, transit stops) through application of Vision Zero principles and leveraging of roadway safety funds and programs.
5. Identify best practices for all modes and disseminate information to member agencies to incorporate complete streets elements.
6. Ensure complete streets compliance for OBAG funding
7. Provide technical assistance for and review of local roadway projects to support implementation of active transportation best practices and design guidelines.

8. Review and incorporate federal and state policies and emerging design strategies or innovative treatments on bikeway and pedestrian planning, focusing on safe and consistent integration into transportation projects and planning efforts.
9. Facilitate implementation of the Regional Transportation Plan Regional Active Transportation Plan through our local plans, proposed projects and proposed capital improvement programs and grants.
10. Coordinate and review applications for bicycle and pedestrian and transit funding.
11. Cooperate with jurisdictions to monitor system completion and maintain a current GIS version of the system, accessible on the internet.
12. Coordinate with Caltrans, MTC and local jurisdictions to ensure that planning of roadways, highways (particularly interchanges and intersections) and transit facilities consider the needs of all travelers, through implementation of Complete Streets and Transit Priority policies (MTC Resolutions 4493 and 4739).
13. Coordinate and engage with local and regional stakeholders including the NVTAA Active Transportation Advisory Committee, local and regional advisory bodies, advocacy organizations, and other interested parties to support dialogue and communication regarding issues of concern, proposed plans, projects, and funding opportunities.
14. Provide technical assistance to jurisdictions in preparing active transportation plans.
15. Prepare bikeway priorities for integration into Regional Transportation Plan (RTP), grant programs and the Regional Transportation Improvement Program (RTIP).
16. Support coordinated countywide and local jurisdiction bicycle education, safety, and encouragement programs.

Products	Beginning Date	Ending Date
Update Active Transportation Plans, including maps, user data, policies, and project priorities	Annually	
Conduct planning activities (including corridor studies, and other active transportation planning studies) to identify and develop candidate projects for future Transportation Improvement Programs.	Ongoing	
Provide input to Caltrans and local jurisdictions on transportation plans and projects: review for consistency with locally adopted plans & Regional and State Complete Streets requirements; recommend changes if inconsistent, require changes/ collaborate on changes if projects are to be funded with regional funds, consistent with projects listed in Information Elements; attend technical meetings to ensure consistency during project development and across regional boundaries. Examples of plans/projects to comment on: Circulation elements, active transportation plans, Napa Valley Vine trail, Caltrans SHOPP projects, local development projects and roadway maintenance/paving plans etc.	Ongoing	
Send announcements to local jurisdictions and agencies on the availability of grants: Active Transportation Program (ATP), Transportation Alternatives.	Ongoing	

Support NVTA and local jurisdiction efforts to address Micromobility planning, coordination, and safety.

Ongoing

ESTIMATED STAFF HOURS:	630
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FTE	.30
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Fund Source(s)

Surface Transportation Program

General Funds

Transportation Development Act

Timesheet String(s)

NVTPlnPrgm-AT- - (Active Transportation)
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Grant Funded Projects & Programs

Work Element TP-05



New



Annual

ABSTRACT

This work element will conduct local and regional multimodal, grant funded transportation and transit projects that further the agency’s goals and objectives. Under this work element, NVTa staff will work with consultants, local jurisdictions, transportation partner agencies, Caltrans and key stakeholders to develop and implement key components and strategies of the project list for the next two years. NVTa will collaborate with local jurisdictions to provide various plans, strategies and data that will be used in developing and completing projects.

The funding plan for this project leverages the cooperation and financial assistance of multiple agencies at federal, regional, state and local levels.

The list of discretionary, grant funded is as follows:

CMA Grant Funded Projects/Programs Professional/Consulting Fees	FY27 Budget	FY28 Budget	Total
Accessible Transportation Needs Implementation	100,000	-	100,000
Active Transportation Biennial Report	75,000	-	75,000
ADA Evaluation Management Services	60,000	60,000	120,000
AHSC vanpool program	40,000	40,000	80,000
Bike Ped Counter Program	25,000	25,000	50,000
Capital Projects - Project Management/Coordination/Oversight (various tasks)	300,000	300,000	600,000
Carneros Intersection Environmental/Engineering	350,000	-	350,000
Community Based Transportation Plan Implementation	300,000	200,000	500,000
Comprehensive Operational Analysis (COA) and Short Range Transit Plan SRTP	250,000	50,000	300,000
Outreach Consultant-(for CTP, AT, CBTP Plans and transit survey)	-	-	-
Safe Routes to School/Transit-	75,000	75,000	150,000
Solano-Napa Rail Passenger Feasibility Study			-
Napa South County Station Area Plan	200,000	100,000	300,000
SR 29 American Canyon Corridor Improvements (South Valley)	6,000,000	4,000,000	10,000,000
SR29 Improvements/ Napa Forward (North Valley)	3,500,000	-	3,500,000
SR29/SR 12/Airport Environmental Document	7,000,000	3,000,000	10,000,000
V Commute/TDM/Ride Amigos (rideshare services)	40,000	40,000	80,000
Vision Zero Biennial Report	50,000	50,000	100,000
BMF Expansion Lot Preliminary Study	40,000	-	40,000
SR 29 AC CMCP Update	400,000	-	400,000
Vision Zero Implementation Programs	75,000	75,000	150,000
Fed/State Grant Application/Technical Support	30,000	30,000	60,000
Taxi Scrip PEX Card system (Napa and Upvalley)	100,000	100,000	200,000
TOTAL GRANT FUNDED PROJECTS/PROGRAMS	\$ 19,010,000	\$ 8,145,000	\$ 27,155,000

TASKS

1. Deliver high quality programs and projects on time and within budget.
2. Meet with consultants, local jurisdiction, and stakeholders.
3. Develop project schedules and implementation plans
4. Provide monitoring and oversight as needed

Products	Beginning Date	Ending Date
Provide Monitoring as Project Oversight	Ongoing	
Provide reporting inputs as required by projects	Ongoing	
Submit Requests for Reimbursements	As needed	

ESTIMATED STAFF HOURS:	2,500
FTE	1.20

Fund Source(s)
Transportation Development Act
Federal Highway Administration
OBAG Funds
Special or One Time Grants
Regional Measure 3

Timesheet String(s)
NVTMultimd-AT- - (Active Transportation)
NVTMultimd-MBLTY_MGMT- - (Mobility Management)
NVTMultimd-NAPA FRWRD- - (Napa Forward)
NVTMultimd-PPM- - (Plan Prog Monitoring)
NVTPlnPrm-Airpt_SR12- - (NVTA AIRPORT_SR12)
NVTPlnPrm-CALTRANSPLN- - (Caltrans Planning)
NVTPlnPrm-SR29_AmCan- - (SR29 American Canyon)
NVTPlnPrm-HWY_37- - (Highway 37)
NVTPlnPrm-MODELING- - (Modeling GIS Traffic)
NVTPlnPrm-SR29_SR221 -- (SR29 SR221)
NVTPlnPrm-SRTP -- (Short Range Transit Plan)
NVTPlnPrm-TRANS_PLAN- - (Transportation Planning)
NVTPlnPrm-TrvlBhvStd- - (Transportation Planning)
NVTPlnPrm-VCommute- - (V Commute Project)
NVTPlnPrm-VisionZero- - (Vision Zero)
NVTPlnPrm-Burnell_SW - - (Burnell Sidewalk)

Performance & Compliance Monitoring

Work Element TP-06



New



Annual

ABSTRACT

Monitor performance and compliance of NVTA grant funded programs administered by subrecipients. Continuous monitoring of all State and Federal programming documents is necessary to ensure that all projects can move smoothly towards implementation. Staff will work with project sponsors or other appropriate agencies to make certain these documents to reflect the most current information and that no funding is lost.

TASKS

1. Prepare subrecipient funding agreements.
2. Review and approve as needed subrecipient invoices and quarterly reports.
3. Monitor compliance with federal or Caltrans requirements.
4. Submit reports as required.
5. Conduct program and compliance audits.

Products	Beginning Date	Ending Date
Tasks 1-5	Ongoing	

ESTIMATED STAFF HOURS:	690
FTE	.33

Fund Source(s)
Transportation Development Act
OBAG
Special grant funds

Timesheet String(s)
NVTPInPrgm-PPM- - (Plan Prog Monitoring)
NVTPInPrgm-CALTRANSPLN- - (Caltrans Planning)



Transportation Fund for Clean Air (TFCA)

Work Element TP-07

New Annual

ABSTRACT

NVTA annually allocates funds generated under AB 434. The funding is generated from a \$4 vehicle license fee imposed by the Bay Area Air District (BAAD) and is known as Transportation Fund for Clean Air (TFCA). 40% of these funds are returned to the NVTA for distribution to local projects that meet cost effectiveness requirements for reducing motor vehicle emissions. NVTA is the Program Manager for this portion of funding.

NVTA coordinates with the County and its jurisdictions on transportation-related air quality planning, analysis, documentation and policy implementation conducted on a local and regional level. Agency staff facilitates interagency consultation, holds annual call-for-projects on the TFCA Program and provides support to local project sponsors in submitting timely and cost-effective projects to the Air District.

TASKS

1. Administer program in accordance with sound management/financial principles and in compliance with Air District regulations and provisions.
2. Review participant’s project information forms, cost effectiveness sheets, and reporting forms.
2. Submit all required reports within scheduled due dates.
3. Develop, adopt, submit, and adhere to policies, procedures, budgets, and audits.
4. Submit eligible projects by due dates provided by BAAD.
5. Encumber and expend funds within two years of receipt of funds.
6. Review and evaluate TFCA programs for effectiveness and planning purposes.
7. Develop and adopt local criteria for the expenditure of TFCA funds.
8. Hold one or more public meetings each year for the purpose of adopting criteria for expenditure of the funds and to review expenditure of revenues received.
9. Attend/Participate in Air District TFCA Program Manager Regional Workgroup meetings.
10. Program eligible projects by due dates provided by BAAD.

Products	Beginning Date	Ending Date
Attend TFCA Program Manager Workshops	Ongoing	
Submit claim forms for reimbursement of expenses	Ongoing	
NVTA Board Approval Projects		July
Submit semi-annual and annual report(s)		May/October
Project allocation list due to BAAD		November
NVTA Board approval of FY Expenditure Plan		February
Biennial Audits	Spring	

ESTIMATED STAFF HOURS:	100
FTE	.05

Fund Source(s)
Transportation for Clean Air

Payroll Code(s)	
Project/Grant	CMA_PLAN_PRGMS
Activity ID	TFCA
Resource Cat	OFUND
Resource Sub-Cat	GENRL

State Route 37

Work Element TP-08

New Annual

The SR37 Policy Committee seeks to obtain funding to address sea level rise and congestion issues that plague the current corridor. Collectively, all four (4) North Bay County Transportation Authorities, Caltrans and the Metropolitan Transportation Commission (MTC) are working together on planning, environmental and design activities on the corridor.

TASKS

1. Improve SR37 between I-80 in Solano County to address sea level rise and reduce congestion.
2. Collaborate on SR37 Project Leadership Team
3. Collaborate on SR37 Executive Steering Committee
4. Collaborate on SR37 Policy Committee
5. Collaborate with Caltrans on the design of the Sears Point to Mare Island Improvement Project
6. Collaborate on the environmental phase of the Ultimate Resilient SR 37 corridor
7. Support tolling on the corridor through legislative advocacy



Products	Beginning Date	Ending Date
Attend SR37 Policy Committee Meetings	Quarterly	
SR37 ESC Meetings	Monthly	
SR 37 SPMIIP	Weekly	
SR 37 Project Leadership Team	Weekly	
SR37 Legislation	As Needed	

ESTIMATED STAFF HOURS:	320
FTE	.15

Timesheet String(s)
NVTPInPrgm-HWY_37- - (Highway 37)

Fund Source(s)
Transportation Development Act



SR29/SR12/Airport Blvd. Improvements

Work Element TP-09



New



Annual

The State Route 29 / State Route 12 / Airport Boulevard Interchange Project is being advanced to improve safety, operational performance, and regional connectivity at a critical junction within the Napa County state highway system. The project addresses existing congestion, collision risk, and limited multimodal access at the intersection of SR 29, SR 12, and Airport Boulevard, which serves as a key gateway to Napa Valley and an important connection for local, regional, and freight travel.

The existing at-grade intersection experiences operational challenges, including high traffic volumes, turning conflicts, and queuing that extends onto the mainline during peak periods. These conditions contribute to increased delay, reduced reliability, and a higher-than-average collision history. Multimodal accommodations are also limited, constraining pedestrian, bicycle, and transit access to nearby land uses, including industrial, commercial, and airport-related areas.

The project builds upon an environmental document approved in 2008. NVTa is reevaluating potential solutions at the intersection, including at-grade, partial grade separation, and full grade-separated alternatives. Once a preferred alternative is identified, the project will advance through the Project Approval and Environmental Document (PA&ED) phase to obtain environmental clearance and formal project approval.

The project aims to improve intersection operations by reducing conflict points, increasing vehicle throughput, and enhancing overall system reliability. Multimodal improvements, including upgraded bicycle, pedestrian, and transit facilities, are also incorporated.

TASKS

1. Project coordination and collaboration with Caltrans.
2. Oversee consultant contracts.
3. Submit all required grant reports within scheduled due dates.
4. Develop, adopt, submit, and adhere to policies.

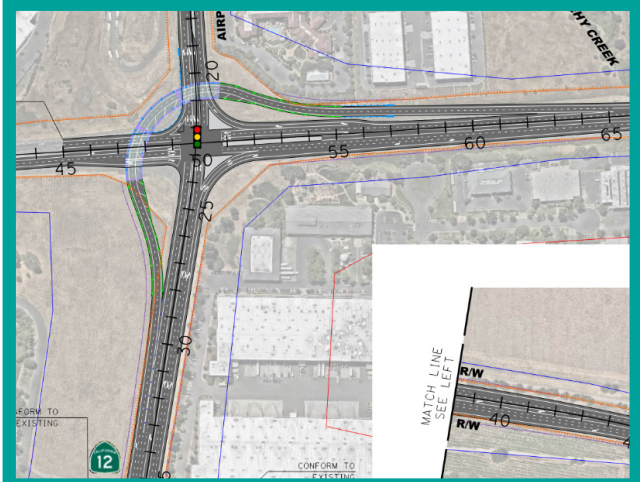
Products (Optimal Case)	Beginning Date	Ending Date
Environmental Review and Clearance	2026-2027	
Preliminary Engineering and Conceptual Design	2027-2028	
Final Design (95%), Bid Contract and Award	2028-2029	
Construction and Project Delivery	2030-2032	

ESTIMATED STAFF HOURS:	1,700
FTE	.82

Connector Ramp Alternative

Timesheet String(s)
NVTPInPrgm-SR29_AmCan - (SR29 American Canyon)

Fund Source(s)
Federal STP OBAG Funds
Transit Priority Funding Grant
Regional Measure 3
Measure U for Highway Projects
American Canyon Impact Fees



Displaced Left Turn Alternative



Current Conditions



As a major rural highway, SR 29 provides circulation between the cities of American Canyon, Napa, St. Helena, Calistoga and the Town of Yountville. It also provides access to Oakville and Rutherford which are noteworthy destinations within Napa Valley's renowned Wine Country. The SR 29 projects will provide congestion relief, economic growth, multimodal operational and safety improvements to the stretch of SR 29 between American Canyon Road to the south and SR 12 (Carneros Highway) to the north. Improvements include:

Carneros – SR 29/SR121/SR12

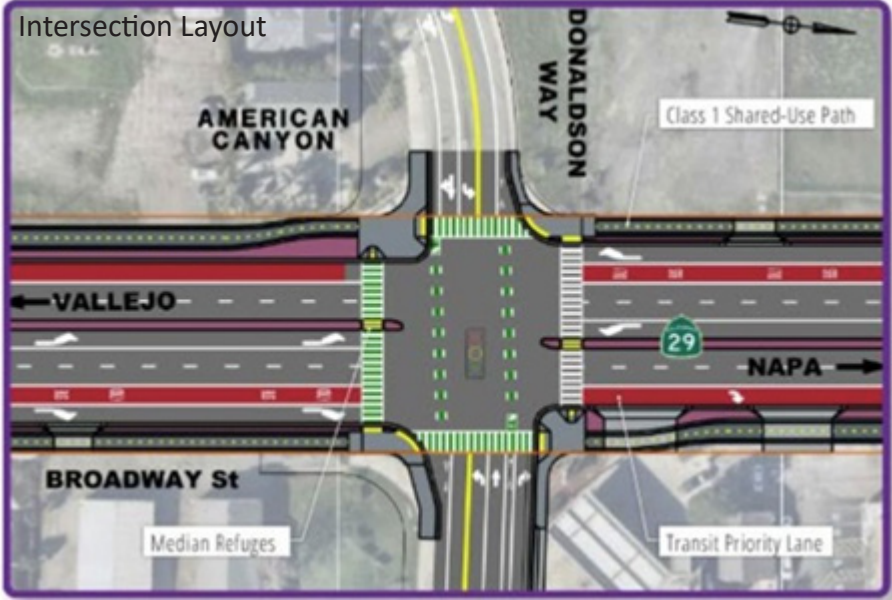
The project is located at the junction of State Route (SR) 12, SR-29, and SR-121 (Carneros Intersection) in southern Napa County. The intersection serves as a critical regional connection between Napa, Sonoma, and Solano Counties and accommodates regional commute traffic, agricultural and freight movements, and tourism-related travel associated with the Carneros wine region. The existing at-grade signalized intersection experiences recurring congestion and operational delay due to heavy turning movements, particularly between SR-29 and SR-12. Recent corridor improvements south of the intersection have increased travel efficiency along SR-29, resulting in higher demand at the Carneros intersection and further operational challenges.

The project will evaluate context-sensitive alternatives to improve intersection operations, safety, and reliability while maintaining the rural agricultural character of the surrounding area. Potential alternatives may include geometric reconfiguration, intersection control modifications, or grade-separated concepts that improve regional mobility while respecting the surrounding land use context.

American Canyon Multimodal and Operational Improvements

The SR 29 American Canyon Corridor Improvements Project will improve safety, mobility, and multimodal access along SR 29 in the City of American Canyon between approximately American Canyon Road and Napa Junction Road. This segment of SR 29 experiences recurring congestion, delay, and safety concerns at closely spaced intersections, while also serving as a key regional route for local trips, transit, goods movement, and travel between Napa County and Solano County. The project is intended to address these issues through corridor and intersection improvements that enhance traffic operations, improve transit performance, and provide safer and more connected bicycle and pedestrian facilities.

NVTA, in partnership with Caltrans and the City of American Canyon, has evaluated build alternatives for the corridor and is advancing a signal-based improvement concept as the preferred approach. The project includes intersection and signal improvements, roadway reconfiguration, median and access changes, upgraded crossings, curb ramps, transit enhancements, drainage and utility work, and new or improved active transportation facilities. Through environmental and design development, the project will refine a preferred alternative that improves corridor performance and safety while supporting planned growth and a more complete, multimodal transportation network in American Canyon.



Donaldson Way Street View Rendering



Highway 29 Current Conditions.

Napa Forward

The Napa Valley Transportation Authority (NVRTA), in coordination with the Metropolitan Transportation Commission (MTC) and Caltrans, is advancing the Napa Forward program to improve safety and operations at key intersections along the SR 29 corridor in north Napa County. The program includes improvements at SR 29 & Oakville Cross Road, SR 29 & Rutherford Road (SR 128), and SR 29 & Madison Street in Yountville. The 2024 environmental document identified a preferred build alternative consisting of a single-lane roundabout at Oakville Cross Road and a traffic signal at Rutherford Road, along with multimodal enhancements to improve bicycle and pedestrian access.

NVRTA is currently advancing the Oakville Cross Road roundabout into final design and right-of-way coordination, with construction targeted for summer 2027 pending funding. Improvements at Rutherford Road remain part of the approved project but are not currently funded for design or construction; in the interim, coordination with Caltrans is ongoing to evaluate near-term safety and traffic calming measures. The Madison Street improvements in Yountville are planned as a future phase of the program and will advance as funding and project priorities allow.

TASKS

1. Coordinate with Caltrans and partnering agencies to improve SR 29 corridor operations and safety, and implement complete street improvements at major highway intersections throughout Napa Valley.
2. Improve corridor aesthetics to conform to Napa County’s design context, including landscaping and roadway improvements.
3. Enhance safety and implement complete street improvements.
4. Coordinate with Caltrans on State Highway Operations and Protection Program maintenance priorities and litter control.
5. Promote private sector involvement and encourage involvement in programs designed to encourage private participation in the beautification of the highway.
6. Seek state and federal funding and develop other techniques to finance improvements.

Products	Ending Date
Project oversight. Staff will provide oversight as the grant recipient and participate in the project development team.	Ongoing
Multimodal Project SR29/American Canyon – PID phase	TBD
Coordinate with Caltrans and MTC on Napa Forward improvements	Ongoing

ESTIMATED STAFF HOURS:	790
FTE	.38

Timesheet String(s)
NVTPInPrgm-SR29_AmCan- - (SR29 American Canyon)
NVTPInPrgm-SR29_SR221- - (SR29 SR221)
NVTPInPrgm-NAPA_FRWRD- - (Napa Forward)

Road Safety & Vision Zero Programs/Projects

Work Element TP-11

New

Annual

Vision Zero is a transportation system safety strategy to eliminate fatal and severe injury crashes on roadways. To advance the goal of improving roadway safety for all modes countywide, and to support the requirement under multiple grant funding programs, NVTA with the assistance of Fehr & Peers, a consultant with expertise in safety planning, developed the 2023 Napa Valley Vision Zero plan. This effort complements recent Local Roadway Safety Plans (LRSP) completed by Napa County, the City of Napa and the City of American Canyon, and helps to meet safety plan requirements for upper valley communities without an LRSP.

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 unreported.

NVTA also facilitates and leads a quarterly Vision Zero Working Group, comprised of local subject matter experts and leaders in roadway safety and project delivery to advance the goals and objectives from the Vision Zero Plan. Throughout 2026, NVTA will be updating the collision data in the Plan, evaluating progress on near-term strategies, and updating maps, visuals, and other Plan elements for consistency with Vision Zero best practices.

TASKS

Products	Beginning Date	Ending Date
Organize and facilitate the Napa County Vision Zero Working Group. Support participation by key stakeholders and decision makers.	Ongoing	
Complete a limited data-based update of and develop a biennial report assessing progress toward the goals identified in the Napa Valley Vision Zero Plan	March '26	October '26
Facilitate information sharing and greater awareness of Vision Zero programs, policies, and best practices among local jurisdictions, partner agencies, and special districts. Advance opportunities to secure funding to implement safety projects on the transportation network, including local roadways, Caltrans facilities etc.	Ongoing	

Timesheet String(s)
NVTPInPrgm-VisionZero- - (Vision Zero)

ESTIMATED STAFF HOURS:	600
FTE	.29

Multimodal Mobility Management | Introduction

Both the natural geography and desire to preserve agricultural lands has allowed Napa County to retain its mostly rural character and limit expanding its transportation highway infrastructure. At the same time, growth in the southern portion of the county and the county's expanding tourist economy have contributed to traffic congestion on the County's roadway system. While an expanded roadway is cost prohibitive given funding constraints, it is also not desired in many parts of the county nor conducive to meeting state and regional climate goals. Some local populations either cannot drive (youth, some disabled and elderly, and low-income populations) or choose not to drive and a majority of trips are shorter (between 2-5 miles). These factors create opportunities to encourage non-auto use and provide additional resources for individuals that cannot drive.

Mobility Management programs are intended to improve mobility and access for members of the community that cannot drive. NVTA partners with its jurisdictions and a number of non-profit organizations to provide a mobility options including fixed route and on-demand transit, paratransit, a shared vehicle program and subsidized taxi scrip.

Travel Demand Management (TDM) primarily focuses on encouraging individuals to switch from driving alone to more sustainable modes, such as transit, biking or carpooling. NVTA's V-Commute program supports individuals and employers by encouraging sustainable travel options using a Mobility as a Service (Maas) technology platform to distribute program benefits and provide resources on alternative transportation options. NVTA works with its partnering jurisdictions and a number of Napa Valley's non-profit organizations, employers and community members to encourage alternative or shared forms of transportation.

Travel demand may also involve employing certain technologies to improve system operations. This could include corridor management which employs signal timing, traffic alerts, changeable message signs, metering and other techniques that improve traffic flow or minimize congestion.

Combined, NVTA's travel demand programs:

- Facilitate the transportation choices for travelers and commuters
- Encourage mode shift from auto to other modes
- Provide transportation options for special needs populations
- Improve system operations (through alternative modes)
- Enhance emergency response by public safety officials
- Support investment decisions

Work Elements Included in this Section:

	<u>Work Element</u>	<u>Page</u>
V-Commute	MM – 01	-47-
Mobility Management for Special Needs Population	MM – 02	-49-
Transportation Network Companies	MM – 03	-51-



ABSTRACT

In an effort to promote residents, commuters and visitors to use alternative transportation modes, NVTA places an emphasis on reducing single occupancy vehicles and vehicle miles traveled (VMT). NVTA offers resources and incentives that encourage a modal shift from driving alone to other modes. NVTA is committed to reducing travel demand through rideshare coordination, employer commute solutions education, and public awareness of alternative modes of transportation.

NVTA contracts with RideAmigos, a premier Mobility as a Service (MaaS) platform provider to provide the Napa region rideshare and commute alternatives program, V-Commute. This includes rideshare matching for vanpool and carpool, Guaranteed Ride Home, Bucks for Bikes and other programs to encourage alternative commute modes. NVTA also provides two Commuter express bus routes offer single occupancy vehicle alternatives for riders commuting south into the greater Bay Area (Route 29 Express), and east into Solano County (Napa-Solano Express Route 21).

TASKS

The V-Commute Work Element includes the following major elements:

1. Expand employer outreach in a targeted marketing effort.
2. Provide the general public with personalized rideshare, transit, and other non-drive alone trip planning through the Ride Amigos platform. Continue to incorporate regional rideshare expansion through tools such as MTC MERGE (formerly 511.or rideshare) program.
3. Market directly to commuters – with outreach campaigns at worksites. (Including Regional Routes 21 & 29):
 - Coordination between the local chambers of commerce and other business organizations.
 - Implement countywide Napa Commute Challenges through the larger employers in Napa County.
 - Campaign with regional vanpool programs and rideshare resources in a collaborative support system that provides assistance with vanpool and carpool formations and retention.
 - Provide customers with alternative modes of transportation information.
4. Work cooperatively with other NVTA programs to provide information and materials about the Agency's TDM services.
5. Work closely with Chambers of Commerce, Downtown Associations, vanpool services, other transit agencies, bicycle organizations and other related organizations on common projects, including strategic planning, events, promotions and program implementation.
6. Through programs, public outreach and advocacy, reduce the number of single occupant vehicles and vehicle miles traveled to keep our air clean, roads clear and reduce demand on limited resources.
7. Encourage more effective use of the entire transportation system and promote the reduction in total vehicle miles traveled by encouraging ridesharing, vanpooling, transit, active transportation and other TDM strategies.

Products	Beginning Date	Ending Date
Quarterly progress reports, invoice and billings	As needed	
Alternative Transportation Programs above	Ongoing	
Rideshare Programs above	Ongoing	

ESTIMATED STAFF HOURS:	630
FTE	.30

Timesheet String(s)
NVTMultimd-AT- - (Active Transportation)
NVTMultimd-MBLTY_MGMT- - (Mobility Management)

Fund Source(s)
Transportation Development Act
Surface Transportation Program
Special Grant Funds
One Bay Area Grant
Active Transportation Program



ABSTRACT

The agency provides five specific mobility management programs design to serve special needs populations. These are ADA Paratransit, Shared Vehicle Program, Taxi Scrip Program, and the Transit Ambassador Program.

NVTA is developing a countywide Accessible Transportation Needs Assessment (ATNA). The study will identify barriers to mobility for seniors and individuals with disabilities throughout Napa County and create recommendations for achieving equitable and improved transportation options for these populations.

A summit was held in Yountville in March 2022 to discuss the various transportation needs and gaps in services among these populations. NVTA has taken the lead in identifying countywide accessible transportation needs and analyzing solutions. NVTA will provide a countywide implementation plan that identifies potential funding sources and partners. NVTA has built in stakeholder participation into the assessment through formation of an project-specific working group with members from a broad-base of organizations.

The plan will include data collection and evaluation of existing plans and transportation service providers for the existing conditions report (ECR). A peer review of programs and projects in similarly sized counties will help assess feasibility of projects and programs in Napa County.

The NVTA project team is coordinating efforts with the County of Napa, currently working on a simultaneous effort, the Napa County Older Adults Needs Assessment (NOAA). The NOAA is focused on all services and needs for seniors countywide, particularly services that were highly impacted by the Covid-19 Pandemic.

TASKS

1. Respond to program inquiries
2. Provide assistance and oversight of contract when performing:
 - ADA enrollments and renewals through the third party contractor
 - Shared Vehicle enrollments and scheduling
 - Taxi program enrollments
 - Provide, update and maintain program applications, records, contracts and data bases
 - Perform background checks as appropriate
 - Provide training for program participants as appropriate
 - Produce program materials
 - Maintain records & provide all required reports
 - Coordinate travel training assignments
 - Coordinate and facilitate vehicle maintenance and assignments
3. Process invoices for payment as appropriate

4. Countywide Accessible Transportation Needs Oversight
 - Coordinate with stakeholder groups
 - Facilitate meetings and provide periodic updates to NVTA Board and committees
 - Project management and oversight
 - Documents review
 - Review project billings/invoices

Products	Beginning Date	Ending Date
Tasks above	Ongoing	

ESTIMATED STAFF HOURS:	400
FTE	.19

Fund Source(s)
Transportation Development Act
One Bay Area Grant

Timesheet String(s)
NVTMultimd-MBLTY_MGMT- - (Mobility Management)



Transportation Network Companies

Work Element MM-03



New



Annual

NVTA recognizes that transit systems need to embrace change in the face of new mobility expectations. Transit systems can use TNCs and other partnerships to reinforce the strength that public transportation provides. Increased coordination between transit systems and TNCs and other partners can improve access to transit for community members who select transit as their primary mode or for other members of the community who rely on transit because they either do not have access to a vehicle or because they cannot drive, including members of our community that may be eligible for American with Disabilities (ADA) paratransit services. The existence of TNCs and other shared mobility options can reduce auto use and lead to greater transit use in the longer term. Staff is particularly interested in improving coordinating with TNCs and Paratransit partners to improve access to the Vine System when the more cost effective option would be a TNC.

The addition of TNCs can present opportunities for transit systems to coordinate services or partner with TNCs to enhance mobility choices. This can provide an opportunity for transit systems to expand their traditional role as transportation providers to include overseeing/organizing mobility in a city or region.

Opportunities to coordinate or partner with TNCs include:

- Provide first-mile/last mile services connecting to existing transit routes
- Connect outlying communities to existing urban transit services
- Substitute TNCs for low volume or late-night transit services
- Use TNCs to provide on-demand services in rural areas
- Use TNCs to replace or supplement some existing paratransit services
- Provide mobile technology (apps) that allows customers to seamlessly use TNC and transit
- Assist in providing service to special events
- Study TNCs to provide some paratransit type services

Tasks

1. Pursue grants and pilot programs to test and demonstrate partnerships with TNCs.
2. Share best practices and TNC model agreements with other transit systems and create a working list of lessons learned.
3. Identify legislative and regulatory barriers that can improve the delivery of mobility options and suggest workable solutions.

Products	Beginning Date	Ending Date
Participate in TNC related workshops	TBD	
Develop guiding principles policy for TNCs	TBD	
Open a dialogue with TNCs	TBD	
Develop/create a joint mobility app with TNCs	TBD	

ESTIMATED STAFF HOURS:	170
FTE	.08

Timesheet String(s)
NVTMultimd-MBLTY_MGMT- - (Mobility Management)

Fund Source(s)
Transportation Development Act

Transit Administration | Introduction

The provision of efficient, affordable and accessible public transit is an integral part of NVTA’s vision to improve traffic congestion.

From customized community shuttles to more traditional fixed-route public bus service, NVTA plans and operates a number of public transit services throughout the county. Elements in this section encompass on-going transit activities, one-time focused initiatives, and unique transportation programs of the agency.

Elements Included in this Section:

- Transit Administration and Operations
- Public Transit Projects List
- Transit Asset Management
- Intelligent Transportation System

Work Element

Page

- PT - 01 -53-
- PT - 02 -54-
- PT - 03 -55-
- PT - 04 -56-

Timesheet/Payroll Information: Public Transit
Project/Grant: PUB_TRANSIT

Timesheet String(s)
NVTPubTrns-AmCan- - (American Canyon Transit)
NVTPubTrns-Calistoga- - (Calistoga)
NVTPubTrns-StHelena- - (St Helena Shuttle)
NVTPubTrns-VINE- - (VINE)
NVTPubTrns-VINE_GO- - (VINE GO)
NVTPubTrns-VINE- - (VINE)
NVTPubTrns-Yountville- - (Yountville Trolley)
NVTPubTrns-TRNST_CAP- - (Transit Capital)
NVTPubTrns-TAXI_SCRIP- - (Taxi Scrip)



Transit Administration & Operation

Work Element PT-01



New



Annual

ABSTRACT

NVTA is responsible for the provision of fixed route, paratransit and specialized transit services within Napa County. On-going activities associated with the administration of these programs appear below.

TASKS

1. Manage the transit service contract according to the executed contract.
2. Monitor the performance standards for Vine, Vine Go and shuttles.
3. Facilitate resolution of transit related concerns and accrue liquidated damages.
4. Provide managerial oversight of independent contractor for taxi scrip, shared vehicle, transit ambassador, mileage reimbursement program and other mobility services.
5. Provide oversight of ADA certification process, database, and service policies and implementation.
6. Comply with all federal, state and local regulations.
7. Staff support to advisory groups.
8. Facilitate improving fixed-route bus stop amenities.
9. Facilitate transit-related Intelligent Transportation Systems (ITS) improvements.
10. Attend transportation program workshops and training seminars.
11. Identify ways to minimize operational costs and improve the overall efficiency.
12. Incorporate transit planning statistics and performance data updates into regional transportation planning studies and plans.
13. Increase access, usability, efficiency, effectiveness, safety and security of transit services.
14. Implement system and service improvements.

Products	Beginning Date	Ending Date
See project listing in Element PT-02	Ongoing	
Complete RFP process for Transit Provider	As needed	

ESTIMATED STAFF HOURS:	1,750
FTE	.84

Timesheet String(s)
NVTPubTrns-AmCan- - (American Canyon Transit)
NVTPubTrns-Calistoga- - (Calistoga)
NVTPubTrns-StHelena- - (St Helena Shuttle)
NVTPubTrns-VINE- - (VINE)
NVTPubTrns-VINE_GO- - (VINE GO)
NVTPubTrns-VINE- - (VINE)
NVTPubTrns-Yountville- - (Yountville Trolley)
NVTPubTrns-TRNST_CAP- - (Transit Capital)

Fund Source(s)
Transportation Development Act
Federal Transit Administration



Public Transit Project List

Work Element PT-02

New Annual

ABSTRACT

The following major transit related projects are anticipated.

Projects	Beginning Date	Ending Date
Point of Sale System	TBD	
TNC engagement	Ongoing	Ongoing
Next Level Real Time Trip Planning		
2 ZEBs acquisition		2028
6 Hybrid Bus acquisition		2028
Additional Rolling Stock and Charger Acquisitions	Ongoing	
Shelter Replacements	Ongoing	
Vine Bus Maintenance Facility Oversight	Ongoing	
Redwood Park and Ride	Summer 2026	

ESTIMATED STAFF HOURS:	450
FTE	.22

Fund Source(s)
Transportation Development Act
Federal Transit Administration
State Transit Administration
LCTOP
State of Good Repair

Timesheet String(s)
NVTPubTrns-AmCan- - (American Canyon Transit)
NVTPubTrns-Calistoga- - (Calistoga)
NVTPubTrns-StHelena- - (St Helena Shuttle)
NVTPubTrns-VINE- - (VINE)
NVTPubTrns-VINE_GO- - (VINE GO)
NVTPubTrns-VINE- - (VINE)
NVTPubTrns-Yountville- - (Yountville Trolley)
NVTPubTrns-TRNST_CAP- - (Transit Capital)
NVTPubTrns-TAXI_SCRIP- - (Taxi Scrip)

Imola Park and Ride



Transit Asset Management

Work Element PT-03



New



Annual

ABSTRACT

The Vine transit system owns almost \$50 million in assets. These assets were procured using public funding mechanisms. As part of NVTA’s fiduciary responsibility to protect these investments, NVTA maintains a State of Good Repair program that utilizes technology to manage schedule maintenance, in order to extend and/or optimize each asset’s useful life in order to reduce the agency’s maintenance and recapitalization costs.

FTA’s final rule on TAM and NTD Reporting contains a requirement for all public transit operators to develop a TAM plan by Oct. 1, 2018. The TAM/NTD rule allows Tier II operators—non-rail operators with 100 or fewer revenue vehicles to participate in the group plan.

MTC staff met with all the Tier II operators in the region to discuss using funding set aside for SRTPs in the current fiscal year to develop a group plan. All the Tier II operators were interested in participating in a group TAM plan and MTC staff proceeded with the procurement process for a TAM consultant after soliciting and receiving input from the operators on the scope of work. After evaluation of the proposals received, the panel (of Tier II agencies and MTC staff) selected WSP USA for this project and entered into a two (2) year contract with them mainly for developing a group TAM plan(s) for the Tier II operators in the region.

TASKS

1. Attend and collaborate with MTC on a group regional TAM Tier II operators.
2. Updates to Transportation Asset Management Policy.
2. Updates Transportation Asset Management Plan.

Products	Beginning Date	Ending Date
NTD Report Updates	Annually	
Meet with MTC regarding updates to the TAM	As needed	
Make Updates to the Regional Transit Capital Investments (RTCI)	As needed	

ESTIMATED STAFF HOURS:	90
FTE	.04

Fund Source(s)
Transportation Development Act

Timesheet String(s)
NVTPubTrns-TRNST_CAP- - (Transit Capital)

Intelligent Transportation System

Work Element PT-04

New

Annual

Intelligent Transportation Systems (ITS) includes a broad range of solutions aimed at taking the transportation infrastructure currently in place and striving to make it more effective and efficient by generating information to refine planning processes and improving system operations. ITS also means improving communications to make it easier for public to navigate throughout the County and region using various modes.

The most common applications are the coordination of interconnected signals in cities and towns, changeable message signs along the roadway informing the traveling public of pending roadway delays or detours as a result of natural disasters, weather or construction. Other common, yet equally functional applications are closed circuit television to monitor flow at intersections, automatic vehicle location for transit vehicles and signal pre-emption. ITS are also deployed in the transit system and include a new dispatch system, vehicle location, and security system.

TASKS

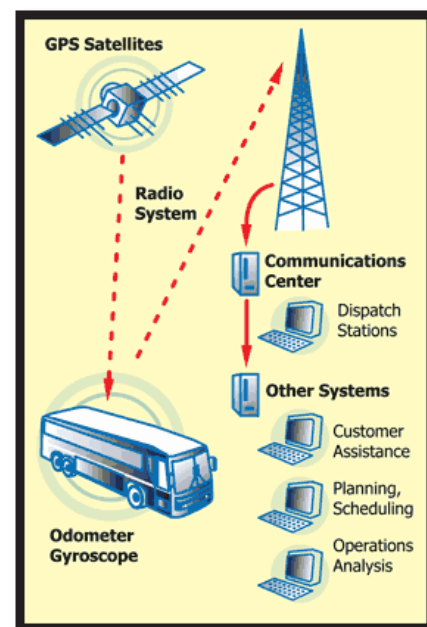
1. Work with current contractor- Avail Technologies to maintain Computer Aided Dispatch/ Automatic Vehicle Locator (CAD-AVL) system.
2. Work with Caltrans on SR29 signal prioritization project.
3. Continue discussions with City of Napa on signal prioritization at strategic areas in city to increase transit efficiency.
4. Support the use of technology to improve transit services through tracking vehicles, maintaining schedules, predicting demand, facilitating fare payment, and operating fleets more efficiently.

Products	Beginning Date	Ending Date
City of Napa Signal Prioritization	TBD	
CAD/AVL Implementation	March 2026	

ESTIMATED STAFF HOURS:	300
FTE	.14

Timesheet String(s)
NVTPubTrns-TRNST_CAP- - (Transit Capital)

Fund Source(s)
Transportation Development Act
Federal Transit Administration
Low Carbon Transit Operating Program



Communications & Representation | Introduction

As a Joint Powers Agency (JPA), NVTA has a responsibility to inform and engage its member agencies and the public in the development of policies, programs, plans and services and to represent the interests of the jurisdictions and residents of Napa County.

As part of this responsibility, NVTA engages with several funding agencies and industry groups. The common threads that link these activities are communication, public participation, consensus development, due process, and advocacy. Elements in this section represent how NVTA informs, supports, represents and connects with the public and other agencies and associations that are integral to successfully achieving the goals and meeting the responsibilities of the organization.

Pursuant to the roles and powers assigned in its Joint Powers Agreement (JPA), NVTA plays an important role in providing leadership and programming designed to meet statutory requirements and move our jurisdiction forward in addressing issues of sustainability.

Elements Included in this Section:	Work Element	Page
Legislative Advocacy	CR – 01	-58-
Regional/ Sub-regional Coordination	CR – 02	-59-
Public Participation, Information, and Support	CR – 03	-60-
Marketing and Promotions	CR – 04	-62-

Timesheet/Payroll Codes	Description
LEGISLATIVE	NVTComRep-LEGISLTVE- - (Legislative Advocacy)
MARKETING	NVTComRep-MARKETING- - (Marketing)
OUTREACH	NVTComRep-OUTREACH- - (Public Outreach)
REGIONAL	NVTComRep-REGIONAL- - (Reg Sub-reg Coordination)



Legislative Advocacy

Work Element CR-01

New Annual

ABSTRACT

NVTA develops and implements a legislative program related to a full range of issues under consideration by U.S. Congress or the California Legislature related to the roles and responsibilities of the NVTA to assure that the best interests of all the people of the region are addressed, including the general public, local government agencies and interest organizations.

NVTA’s primary responsibility is to the citizens of Napa County. NVTA staff relies heavily on the media to provide information on agency activities through press releases and media articles.

TASKS

1. Attend intergovernmental meetings and participate in industry organizations.
2. Foster relationships with regional, state, and federal funding partners.
3. Formulate and communicate positions of legislative proposals when appropriate.
Note: State and federal funds *will not be used* for contracted lobbying efforts.
4. Develop annual State and Federal Legislative programs.
5. Review legislation, adopt positions and provide information to State and Federal legislators.
6. Prepare monthly legislative status reports.
7. Monitor and evaluate legislative proposals on issues of regional and local impact.
8. Provide information to the public about NVTA activities working with members of the press.

Products	Beginning Date	Ending Date
Annual Legislative programs	Ongoing	
Review draft legislation	Ongoing	
Year-end Legislative Report	Ongoing	
Press releases and published reports as needed	Ongoing	

ESTIMATED STAFF HOURS:	380
FTE	.18

Fund Source(s)
Transportation Development Act (LTF)

Timesheet String(s)
NVComRep-LEGISLTVE- - (Legislative)



Regional/Sub-Regional Coordination

Work Element CR-02



New



Annual

ABSTRACT

NVTA provides its member jurisdictions with ongoing technical assistance in various areas which aids them in their planning and funding of transportation improvement and programs. This includes but is not limited to monitoring and tracking project submittals to the Metropolitan Transportation Commission (MTC), California State Transportation Agency (CalSTA), Federal Highway Administration (FHWA), California Transportation Commission (CTC), Caltrans, and Bay Area Air District (BAAD).

TASKS

1. Data generation, procurement and dissemination that are needed by member governments in preparing grant applications, developing specific studies, or local projects.
2. Grant preparation assistance either in securing information on various grant programs, developing the grant information requirements, or preparing, submitting and following up on grant review and progress.
3. Staff training and assistance to local agencies in meeting federal requirements by holding workshops and briefing sessions.
4. Legislative assistance. This can include securing information on various pieces of legislation appearing before legislative committees or working with legislators in preparing and developing specific pieces of legislation that would benefit the member jurisdictions; however, this should not be construed as engaging in lobbying activities.
5. Upon request provide information to State and Federal agencies on transportation policy issues, continue to monitor, evaluate and comment upon State and Federal legislation dealing with transportation that is of concern and importance to this region.
6. Assist monitor agencies to complete procedural and administrative requirements and assist with issue resolution with Caltrans, CTC, FHWA, FTA and resource agencies.
7. Participate in Bay Area County Transportation Agencies (BACTA), North Bay Transportation Agencies meetings, COG Directors Association of California (CDAC), California Transportation Commission (CTC), California Transit Association (CTA), the California Association of Coordinated Transit (CalACT).
8. Coordinate with Caltrans, Bay Area County Transportation Agencies (BACTA), COG statewide committees, other statewide addressing issues of state and regional interest including State and Federal legislation. Federal funding implementation and reauthorization, state and federal transportation finance, Project Development, Project Programming, and Environmental and Project Delivery Streamlining.

Products	Beginning Date	Ending Date
Variable – depends on meetings	As needed	

ESTIMATED STAFF HOURS:	940
FTE	.45

Timesheet String(s)
NVTCComRep-REGIONAL- - (Reg Sub-reg Coordination)

Fund Source(s)
Transportation Development Act
Local Contributions



To enhance public knowledge, NVTA holds public meetings, issues press releases and invites public participation in the state and regional transportation planning process. NVTA acknowledges the particular needs of Napa's communities of concern. These communities include low-income, minority and disabled populations. NVTA has enhanced its bilingual capabilities in recent years to ensure that the agency is adequately communicating opportunities to provide input on NVTA plans, programs, and policy discussion and to make a concerted effort to understand, acknowledge, and address the transportation needs of these populations. Following the COVID-19 pandemic, when NVTA engaged with the public virtually, staff is back in-person, hosting meetings and meeting with communities in their own spaces. .

Title VI

Title VI of the Civil Rights Act of 1964 is the Federal Law that protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive Federal financial assistance.

NVTA's Title VI Program ensures that no person is excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, color, or national origin under any programs that receive federal funding (as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987).

Every effort is made to ensure all of NVTA's programs and activities consider the needs of the community.

TASKS

1. Prepare media releases, public hearing notices and Rider Alerts. Identify agency activities and proposals. Assure special attention is granted in news releases, notices, etc. for minority, low income, disabled, and other under-represented groups.
2. Publicize opportunities for local and state funding/grants via websites, newsletters, advisory committee meetings, staff reports and notifications.
3. Maintain an active Community Advisory Committee reviewing and providing comments on any decision making or changes to the local transit system.
4. Facilitate project and corridor study reviews with interested groups and member agencies.
5. Include outreach to school districts, local agencies and non-profits.
6. Participate in public speaking engagements to provide community outreach and education regarding agency activities.
7. Prepare an Annual Report on the activities and accomplishments of the agency.
8. Meet with traditionally under-represented communities/leaders and hearing and speech impaired.
9. Develop effective public participation strategies. As appropriate, acknowledge and seek to overcome linguistic, cultural, institutional, geographic, and other barriers to meaningful participation, and incorporate active outreach to affected groups.
10. When developing a project consider the composition of the affected area to determine whether minority populations, low-income populations, or indigenous tribes are present in the area affected by the proposed action, and, if so, whether there may be disproportionately high and adverse human health or environmental effects on minority populations, low-income populations, or indigenous tribes.

11. Create awareness of statutory non-discriminatory requirements.
12. Maintain a systematic and ongoing public involvement process that engages communities affected by transportation projects.
13. Identify potential discriminatory impacts early. Early detection can often minimize and reduce negative impacts to minority and low-income populations and delays to project delivery.
14. Avoid, eliminate or minimize adverse impacts.
15. Make required revisions in Public Participation Plan.
16. Provide a safe, accessible, and well publicized forum for communicating and responding to Title VI complaints.

Products	Beginning Date	Ending Date
Newsletters, press releases, public hearing notices, outreach activities, maintain website	Ongoing	
Comments and position statements on draft plans, and documents	Ongoing	
Document meetings with traditionally underrepresented communities/leaders	Ongoing	
Inform and involve stakeholders in environmental planning processes	Ongoing	
Hold periodic workshops on environmental justice and environmental mitigation	Ongoing	
Stakeholder and community forums/presentations	Ongoing	
Prepare appropriate environmental documentation for Regional Transportation Plan amendments	Ongoing	
Environmental documentation commentary period	As needed	
Engage in public outreach opportunities at community events	Ongoing	

ESTIMATED STAFF HOURS:	2,030
FTE	.98

Fund Source(s)
Transportation Development Act
General Fund

Timesheet String(s)
NVTCOMREP-OUTREACH- - (Public Outreach)



Marketing & Promotions

Work Element CR-04

New Annual

ABSTRACT

Public awareness regarding the role and activities of the agency is paramount to community participation, collaboration, and support required fulfilling our organizational purpose. In addition, as it relates to transit services, specific marketing activities are essential to enhancing the utilization of public transit.

TASKS

1. Develop, implement, and monitor marketing campaigns for transit services, mobility programs, and Travel Demand Management programs.
2. Create program and project materials such as fact sheets, PowerPoints, schedules, brochures, pamphlets for the purpose of educating the public and marketing the transportation system
3. Table at various community events to promote transportation plans and programs and Public Transit
4. Conduct surveys

Products	Beginning Date	Ending Date
Ongoing marketing activities	Ongoing	Ongoing
NVTA Annual Report		April
Measure U Biennial Report		Summer
Create and/or Update Fact Sheets	Ongoing	
Keep social media sites current	Ongoing	

ESTIMATED STAFF HOURS:	1,240
FTE	.60

Fund Source(s)
Transportation Development Act

Timesheet String(s)
NVTComRep-MARKETING- - (Marketing)



Appendix A: OWP Annual Staff Hours

AGENCY ADMINISTRATION		HOURS	FTE
AA – 01	Overall Work Program	40	.02
AA – 02	Agency Administration and Support	13,980	6.2
AA – 03	Human Resources Management	1,700	.82
AA – 04	Grants and Capital Projects Administration	1,290	.62
AA – 05	Finance Administration	2,150	1.03
AA – 06	Transportation Development Act Administration	90	.04
AA – 07	Audits	300	.14
AA – 08	Policy Development	230	.11
AA – 09	Measure T Administration	1,790	.86
SECTION TOTAL		21,570	10.37

TRANSPORATION PLANNING AND PROGRAMS		HOURS	FTE
TP – 01	Regional Transportation Program	370	.18
TP – 02	Strategic Plan and Implementation	1,000	.48
TP – 03	Transit System Studies and Updates	870	.42
TP – 04	Active Transportation	630	.30
TP - 05	Grant Funded Projects/Programs	2,500	1.20
TP - 06	Performance/ Compliance Monitoring	690	.33
TP - 07	Transportation for Clean Air	100	.05
TP – 08	State Route 37 Policy Committee	320	.15
TP – 09	SR29/SR12/Airport Environmental Document	1,700	.82
TP – 10	State Route 29 Corridor Improvements/Napa Forward	790	.38
TP – 10	Roadway Safety and Vision Zero	600	.29
SECTION TOTAL		9,570	4.60

MULTIMODAL MOBILITY MANAGEMENT		HOURS	FTE
MM – 01	V Commute -Travel Demand Management	630	.30
MM – 02	Mobility Management for Special Needs Population	400	.19
MM – 03	Transportation Network Companies	170	.08
SECTION TOTAL		1,200	.58

TRANSIT PROGRAM ADMINISTRATION		HOURS	FTE
PT – 01	Transit Administration	1,750	.84
PT – 02	Public Transit Projects List	450	.22
PT – 03	Transit Asset Management	90	.04
PT – 04	Intelligent Transportation System	300	.14
SECTION TOTAL		2,590	1.25

COMMUNICATION AND REPRESENTATION		HOURS	FTE
CR – 01	Legislative Advocacy	380	.18
CR – 02	Regional/ Sub-regional Coordination	940	.45
CR – 03	Public Participation	2,030	.98
CR – 04	Marketing and Promotion	1,240	.60
SECTION TOTAL		4,590	2.21

OWP TOTALS		39,520	19.00
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Appendix B: Timesheet Codes & Payroll Strings

NVTLvTime-PAID_LEAVE- - (Paid Leave)
NVTLvTime-UNPAID_LV- - (Unpaid Leave)
NVTCMAAdmn-GENADMIN- - (GEN_ADMIN)
NVTCMAAdmn-Audits- - (Audits)
NVTCMAAdmn-Finance- - (Finance Administration)
NVTCMAAdmn-GRANTSADMN- - (Grants Administration)
NVTCMAAdmn-HR- - (HR Management)
NVTCMAAdmn-MEASURE_U- - (Measure U Admin)
NVTCMAAdmn-OWP_ADMIN- - (OWP Admin)
NVTCMAAdmn-Proj Mgmt- - (Project Management)
NVTCMAAdmn-TDA- - (TDA and STA Admin)
NVTCMAAdmn-TRNST_ADMIN- - (Transit Administration)
NVTFacs-BMF- - (Bus Maint Facility)
NVTFacs-PnRs- - (Park and Rides)
NVTFacs-SGTC- - (Soscol Gateway Transit Center)
NVTPInPrgm-Airpt_SR12- - (NVTA AIRPORT_SR12)
NVTPInPrgm-AT- - (Active Transportation)
NVTPInPrgm-CALTRANSPLN- - (Caltrans Planning)
NVTPInPrgm-CBTP- - (Comm Based Transport Program)
NVTPInPrgm-Countywide- - (Countywide)
NVTPInPrgm-HWY_PROG- - (Highway Programming)
NVTPInPrgm-MONITORING- - (Subrecipient Monitor)
NVTMultimd-NAPA_FRWRD- - (Napa Forward)
NVTPInPrgm-PPM- - (Plan Prog Monitoring)
NVTPInPrgm-SR29_AmCan- - (SR29 American Canyon)
NVTPInPrgm-SR29_SR221- - (SR29 SR221)
NVTPInPrgm-SRTP- - (Short Range Transit Plan)
NVTPInPrgm-TFCA_Adm- - (TFCA ADMIN)
NVTPInPrgm-TRANS_PLAN- - (Transportation Planning)
NVTPInPrgm-TrvlBhvStd- - (Travel Behavioral Study)

NVTPInPrgm-VCommute- - (V Commute Program)
NVTPInPrgm-HWY_37- - (Highway 37)
NVTPInPrgm-VisionZero- - (Vision Zero)
NVTPInPrgm-Burnell_SW - - (Burnell Sidewalk)
NVTPubTrns-AmCan- - (American Canyon Transit)
NVTPubTrns-Calistoga- - (Calistoga)
NVTPubTrns-StHelena- - (St Helena Shuttle)
NVTPubTrns-VINE- - (VINE)
NVTPubTrns-VINE_GO- - (VINE GO)
NVTPubTrns-Yountville- - (Yountville Trolley)
NVTPubTrns-TRNST_CAP- - (Transit Capital)
NVTPubTrns-TAXI_SCRIP- - (Taxi Scrip)
NVTPubTrns-COA- - (Comprehensive OPS Analysis)
NVTComRep-LEGISLTVE- - (Legislative Advocacy)
NVTComRep-MARKETING- - (Marketing)
NVTComRep-OUTREACH- - (Public Outreach)
NVTComRep-REGIONAL- - (Reg Sub-reg Coordination)

Appendix C: Glossary of Acronyms

ABAG	Association of Bay Area Governments
ADA	American with Disabilities Act
ATAC	Active Transportation Advisory Committee
ATP	Active Transportation Program
BAAD	Bay Area Air District
CAC	Community Advisory Committee
CBTP	Community Based Transportation Plan
CEQA	California Environmental Quality Act
CMA	Congestion Management Agency
CTA	California Transit Association
CTC	California Transportation Commission
CY	Calendar Year
DBE	Disadvantage Business Enterprise
DOT	Department of Transportation
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
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

PSE	Plans, Specifications and Estimates
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RHNA	Regional Housing Needs Allocation
RM2	Regional Measure 2 (Bridge Toll)
RM3	Regional Measure 3
ROW	Right of Way
RTP	Regional Transportation Plan
SB 1	The Road Repair and Accountability Act of 2017
SHOPP	State Highway Operation and Protection Program
STIP	State Transportation Improvement Program
STP/CMAQ	State Transportation Program/Congestion Mitigation Air Quality funds
TAC	Technical Advisory Committee
TDA	Transportation Development Act
TFCA	Transportation Fund for Clean Air
TOC	Transit Oriented Communities
TOD	Transit-Oriented Development
VMT	Vehicle Miles Traveled



Appendix D: FY 2026-27 & 2027-28 Budget & Financial Outlook

For a detailed budget, go to NVTA.ca.gov



NVTA Budget Outlook- Consolidated Budget CMA, Public Transit, Capital, Debt Service, TFCA

CONSOLIDATED SUMMARY						
	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Revenues By Fund						
CMA (General Fund)	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700	\$ 14,280,700	\$ 12,558,300	\$ 26,839,000
Public Transit	22,357,300	23,385,400	45,742,700	24,325,200	26,824,755	51,149,955
Transit Capital	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Debt Service- Bus Maintenance Facility	184,000	184,000	368,000	184,000	184,000	368,000
Transportation for Clean Air	500,000	500,000	1,000,000	500,000	500,000	1,000,000
TOTAL	\$ 58,724,600	\$ 48,218,300	\$ 106,942,900	\$ 39,889,900	\$ 40,667,055	\$ 80,556,955
Expenses by Fund						
CMA (General Fund)	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700	\$ 14,280,700	\$ 12,558,300	\$ 26,839,000
Public Transit (Less Transit Capital)	22,357,300	23,385,400	45,742,700	24,325,200	26,824,755	51,149,955
Transit Capital	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Debt Service- Bus Maintenance Facility	184,000	184,000	368,000	184,000	184,000	368,000
Transportation for Clean Air	500,000	500,000	1,000,000	500,000	500,000	1,000,000
TOTAL	\$ 58,724,600	\$ 48,218,300	\$ 106,942,900	\$ 39,889,900	\$ 40,667,055	\$ 80,556,955



Vine Transit Maintenance Facility



NVRTA Budget Outlook- Consolidated Budget CMA, Public Transit, Capital, Debt Service, TFCA

	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
Public Transit Service Projections								
Service Hours	128,056	131,596	130,724	133,068		133,885	134,743	
Revenue Hours	95,813	99,887	98,091	99,532		100,086	100,667	
Service Miles	1,692,442	1,785,666	1,743,333	1,772,139		1,784,301	1,797,070	
Revenue Miles	1,449,864	1,548,427	1,409,477	1,435,122		1,443,496	1,452,289	
Ridership	543,032	553,962	591,622	630,500		673,156	721,279	
REVENUES								
Transportation Development Act								
41400 - Transportation Development Act	12,303,486	10,846,000	13,786,730	13,915,490	27,702,220	15,233,470	17,680,315	32,913,785
41410 - Transportation Development Act- Capital	-	1,100,000	3,075,000	2,242,400	5,317,400	-	-	-
Total TDA	\$12,303,486	\$11,946,000	\$16,861,730	\$16,157,890	\$33,019,620	\$15,233,470	\$17,680,315	\$32,913,785
Intergovernmental Revenues								
43790 - State Funding	6,947,386	4,060,000	3,196,300	3,412,000	6,608,300	3,512,000	3,612,000	7,124,000
43890 - FED - Other Funding- OBAG Planning	7,004,341	7,800,000	6,871,600	5,093,000	11,964,600	4,512,000	4,531,000	9,043,000
FTA Capital	14,546,120	850,000	3,589,000	5,373,700	8,962,700	-	-	-
43950 - Other - Governmental Agencies	3,102,100	5,915,000	17,623,700	9,371,300	26,995,000	9,413,100	7,487,700	16,900,800
Other GA- Capital	-	-	3,530,500	1,736,900	5,267,400	-	-	-
Total Intergovernmental Revenues	\$31,599,946	\$18,625,000	\$34,811,100	\$24,986,900	\$59,798,000	\$17,437,100	\$15,630,700	\$33,067,800
Revenue from Use of Money and Property								
45100 - Interest	2,301,957	1,089,000	912,000	712,000	1,624,000	712,000	712,000	1,424,000
Total Revenue from Use of Money and Property	\$2,301,957	\$1,089,000	\$912,000	\$712,000	\$1,624,000	\$712,000	\$712,000	\$1,424,000
Farebox/Charges for Services								
46800 - Charges for Services	1,002,554	1,005,755	1,117,700	1,132,000	2,249,700	1,160,800	1,188,800	2,349,600
46810 - Charges for Svcs - Am Canyon	104,299	129,000	141,200	145,600	286,800	153,300	158,200	311,500
46815 - Charges for Svcs - Napa	123,432	125,200	131,800	131,800	263,600	135,000	135,000	270,000
46820 - Charges for Svcs - Yountville	46,643	62,300	50,670	52,310	102,980	54,630	56,640	111,270
46825 - Charges for Svcs - St. Helena	52,223	52,100	52,500	53,900	106,400	56,000	57,800	113,800
46830 - Charges for Svcs - Calistoga	73,217	63,300	63,300	63,300	126,600	63,600	63,600	127,200
46850 - Charges for Svcs - Napa County	103,545	103,545	110,600	110,600	221,200	112,000	112,000	224,000
Total Charges for Services	\$1,505,912	\$1,541,200	\$1,667,770	\$1,689,510	\$3,357,280	\$1,735,330	\$1,772,040	\$3,507,370
Other Financing Sources								
48100 - Sale of Capital Assets	4,363	25,000	-	-	-	-	-	-
49900 - Transit Chargebacks and Adjustments	1,174,857	1,233,600	4,472,000	4,672,000	9,144,000	4,772,000	4,872,000	9,644,000
Total Other Financing Sources	\$1,179,220	\$1,258,600	\$4,472,000	\$4,672,000	\$9,144,000	\$4,772,000	\$4,872,000	\$9,644,000
TOTAL REVENUES	\$48,890,521	\$34,459,800	\$58,724,600	\$48,218,300	\$106,942,900	\$39,889,900	\$40,667,055	\$80,556,955

EXPENDITURES								
Salaries and Employee Benefits								
51100 - Salaries and Wages	2,358,171	2,600,000	2,701,800	2,836,700	5,538,500	2,978,700	3,127,900	6,106,600
51110 - Extra Help	6,080	10,000	98,000	30,000	128,000	30,000	30,000	60,000
51130 - Vacation Payout	38,716	-	15,000	15,000	30,000	15,000	15,000	30,000
51200 - 401A Employer Contribution	50,490	50,000	24,500	24,500	49,000	24,500	24,500	49,000
51205 - Cell Phone Allowance	10,300	11,000	20,000	22,000	42,000	22,000	22,000	44,000
51300 - Medicare	32,793	38,000	40,000	38,000	78,000	38,000	38,000	76,000
51305 - FICA	-	-	108,000	90,000	198,000	90,000	90,000	180,000
51400 - Employee Insurance - Premiums	460,876	480,000	500,000	525,000	1,025,000	525,000	525,000	1,050,000
51405 - Workers Compensation	3,425	5,000	9,000	9,000	18,000	9,000	9,000	18,000
51410 - Unemployment Compensation	2,201	5,000	5,000	5,000	10,000	5,000	5,000	10,000
51600 - Retirement	363,249	375,000	400,000	425,000	825,000	450,000	475,000	925,000
51605 - Other Post Employment Benefits	64,411	48,000	68,000	70,000	138,000	72,000	73,000	145,000
51990 - Other Employee Benefits	-	53,700	71,300	71,000	142,300	71,000	71,000	142,000
49900 - Transit Chargebacks	(617,244)	(620,000)	-	-	-	-	-	-
Total Salaries and Employee Benefits	\$2,773,468	\$3,055,700	\$4,060,600	\$4,161,200	\$8,221,800	\$4,330,200	\$4,505,400	\$8,835,600



NVTA Budget Outlook- Consolidated Budget CMA, Public Transit, Capital, Debt Service, TFCA

Services and Supplies

52100 - Administration Services	5,191	5,000	1,000	1,000	2,000	1,000	1,000	2,000
52125 - Accounting/Auditing Services	40,701	81,600	89,800	94,800	184,600	99,800	104,800	204,600
52130 - Information Technology Svcs	181,844	215,000	251,800	258,800	510,600	265,800	273,800	539,600
52131 - ITS Communication Charges	16,974	25,000	12,000	12,000	24,000	12,000	12,000	24,000
52140 - Legal Services	93,231	100,000	75,000	75,000	150,000	75,000	75,000	150,000
52150 - Temporary/Contract Help	19,691	-	2,000	2,000	4,000	52,200	2,000	54,200
52160 - Lobbyist Services	67,000	50,000	100,000	109,000	209,000	118,000	127,000	245,000
52310 - Grant Funded Projects/Programs	8,010,434	6,265,000	19,513,000	8,648,000	28,161,000	8,185,000	6,568,000	14,753,000
52325 - Waste Disposal Services	25,704	57,900	60,000	66,000	126,000	72,000	78,000	150,000
52335 - Security Services	34,433	23,000	16,000	16,000	32,000	60,300	16,000	76,300
52340 - Landscaping Services	20,957	105,000	112,000	116,500	228,500	121,000	125,500	246,500
52490 - Other Professional Services	12,413,226	13,405,200	13,264,700	14,034,400	27,299,100	14,691,300	17,031,455	31,722,755
52500 - Maint - Equipment	271,014	340,000	514,500	515,500	1,030,000	569,000	524,500	1,093,500
52505 - Maint - Bldg & Improvements	125,842	175,000	217,400	230,000	447,400	239,900	250,300	490,200
52515 - Maint - Software	267,323	381,403	465,800	467,800	933,600	548,300	663,300	1,211,600
52520 - Maint - Vehicles	28,381	62,000	336,000	336,000	672,000	392,500	341,000	733,500
52600 - Rents/Leases - Equipment	11,266	10,500	10,000	12,000	22,000	14,000	16,000	30,000
52705 - Insurance - Premiums	431,554	471,000	506,000	512,000	1,018,000	518,000	524,000	1,042,000
52800 - Communications/Telephone	138,145	146,300	95,000	107,500	202,500	120,500	134,000	254,500
52810 - Advertising/Marketing	211,231	182,000	181,000	186,000	367,000	191,000	196,000	387,000
52820 - Printing and Binding	56,647	83,700	19,700	20,700	40,400	60,500	22,700	83,200
52825 - Bank Charges	15,069	17,000	5,000	5,200	10,200	5,500	5,800	11,300
52830 - Publications and Legal Notices	8,624	13,000	14,000	14,500	28,500	57,800	15,500	73,300
52840 - Permits/License Fees	5,874	4,000	3,500	3,500	7,000	3,500	3,500	7,000
52900 - Training/Conference Expenses	59,097	50,000	62,000	67,000	129,000	105,800	77,000	182,800
52905 - Business Travel/Mileage	13,206	15,000	15,000	16,000	31,000	52,900	18,000	70,900
53100 - Office Supplies	79,167	30,000	40,000	45,000	85,000	58,100	55,000	113,100
53110 - Freight/Postage	5,745	3,000	5,000	5,500	10,500	53,100	6,500	59,600
53115 - Books/Media/Subscriptions	17,816	6,000	22,000	25,000	47,000	53,100	31,000	84,100
53120 - Memberships/Certifications	116,188	80,000	75,500	82,500	158,000	138,600	94,500	233,100
53205 - Utilities - Electric	281,485	140,000	277,000	301,000	578,000	321,000	340,000	661,000
53220 - Utilities - Water	38,342	65,000	54,500	54,500	109,000	62,000	69,500	131,500
53250 - Fuel	1,739,272	1,850,200	2,424,300	2,449,400	4,873,700	2,511,200	2,529,000	5,040,200
Total Services and Supplies	\$24,850,673	\$24,457,803	\$38,840,500	\$28,890,100	\$67,730,600	\$29,829,700	\$30,331,655	\$60,161,355
Other Charges								
54315 - Interest on Other Debt	216,901	183,059	184,000	184,000	368,000	184,000	184,000	368,000
54600 - Depreciation Expense	3,396,859	3,987,742	4,019,000	4,219,000	8,238,000	4,319,000	4,419,000	8,738,000
54700 - Bad Debt Expense	1,599,435	100,000	-	-	-	-	-	-
Total Other Charges	\$5,213,195	\$4,270,801	\$4,203,000	\$4,403,000	\$8,606,000	\$4,503,000	\$4,603,000	\$9,106,000
Capital Assets								
55200 - Construction in Progress	-	-	1,500,000	500,000	2,000,000	-	-	-
55400 - Equipment	15,816,968	3,100,000	9,493,500	9,637,000	19,130,500	600,000	600,000	1,200,000
55900 - Capital Outlay Offset	15,816,968	-	-	-	-	-	-	-
Total Other Charges	\$31,633,936	\$3,100,000	\$10,993,500	\$10,137,000	\$21,130,500	\$600,000	\$600,000	\$1,200,000
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	620,622	625,000	627,000	627,000	1,254,000	627,000	627,000	1,254,000
Total Special Items	\$620,622	\$625,000	\$627,000	\$627,000	\$1,254,000	\$627,000	\$627,000	\$1,254,000
TOTAL EXPENDITURES	\$65,091,895	\$35,509,305	\$58,724,600	\$48,218,300	\$ 106,942,900	\$39,889,900	\$40,667,055	\$80,556,955

NVTA Budget and Outlook- Congestion Management Agency

	FY25 ACTUALS	FY26 Budget	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
			FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
REVENUES								
Transportation Development Act								
41400 - Transportation Development Act	3,829,800	3,500,000	3,000,000	3,000,000	6,000,000	3,000,000	3,000,000	6,000,000
Total TDA	\$3,829,800	\$3,500,000	\$3,000,000	\$3,000,000	\$6,000,000	\$3,000,000	\$3,000,000	\$6,000,000
Intergovernmental Revenues								
43790 - ST - Other Funding	4,155,287	1,500,000	1,300,000	1,300,000	2,600,000	1,300,000	1,300,000	2,600,000
43890 - FED - Other Funding - OBAG Planning	1,596,869	2,500,000	3,434,000	1,553,000	4,987,000	972,000	991,000	1,963,000
43950 - Other - Governmental Agencies	478,255	3,500,000	15,620,200	7,061,300	22,681,500	7,955,400	6,161,700	14,117,100
Total Intergovernmental Revenues	\$6,230,411	\$7,500,000	\$20,354,200	\$9,914,300	\$30,268,500	\$10,227,400	\$8,452,700	\$18,680,100
Revenue from Use of Money and Property								
45100 - Interest	81,055	50,000	50,000	50,000	100,000	50,000	50,000	100,000
Total Revenue from Use of Money and Property	\$81,055	\$50,000	\$50,000	\$50,000	\$100,000	\$50,000	\$50,000	\$100,000
Farebox/Charges for Services								
46800 - Charges for Services	49,195	23,155	25,000	25,000	50,000	25,000	25,000	50,000
46810 - Charges for Svcs - Am Canyon	31,365	31,800	33,500	33,500	67,000	36,000	36,000	72,000
46815 - Charges for Svcs - Napa	123,432	125,200	131,800	131,800	263,600	135,000	135,000	270,000
46820 - Charges for Svcs - Yountville	4,403	4,500	4,700	4,700	9,400	5,000	5,000	10,000
46825 - Charges for Svcs - St. Helena	10,898	11,100	11,700	11,700	23,400	12,000	12,000	24,000
46830 - Charges for Svcs - Calistoga	8,217	8,300	8,300	8,300	16,600	8,600	8,600	17,200
46850 - Charges for Svcs - Napa County	103,545	103,545	110,600	110,600	221,200	112,000	112,000	224,000
Total Charges for Services	\$331,055	\$307,600	\$325,600	\$325,600	\$651,200	\$333,600	\$333,600	\$667,200
Other Financing Sources								
49900 - Miscellaneous/Economic Adjustment	-	-	622,000	622,000	1,244,000	622,000	622,000	1,244,000
Total Other Financing Sources	\$0	\$0	\$622,000	\$622,000	\$1,244,000	\$622,000	\$622,000	\$1,244,000
TOTAL REVENUES	\$10,472,321	\$11,357,600	\$ 24,351,800	\$ 13,911,900	\$38,263,700	\$ 14,233,000	\$ 12,458,300	\$ 26,691,300



City of American Canyon, State Route 29



NVTA Budget and Outlook- Congestion Management Agency

	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
EXPENDITURES								
Salaries and Employee Benefits								
51100 - Salaries and Wages	2,358,171	2,600,000	2,701,800	2,836,700	5,538,500	2,978,700	3,127,900	6,106,600
51110 - Extra Help	6,080	10,000	30,000	30,000	60,000	30,000	30,000	60,000
51130 - Vacation Payout	38,716	-	15,000	15,000	30,000	15,000	15,000	30,000
51200 - 401A Employer Contribution	50,490	50,000	24,500	24,500	49,000	24,500	24,500	49,000
51205 - Cell Phone Allowance	10,300	11,000	20,000	22,000	42,000	22,000	22,000	44,000
51300 - Medicare	32,793	38,000	38,000	38,000	76,000	38,000	38,000	76,000
51305 - FICA	-	-	90,000	90,000	180,000	90,000	90,000	180,000
51400 - Employee Insurance - Premiums	460,876	480,000	500,000	525,000	1,025,000	525,000	525,000	1,050,000
51405 - Workers Compensation	3,425	5,000	9,000	9,000	18,000	9,000	9,000	18,000
51410 - Unemployment Compensation	2,201	5,000	5,000	5,000	10,000	5,000	5,000	10,000
51600 - Retirement	363,249	375,000	400,000	425,000	825,000	450,000	475,000	925,000
51605 - Other Post Employment Benefits	64,411	48,000	68,000	70,000	138,000	72,000	73,000	145,000
51990 - Other Employee Benefits	-	53,700	71,300	71,000	142,300	71,000	71,000	142,000
49900 - Transit Chargebacks	(617,244)	(620,000)	-	-	-	-	-	-
Total Salaries and Employee Benefits	\$2,773,468	\$3,055,700	\$3,972,600	\$4,161,200	\$8,133,800	\$4,330,200	\$4,505,400	\$8,835,600
Services and Supplies								
52100 - Administration Services	5,191	5,000	1,000	1,000	2,000	1,000	1,000	2,000
52125 - Accounting/Auditing Services	36,193	70,000	78,000	83,000	161,000	88,000	93,000	181,000
52130 - Information Technology Svcs	181,844	200,000	238,000	245,000	483,000	252,000	260,000	512,000
52131 - ITS Communication Charges	16,974	25,000	12,000	12,000	24,000	12,000	12,000	24,000
52140 - Legal Services	93,231	350,000	75,000	75,000	150,000	75,000	75,000	150,000
52150 - Temporary/Contract Help	19,691	-	2,000	2,000	4,000	52,200	2,000	54,200
52160 - Lobbyist Services	67,000	50,000	100,000	109,000	209,000	118,000	127,000	245,000
52310 - Grant Funded Projects/Programs	7,560,100	6,000,000	18,760,000	8,045,000	26,805,000	7,582,000	5,965,000	13,547,000
52325 - Waste Disposal Services	5,517	33,900	36,000	40,000	76,000	44,000	48,000	92,000
52335 - Security Services	(269)	8,000	8,000	8,000	16,000	52,300	8,000	60,300
52340 - Landscaping Services	7,462	75,000	80,000	80,000	160,000	80,000	80,000	160,000
52500 - Maint - Equipment	1,093	25,000	74,500	75,500	150,000	129,000	84,500	213,500
52505 - Maint - Bldg & Improvements	110,041	100,000	165,500	174,300	339,800	180,100	185,900	366,000
52515 - Maint - Software	68,031	110,000	106,200	106,200	212,400	106,200	214,200	320,400
52520 - Maint - Vehicles	186	2,000	1,000	1,000	2,000	52,500	1,000	53,500
52600 - Rents/Leases - Equipment	11,266	10,000	10,000	12,000	22,000	14,000	16,000	30,000
52705 - Insurance - Premiums	63,577	85,000	95,000	100,000	195,000	105,000	110,000	215,000
52800 - Communications/Telephone	47,243	55,000	59,000	65,500	124,500	72,000	79,500	151,500
52810 - Advertising/Marketing	43,251	75,000	105,000	110,000	215,000	115,000	120,000	235,000
52820 - Printing and Binding	8,370	15,000	12,000	13,000	25,000	52,800	15,000	67,800
52825 - Bank Charges	2,689	15,000	3,000	3,200	6,200	3,500	3,800	7,300
52830 - Publications and Legal Notices	7,849	8,000	9,000	9,500	18,500	52,800	10,500	63,300
52840 - Permits/License Fees	4,350	4,000	3,500	3,500	7,000	3,500	3,500	7,000
52900 - Training/Conference Expenses	59,097	50,000	62,000	67,000	129,000	105,800	77,000	182,800
52905 - Business Travel/Mileage	13,206	15,000	15,000	16,000	31,000	52,900	18,000	70,900
53100 - Office Supplies	67,612	25,000	35,000	40,000	75,000	53,100	50,000	103,100
53110 - Freight/Postage	5,745	3,000	5,000	5,500	10,500	53,100	6,500	59,600
53115 - Books/Media/Subscriptions	17,816	6,000	22,000	25,000	47,000	53,100	31,000	84,100
53120 - Memberships/Certifications	116,188	80,000	75,500	82,500	158,000	138,600	94,500	233,100
53205 - Utilities - Electric	97,007	120,000	110,000	115,000	225,000	120,000	125,000	245,000
53220 - Utilities - Water	18,467	45,000	20,000	25,000	45,000	30,000	35,000	65,000
53250 - Fuel	750	1,000	1,000	1,000	2,000	53,300	1,000	54,300
Total Services and Supplies	\$8,756,768	\$7,666,400	\$20,379,200	\$9,750,700	\$30,129,900	\$9,902,800	\$7,952,900	\$17,855,700
Other Charges								
54315 - Interest on Other Debt	19,959	60,000	-	-	-	-	-	-
Total Other Charges	\$19,959	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$11,550,195	\$10,782,100	\$24,351,800	\$13,911,900	\$38,263,700	\$14,233,000	\$12,458,300	\$26,691,300



NVRTA Budget and Outlook- Vine Transit

	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Public Transit Service Projections								
Service Hours	128,056	131,596	130,724	133,068		133,885	134,743	
Revenue Hours	95,813	99,887	98,091	99,532		100,086	100,667	
Service Miles	1,692,442	1,785,666	1,743,333	1,772,139		1,784,301	1,797,070	
Revenue Miles	1,449,864	1,548,427	1,409,477	1,435,122		1,443,496	1,452,289	
Ridership	543,032	553,962	591,622	630,500		673,156	721,279	
REVENUES								
Transportation Development Act								
41400 - Sales and Use Tax	8,273,686	7,346,000	10,301,130	10,245,890	20,547,020	11,667,370	12,252,260	23,919,630
41410 - Transportation Development Act- Capital	-	-	3,075,000	2,242,400	5,317,400	600,000	600,000	1,200,000
Total TDA	\$8,273,686	\$7,346,000	\$13,376,130	\$12,488,290	\$25,864,420	\$12,267,370	\$12,852,260	\$25,119,630
Intergovernmental Revenues								
43790 - State Transit Assistance	2,720,099	2,560,000	1,896,300	2,112,000	4,008,300	2,212,000	2,312,000	4,524,000
43890 - FTA	5,407,472	5,300,000	3,437,600	3,540,000	6,977,600	3,540,000	3,540,000	7,080,000
FTA Capital	-	250,000	3,589,000	5,373,700	8,962,700	-	-	-
43950 - Other - Governmental Agencies	2,338,550	800,000	1,256,500	1,800,000	3,056,500	1,000,000	1,000,000	2,000,000
Other GA - Capital	-	-	4,329,500	2,520,900	6,850,400	-	-	-
Total Intergovernmental Revenues	\$10,466,121	\$8,910,000	\$14,508,900	\$15,346,600	\$29,855,500	\$6,752,000	\$6,852,000	\$13,604,000
Revenue from Use of Money and Property								
45100 - Interest	1,092,924	1,024,000	47,000	47,000	94,000	47,000	47,000	94,000
Total Revenue from Use of Money and Property	\$1,092,924	\$1,024,000	\$47,000	\$47,000	\$94,000	\$47,000	\$47,000	\$94,000
Farebox								
46800 - Farebox	953,358	982,600	1,017,700	1,032,000	2,049,700	1,060,800	1,088,800	2,149,600
46810 - Charges for Svcs - Am Canyon	72,934	97,200	107,700	112,100	219,800	117,300	122,200	239,500
46820 - Charges for Svcs - Yountville	42,240	57,800	45,970	47,610	93,580	49,630	51,640	101,270
46825 - Charges for Svcs - St. Helena	41,325	41,000	40,800	42,200	83,000	44,000	45,800	89,800
46830 - Charges for Svcs - Calistoga	65,000	55,000	55,000	55,000	110,000	55,000	55,000	110,000
46850 - Charges for Svcs - Napa County	-	-	-	-	-	-	-	-
Total Farebox	\$1,174,857	\$1,233,600	\$1,267,170	\$1,288,910	\$2,556,080	\$1,326,730	\$1,363,440	\$2,690,170
Other Financing Sources								
48100 - Sale of Capital Assets	4,363	25,000	-	-	-	-	-	-
49900 - Miscellaneous/Economic Adjustment	1,174,857	1,233,600	3,850,000	4,050,000	7,900,000	4,150,000	4,250,000	8,400,000
Total Other Financing Sources	\$1,179,220	\$1,258,600	\$3,850,000	\$4,050,000	\$7,900,000	\$4,150,000	\$4,250,000	\$8,400,000
TOTAL REVENUES	\$22,186,807	\$19,772,200	\$33,049,200	\$33,220,800	\$66,270,000	\$24,543,100	\$25,364,700	\$49,907,800



NVTA Budget and Outlook- Vine Transit

	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
EXPENDITURES								
Services and Supplies								
52125 - Accounting/Auditing Services	4,508	11,600	11,800	11,800	23,600	11,800	11,800	23,600
52130 - Information Technology Svcs	-	15,000	13,800	13,800	27,600	13,800	13,800	27,600
52310 - Consulting Services	34,702	40,000	68,000	68,000	136,000	68,000	68,000	136,000
52325 - Waste Disposal Services	20,188	24,000	24,000	26,000	50,000	28,000	30,000	58,000
52335 - Security Services	34,702	15,000	8,000	8,000	16,000	8,000	8,000	16,000
52340 - Landscaping Services	13,495	30,000	32,000	36,500	68,500	41,000	45,500	86,500
52490 - Purchased Transportation	12,413,226	13,405,200	13,264,700	14,034,400	27,299,100	14,691,300	17,031,455	31,722,755
52500 - Maint - Equipment	269,921	315,000	440,000	440,000	880,000	440,000	440,000	880,000
52505 - Maint - Bldg & Improvements	15,801	75,000	51,900	55,700	107,600	59,800	64,400	124,200
52515 - Maint - Software	199,292	271,403	359,600	361,600	721,200	442,100	449,100	891,200
52520 - Maint - Vehicles	28,195	60,000	335,000	335,000	670,000	340,000	340,000	680,000
52705 - Insurance - Premiums	367,977	386,000	411,000	412,000	823,000	413,000	414,000	827,000
52800 - Communications/Telephone	90,902	91,300	36,000	42,000	78,000	48,500	54,500	103,000
52810 - Advertising/Marketing	167,980	107,000	76,000	76,000	152,000	76,000	76,000	152,000
52820 - Printing and Binding	48,277	68,700	7,700	7,700	15,400	7,700	7,700	15,400
52825 - Bank Charges	12,379	2,000	2,000	2,000	4,000	2,000	2,000	4,000
52830 - Publications and Legal Notices	775	5,000	5,000	5,000	10,000	5,000	5,000	10,000
52840 - Permits/License Fees	1,524	-	-	-	-	-	-	-
53100 - Office Supplies	11,555	5,000	5,000	5,000	10,000	5,000	5,000	10,000
53205 - Utilities - Electric	184,478	20,000	167,000	186,000	353,000	201,000	215,000	416,000
53220 - Utilities - Water	19,874	20,000	34,500	29,500	64,000	32,000	34,500	66,500
53250 - Fuel	1,738,522	1,849,200	2,423,300	2,448,400	4,871,700	2,510,200	2,528,000	5,038,200
Total Services and Supplies	15,678,273	16,816,403	17,776,300	18,604,400	36,380,700	19,444,200	21,843,755	41,287,955
Other Charges								
54315 - Interest on Other Debt	176,983	183,059	184,000	184,000	368,000	184,000	184,000	368,000
54600 - Depreciation Expense	3,219,876	3,804,683	3,835,000	4,035,000	7,870,000	4,135,000	4,235,000	8,370,000
56600 - Loss on disposal of Assets	1,599,435	100,000	-	-	-	-	-	-
Total Other Charges	4,996,294	4,087,742	4,019,000	4,219,000	8,238,000	4,319,000	4,419,000	8,738,000
Capital Assets								
55400 - Equipment	15,816,968	3,100,000	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Total Other Charges	15,816,968	3,100,000	10,993,500	10,137,000	21,130,500	600,000	600,000	1,200,000
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	620,622	620,000	622,000	622,000	1,244,000	622,000	622,000	1,244,000
Total Special Items	620,622	620,000	622,000	622,000	1,244,000	622,000	622,000	1,244,000
TOTAL EXPENDITURES	\$37,112,158	\$24,624,145	\$33,410,800	\$33,582,400	\$66,993,200	\$24,985,200	\$27,484,755	\$52,469,955



Soscol Junction Roundabouts

NVRTA Budget Outlook- Capital Fund

DRAFT BUDGET

This budget is for illustrative purposes only

	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/ Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
REVENUES								
Transportation Development Act								
41410 - Transportation Development Act- Capital	-	1,100,000	3,075,000	2,242,400	5,317,400	-	-	-
Total TDA	\$0	\$1,100,000	\$3,075,000	\$2,242,400	\$5,317,400	\$0	\$0	\$0
Intergovernmental Revenues								
43790 - ST - Other Funding	72,000	-	-	-	-	-	-	-
FIA Capital	14,546,120	600,000	3,589,000	5,373,700	8,962,700	-	-	-
43950 - Other - Governmental Agencies	108,000	1,400,000	-	-	-	-	-	-
Other GA- Capital	-	-	3,529,500	1,920,900	5,450,400	-	-	-
Total Intergovernmental Revenues	\$14,726,120	\$2,000,000	\$7,118,500	\$7,294,600	\$8,962,700	\$0	\$0	\$0
Revenue from Use of Money and Property								
45100 - Interest	1,110,807	-	800,000	600,000	1,400,000	600,000	600,000	1,200,000
Total Revenue from Use of Money and Property	\$1,110,807	\$0	\$800,000	\$600,000	\$1,400,000	\$600,000	\$600,000	\$1,200,000
TOTAL REVENUES	\$ 15,836,927	\$ 3,100,000	\$10,993,500	\$10,137,000	\$ 15,680,100	\$ 600,000	\$ 600,000	\$ 1,200,000
EXPENDITURES								
Other Charges								
54315 - Interest on Other Debt	19,959	-	-	-	-	-	-	-
Total Other Charges	\$19,959	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Assets								
55200 - Construction in Progress	-	-	1,500,000	500,000	2,000,000	-	-	-
55400 - Equipment	-	3,100,000	9,493,500	9,637,000	19,130,500	600,000	600,000	1,200,000
55900 - Capital Outlay Offset	15,816,968	-	-	-	-	-	-	-
Total Other Charges	\$15,816,968	\$3,100,000	\$10,993,500	\$10,137,000	\$21,130,500	\$600,000	\$600,000	\$1,200,000
TOTAL EXPENDITURES	\$ 15,836,927	\$ 3,100,000	\$10,993,500	\$10,137,000	\$ 21,130,500	\$ 600,000	\$ 600,000	\$ 1,200,000



Napa Valley Vine Trail



NVRTA Budget and Outlook- Debt Service

	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/ Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
REVENUES								
Transportation Development Act								
41400 - Transportation Development Act	246,000	200,000	184,000	184,000	368,000	184,000	184,000	368,000
Total TDA	\$246,000	\$200,000	\$184,000	\$184,000	\$368,000	\$184,000	\$184,000	\$368,000
Revenue from Use of Money and Property								
45100 - Interest	19	24	-	-	-	-	-	-
Total Revenue from Use of Money and Property	\$19	\$24	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$ 246,019	\$ 200,024	\$ 184,000	\$ 184,000	\$ 368,000	\$ 184,000	\$ 184,000	\$ 368,000
EXPENDITURES								
Other Charges								
54315 - Interest on Other Debt	176,983	183,059	184,000	184,000	368,000	184,000	184,000	368,000
Total Other Charges	\$176,983	\$183,059	\$184,000	\$184,000	\$368,000	\$184,000	\$184,000	\$368,000
TOTAL EXPENDITURES	\$ 176,983	\$ 183,059	\$ 184,000	\$ 184,000	\$ 368,000	\$ 184,000	\$ 184,000	\$ 368,000



NVRTA Budget and Outlook- Transportation for Clean Air

	FY25	FY26	FY2027-FY2028 Budget			FY2029-FY2030 Outlook		
	ACTUALS	Budget/ Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Budget
REVENUES								
Intergovernmental Revenues								
43950 - Other - Governmental Agencies	\$ 177,295	\$ 215,000	\$ 485,000	\$ 485,000	\$ 970,000	\$ 485,000	\$ 485,000	\$ 970,000
Total Intergovernmental Revenues	\$ 177,295	\$ 215,000	\$ 485,000	\$ 485,000	\$ 970,000	\$ 485,000	\$ 485,000	\$ 970,000
Revenue from Use of Money and Property								
45100 - Interest	\$ 17,147	\$ 15,000	\$ 15,000	\$ 15,000	\$ 30,000	\$ 15,000	\$ 15,000	\$ 30,000
Total Revenue from Use of Money and Property	\$ 17,147	\$ 15,000	\$ 15,000	\$ 15,000	\$ 30,000	\$ 15,000	\$ 15,000	\$ 30,000
TOTAL REVENUES	\$ 194,441	\$ 230,000	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 1,000,000
EXPENDITURES								
Services and Supplies								
52310 - Consulting Services	415,632	225,000	495,000	495,000	990,000	495,000	495,000	990,000
Total Services and Supplies	\$415,632	\$225,000	\$495,000	\$495,000	\$990,000	\$495,000	\$495,000	\$990,000
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	-	5,000	5,000	5,000	10,000	5,000	5,000	10,000
Total Special Items	\$0	\$5,000	\$5,000	\$5,000	\$10,000	\$5,000	\$5,000	\$10,000
TOTAL EXPENDITURES	\$415,632	\$230,000	\$500,000	\$500,000	\$1,000,000	\$500,000	\$500,000	\$1,000,000



NVTA

NAPA VALLEY TRANSPORTATION AUTHORITY

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NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Planning & Programming Manager
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: NVTA Unified Call for Projects – Cycle 1

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board of Directors approve release of the NVTA Unified Call for Projects – Cycle 1.

COMMITTEE RECOMMENDATION

On May 7, 2026, the Technical Advisory Committee reviewed the first Unified Call for Projects funding programs and recommended that NVTA Board of Directors approve release of the Unified Call for Projects – Cycle 1.

EXECUTIVE SUMMARY

NVTA staff has developed the Unified Call for Projects to create a coordinated process for soliciting projects across multiple funding programs through a single call for projects.

This approach is intended to streamline the application process, make it easier for applicants to understand which projects are eligible for available funding opportunities and how those projects align with available fund sources and reduce administrative burden for both applicants and staff.

FISCAL IMPACT

None

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

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 is intended to bring participating programs into a single application cycle while preserving the specific eligibility requirements, screening considerations, and conditions of each individual program.

Through the Unified Call, project sponsors will be able to review participating funding programs in one place through [NVTA's Funding Programs webpage](#), including program descriptions, eligibility information, and links to guidance materials. Applicants will also be required to submit a project screening criteria form for each funding program they are pursuing. These forms are intended to help applicants understand program-specific requirements and assist staff in evaluating project eligibility, readiness, and overall fit with available funding sources.

One Bay Area Grant – Cycle 4 (OBAG 4) is the primary driver of the NVTA Unified Call for Projects. OBAG 4 is the fourth cycle of MTC's regional funding program and uses federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) Improvement funds to support regional transportation, land use, housing, climate, equity, and environmental goals. MTC formally adopted the OBAG 4 framework and [Resolution No. 4740](#) in February 2026, establishing the policy and programming framework for OBAG 4 investments in Fiscal Years 2027 through 2030. Accordingly, this Unified Call has been structured to align with OBAG 4 requirements and MTC's county nomination schedule. The funding sources included in the Unified Call for Projects reflect anticipated funding availability across Fiscal Years 2026-27 through 2030-31. These funding sources are summarized in Table 1 below.

Table 1: Funding Available

Funding Program		Funding Type / Source	Eligible Projects	Fiscal Year(s)	Est. total Available
One Bay Area Grant – Cycle 4 (OBAG 4)		Federal	Active Transportation, Local Streets and Roads, Complete Streets, Transit Capital, Multimodal Improvement Projects	FYs 2027-31	\$7,288,000*
<i>* 120% of Napa County’s Nomination Targets</i>					
Community Action Resource & Empowerment (CARE) Program	Community Based Transportation Plan Technical Assistance (CBTP TA)	Regional	Funds 100% design for community identified projects	FY 2026-27	\$562,000
	Participatory Budgeting and Implementation (PB&I)	Regional	Funds construction for community identified projects	FY 2026-27	\$562,000
Transportation For Clean Air (TFCA)	40% Formula Program	Regional	Bike/Ped Facilities, TDM Programs, Alternative Fuel Vehicles / Vehicle Infrastructure	FYs 2027-31	\$700,000
	Bikeways Program	Regional	Bicycle Facility Projects: Bike Paths, Lanes, Routes, Lockers/Parking.	FY 2026-27	\$1,000,000

Funding Program		Funding Type/Source	Eligible Projects	Fiscal Year(s)	Est. Total Available
Local Partnership Program Formulaic (LPP-F)	Cycle 5	State	Local Roadway, Highway, Complete Streets, Active Transportation, Transit Capital Projects	FYs 2025-27	\$638,000
	Cycle 6	State		FYs 2027-29	\$550,000
	Cycle 7	State		FYs 2029-31	\$550,000

Table 2 below summarizes the timeline for the Unified Call and highlights the major steps in the process.

Table 2: Timeline Summary

NVTA Funding Program Timeline	
April-Early May 2026	NVTA Release Project Screening Criteria Intake Form NVTA Staff Office Hours Available
May 7, 2026	TAC recommends release of Unified Call for Projects
May 18, 2026	ATAC Review - Feedback
May 20, 2026	NVTA Board Opens Unified Call for Projects
June 19, 2026	Unified Call for Projects, along with Project Screening Criteria Intake Form due to NVTA
July 8, 2026	CAC Review - Feedback
July 9, 2026	PCC Review – Feedback
July 27, 2026	ATAC Review – Complete Streets Checklist
September 3, 2026	TAC reviews NVTA staff project recommendations for Board approval
September 16, 2026	NVTA Board project nomination approval
September 30, 2026	NVTA staff submit OBAG 4, CARE project nomination to MTC
November 1, 2026	NVTA staff submit FYE 27 TFCA 40% (previously programmed) and TFCA Bikeways project nominations to Air District
November – December 2026	OBAG 4 County & Local program – Regional Project Evaluation & Project Prioritization: <ul style="list-style-type: none"> - MTC evaluation of nominations - CMAQ emissions benefits & cost effectiveness (for eligible projects) - MTC &CTA discussions of preliminary staff recommendation

January 2027	OBAG 4 County & Local Program – MTC Project Selection - MTC staff recommendations for Commission considerations & approval - Programming of County & Local Program projects into 2023 TIP (est. February 2027)
October 1, 2027	First year of OBAG 4 funding availability for County & Local Program projects
November 1, 2027	NVTA Staff submit FYE 28 TFCA 40% project nominations to Air District
Dec 1, 2027	Deadline to submit LPP-F Cycle 5 Nomination and Allocation packages to CTC and Caltrans for review to January 2028 CTC Meeting Agenda

ALTERNATIVES

Without approval, this would delay NVTA’s ability to solicit, evaluate, and program projects for available funding sources, including OBAG 4. A delay would affect NVTA’s ability to meet upcoming regional programming deadlines for OBAG 4 and may result in the loss of federal funding intended to advance crucial countywide priority projects.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 1: Serve the transportation needs of the entire community regardless of age, income, or ability

Unified Call supports this goal by screening projects across multiple funding programs, including projects that prioritize equity, access, active transportation, transit, and community benefits. This helps NVTA identify projects that improve mobility options for a broad range of Napa County residents.

Goal 2: Improve system safety in order to support all modes and serve all users

The Unified Call will help fund projects that improve safety for people walking, biking, taking transit, and driving.

Goal 3: Use taxpayer dollars efficiently

The Unified Call creates one coordinated process for multiple funding programs, reducing duplication and helping NVTA program funds strategically.

Goal 5: Minimize the energy and other resources required to move people and goods

Funding available as part of this Unified Call support projects that reduce emissions, encourage mode shift, and improve access to transit, walking, and bicycling.

ATTACHMENTS

- 1) Project Screening Criteria Intake Form

Napa Valley Transportation Authority – Unified Call for Projects

Introduction

NVTA is issuing a unified Call for Projects for multiple transportation funding programs, including federal, state, and regional fund sources. This effort will support project screening and future programming for fiscal years 2026–27 through 2030–31.

Project sponsors are asked to submit intake forms for projects to NVTA for consideration through available funding opportunities. Funding programs in this call include the One Bay Area Grant, Cycle 4 (OBAG 4), Community Action Resource & Empowerment (CARE) Program, Transportation Fund for Clean Air (TFCA), and Local Partnership Program Formulaic (LPP-F). Identifying projects early will allow NVTA to assess project readiness, align projects with funding requirements, and position projects for successful delivery.

Instructions

Eligible project sponsors must complete and submit one screening form for each project proposed for funding consideration under NVTA’s Unified Call for Projects. Sponsors may identify all applicable funding sources being pursued for the project. This form is intended for initial eligibility screening only and does not constitute a **full application**. Projects determined to be eligible may be required to submit additional information and/or a full application for the applicable funding program. In addition, projects seeking One Bay Area Grant, Cycle 4 (OBAG 4) funding will be evaluated using program-specific scoring criteria.

Submission of the project screening criteria form is required. Applicants pursuing OBAG 4 or TFCA funding must submit a completed screening criteria form with their application materials. For LPP and CARE funding, submission of the screening criteria form is the first step in the application process.

Additional information on the Unified Call for Projects is available on [NVTA’s Funding Program webpage](#).

If you have any questions or need assistance completing this form, please contact NVTA staff:

NVTA Contact Information	
<p>Diana Meehan Planning and Programming Manager Email: dmeehan@nvta.ca.gov Phone: 707-259-8327</p>	<p>Adrell Coleman Associate Planner Email: acoleman@nvta.ca.gov Phone: (707) 259-8235</p>

Information

Jurisdiction	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name

Project Description

Funding Source(s) being pursued as Part of this Call	Check all that apply
One Bay Area Grant (OBAG 4)	
Community Action Resource & Empowerment (CARE) Program <ul style="list-style-type: none"> ▪ Community Based Transportation Plan Technical Assistance (CBTP TA) ▪ Participatory Budgeting and Implementation (PB&I) 	
Transportation Fund for Clean Air (TFCA)	
TFCA Bikeways Program	
Local Partnership program Formula Funds (LPP-F)	

Project Phase

Est. Phase Start Date

Est. Total Project Cost

Other Funding Sources, Amount

OBAG 4 Screening Criteria

The One Bay Area Grant, or OBAG 4, is a federal funding program administered by the Metropolitan Transportation Commission. It provides Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to support eligible transportation projects that advance Plan Bay Area 2050+ and related regional priorities. **OBAG 4 county funds are to provide funding for local transportation needs, including capital, planning, and implementation activities.**

Reference: [MTC Resolution No. 4740](#)

Projects must meet all screening criteria to be considered for OBAG 4 funding. These criteria serve as the basic eligibility requirements. NVTA will first review projects for eligibility and consistency with local and regional goals, then prioritize eligible projects using evaluation (scoring) criteria largely guided by MTC’s OBAG 4 Guidelines.

Est. OBAG 4 Funding Available: \$7,288,000*
<i>* 120% of Napa County’s Nomination Targets</i>

OBAG 4 Screening Criteria	All boxes must be checked
Project is a stand-alone project	
Project is eligible for federal Surface Transportation Block Grant Program (STP) or Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds	
Project fits into one of the following categories: <ul style="list-style-type: none"> • Planning and Implementation • Growth Framework • Environment • Complete Streets • Transit Priority • Multimodal Network 	
Project sponsor is eligible to apply	
Project sponsor is requesting a minimum of \$250,000 in OBAG 4 funds	
Project is consistent with: Plan Bay Area (PBA) 2050+ NVTA Countywide Transportation Plan (CTP) 2050 (currently under development)	
Project complies with applicable federal and state requirements	
Project sponsor has identified the minimum federal match requirement of 11.47%	
Project can meet federal timely use of funds requirements	

Supplemental OBAG 4 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. Project prioritization may also consider the ability to match recommended projects with available fund sources.

Category	Yes	No	N/A	Score
1: Project addresses transportation needs and provides benefits such as improved safety, implementation of strategies from NVTA Vision Zero Active Transportation Plan, emissions reduction, etc. (10 pts)				
2: Project addresses resilience, stormwater management or state of good repair. (10 pts)				
3: Project demonstrates community support identified through adopted plans, other local planning or project prioritization processes, letters of support, etc. (10pts)				
4: Project is included in the 2025 Community Based Transportation Plan (CBTP) and benefits locally or regionally identified Equity Priority Communities (EPCs). (10 pts)				
5: Project improves connectivity and multimodal accessibility, including bicycle and pedestrian facilities consistent with the Active Transportation Plan, ADA facilities and transition plans, and aligns with Complete Streets policy. (10 pts)				
6: Project Improves transit access (such as sidewalk gap closure, red curbs, curb ramps, shelters, lighting etc.) (10 pts)				
7: Project Improves transit reliability (Queue jumps, TSP, Boarding Islands, bus only lanes). (10 pts)				
8: Project includes a local funding contribution above the 11.47% required match (Not a requirement). (5 pts)				
9: For project sponsors that submit multiple projects; this project has been given priority. (N/A if only one project is submitted)				NO POINTS
Total Score				

Priority Development Areas (PDAs) and Transit-Oriented Communities (TOCs) Geographic Considerations

Under OBAG 4 program policies, a minimum share of county program funding must support Priority Development Areas (PDAs) or Transit-Oriented Communities (TOCs). For North Bay counties, including Napa County, at least 50% of nominated funding must be located in, or within one mile of, these areas. Priority Development Areas are locally designated areas identified through Plan Bay Area where cities and counties plan to accommodate future housing and job growth. Transit-Oriented Communities are areas located near major transit stations, typically within one-half mile of rail, ferry, or bus rapid transit stops, where policies encourage higher-density housing, improved transit access, and walkable neighborhoods.

Reference: [PBA 2050+ PDA Map](#)

PDAs and TOCs	Yes	No
Project is located in or within 1 mile of a Priority Development Area (PDA) or Transit-Oriented Community (TOC)		
PDA Location:		

Community Action Resource and Empowerment (CARE) Program Screening Criteria

The CARE Program includes the Community Based Transportation Plan Technical Assistance (CBTP TA) and Participatory Budgeting and Implementation (PBI) components, which are intended to advance community identified transportation projects from concept through implementation. CBTP TA funds support early project development activities that help move community priority projects toward implementation readiness, while PBI funds support the implementation or construction of eligible projects. Both components are intended to address needs identified through [Community Based Transportation Plans \(CBTPs\)](#). Screening criteria are used to confirm that a project meets the basic eligibility requirements before it can move forward for further consideration under the CARE Program.

Reference: [MTC Resolution No. 4604](#)

CARE Program CBTP TA Funding Available: \$562,000
CARE Program PBI Funding Available: \$562,000

Community Action Resource and Empowerment (CARE) Program	All boxes must be checked
Project is a stand-alone capital project*	
Project is located in a regionally or locally defined Equity Priority Community (EPC)	
Originate from a CBTP, MTC-funded participatory budgeting effort, a locally led participatory budgeting process or comparable community-driven planning effort	
Project sponsor is an eligible public agency	
Project sponsor is requesting a minimum of \$250,000	
Provide clear and verifiable evidence of community support. If originating from a participatory budgeting process that was completed in: <ul style="list-style-type: none"> ▪ 2022 or later: provides the originating planning or engagement document ▪ 2021 or earlier: provides the originating planning or engagement document and at least one additional form of supplemental documentation If originating from a CBTP or other community-driven planning process from: <ul style="list-style-type: none"> ▪ 2022 or later: provides the originating planning or engagement document and at least one additional form of supplemental documentation 2021 or earlier: provides the originating planning or engagement document and at least two additional forms of supplemental documentation 	
<i>*Operational studies may be eligible for funding, subject to MTC review.</i>	

CARE Program Evaluation Criteria

Projects that meet all applicable screening criteria will be prioritized for CARE funding under either the CBTP TA or PBI components, based on, but not limited to, the factors listed below.

Category	Yes	No
1: Applicant is pursuing CARE CBTP TA funding		
2: Applicant is pursuing CARE PBI funding		
3: Project is consistent with one or more of the following: <ul style="list-style-type: none"> ▪ Plan Bay Area 2050+ ▪ Coordinated Public Transit-Human Services Transportation Plan ▪ Regional Safety/Vision Zero Policy ▪ Equity Platform 		
4: Project demonstrates community support identified through adopted plans, other local planning or project prioritization processes, letters of support, etc.		
5: Project aims to advance the project through 100% PS&E phase. <i>(Only applies to CARE CBTP TA funding)</i>		
6: Project aims to advance and complete construction of the project. <i>(Only applies to CARE PBI funding)</i>		
7: Project is feasible and capable of being delivered within the proposed scope, schedule, and funding constraints.		

Transportation Fund for Clean Air (TFCA) Screening Criteria

The Transportation Fund for Clean Air (TFCA) Program is a regional funding program administered by the Bay Area Air District to support projects that reduce motor vehicle emissions. TFCA is funded through a vehicle registration surcharge, with a portion of funds returned to counties on a formula basis. NVTA administers these funds locally through the County 40% Fund and one-time Bikeways funding (New this cycle) and programs them to eligible projects that improve air quality, such as bicycle and pedestrian improvements, transit enhancements, trip reduction programs, and other transportation control measures.

Reference: [FY 2026-27 TFCA 40% Fund Expenditure Plan Guidance](#)

Projects must meet all screening criteria in order to be considered further for TFCA 40% funds or one-time allocation of TFCA Bikeway Program funding. The screening criteria are the basic eligibility requirements established by the Air District.

Est. TFCA 40% Program Funding Available: \$700,000
TFCA Bikeway Program Funding Available: \$1,000,000

Transportation Fund for Clean Air (TFCA)	All boxes must be checked
Project sponsor is an eligible applicant (public agency or public agency sponsor for another entity)	
Project reduces motor vehicle emissions	
Project falls within one of the eligible TFCA project categories listed in California Health and Safety Code Section 44241, including: <ul style="list-style-type: none"> ▪ Ridesharing programs ▪ Transit service and transit improvements ▪ Shuttle and feeder services ▪ Traffic flow improvements (including signal coordination) ▪ Bicycle and pedestrian facility improvements ▪ Transportation control measures ▪ Vehicle emission reduction projects 	
Project is publicly accessible	
Project can be implemented and open for public use within 2 years of funding year	
Project sponsor has the ability to operate and maintain the project for the required effectiveness period	
TFCA Bikeways - Additional Screening Criteria	
<i>Complete only if applying for TFCA Bikeways funding</i>	
Project is an eligible bicycle project under TFCA, including bikeway infrastructure (bike lanes, paths) or supporting bicycle facilities (bike lockers, racks, bike share)	
If the project is a bikeway infrastructure project, it is included in an adopted countywide bicycle plan (NVTA Active Transportation Plan)	

Local Partnership Program-Formula Funds (LPP-F) Screening Criteria

The Local Partnership Program-Formula Funding (LPP-F) is a state funding program established under Senate Bill 1 (SB 1) and administered by the California Transportation Commission (CTC). NVTA receives formula funding through this program based on its status as a self-help county, having passed a voter-approved local transportation sales tax measure. LPP funds may be used for a range of capital projects, including roadway projects, transit capital improvements, safety, active transportation, and complete streets projects.

Reference: [2024 Local Partnership Formula Program Guidelines](#)

Projects must meet all screening criteria in order to be considered further for LPP funding. The screening criteria are the basic eligibility requirements for SB 1 LPP formula funds.

LPP-F Cycle 5 (2024 Program) Funding Available: \$638,000
 Est. LPP-F Cycle 6 (2026 Program) Funding Available: \$550,000
 Est. LPP-F Cycle 7 (2028 Program) Funding Available: \$550,000

Local Partnership Program (LPP)	All boxes must be checked
Project is a capital improvement project eligible under the Local Partnership Program	
Project includes a complete funding plan for all phases, including total project cost	
Project identifies all fund sources as committed or uncommitted	
Project includes a minimum 1:1 local match for the phase LPP funds are requested	
If uncommitted funds are included, a plan to secure those funds is identified	
Local Match Source(s):	
Project can meet NVTA and CTC deadlines for programming and allocation, including readiness for nomination and allocation by January 2028	
Project can meet LPP timely use of funds requirements	
Project schedule and delivery approach are identified	
Risks to project delivery and schedule have been identified and considered	
Phase Applying For (check one): <ul style="list-style-type: none"> ▪ PA&ED ▪ PS&E ▪ Right-of-Way ▪ Construction 	
Estimated Phase Completion Date:	
If requesting LPP funds for a pre-construction phase (PA&ED or PS&E): Project can meet the 10-year requirement to initiate ROW or Construction	



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Planning and Programming Manager
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Programming of Local Partnership Program (LPP) Incentive Funds – Silverado Five-Way Intersection Improvements Project

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board of Directors approve programming \$2 million in Local Partnership Program (LPP) funds for the Right-of-Way (ROW) phase to the Silverado Five-Way Intersection Improvements Project.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

NVTA receives an annual allocation of LPP formula funds of approximately \$500,000 per two-year cycle. In addition to formula funds, NVTA received a one-time \$5 million allocation in incentive funding following the voter approval of Measure U.

NVTA has been a funding partner to the City of Napa's Silverado Five-way Project since early 2018 and continues to work with them and Caltrans on advancing the project. Staff is recommending \$2 million of the \$5 million one-time LPP funds be programmed to the Silverado Five-way to complete the funding package on the right-of-way phase and advance the project. LPP funding requires a 1:1 match. The City of Napa is providing the matching funds through state and federal funding allocations.

FISCAL IMPACT

Yes. Approval of this item would program \$2 million in available Local Partnership Program Formulaic funds for the project.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND

The Local Partnership Program (LPP) is a state funding program created under Senate Bill 1 (SB 1, the Road Repair and Accountability Act of 2017) to reward and supplement counties and cities that raise their own transportation revenues through voter-approved sales taxes, tolls, or fees. Napa Valley Transportation Authority (NVTA) qualifies for formulaic LPP funds because Napa County is a “self-help county” with a voter-approved local transportation sales tax measure, previously under Measure T and now under Measure U. This allows NVTA to leverage state funds for roadway, safety, and active transportation improvements.

In February 2018, the NVTA Board adopted a Local Partnership Program policy to help guide how LPP funds are prioritized. Under that policy, projects must be consistent with LPP guidelines, have a completed project initiation document (PID) or equivalent, and be consistent with the adopted Countywide Transportation Plan. The policy identifies regionally significant projects located on the state highway system as a priority.

In June 2025, the California Transportation Commission (CTC) approved an amendment to the 2024 Local Partnership Program formulaic fund distribution to award NVTA \$5 million in LPP incentive funding. The voter approval of Measure U in November 2024 made Napa County eligible for this one-time incentive funding. The funds are available for programming and allocation through June 30, 2028.

Staff is recommending programming \$2 million in available LPP Incentive funds toward the City of Napa’s Silverado Five-Way Project, located at the intersection of Silverado Trail (SR121), Third Street, Coombsville Road, and East Avenue. This City of Napa project will construct two roundabouts to improve operations, enhance safety, reduce driver delay and congestion, and improve the overall level of service on the state highway. Programming for the remaining \$3M has not yet been determined.

Programming these funds would close the funding gap for the Right-of-Way (ROW) phase and allow the City to enter into a cooperative agreement with Caltrans. Caltrans will not enter into a cooperative agreement for any phase that is not fully funded. As highlighted in Table 1 below, the project currently has State Transportation Improvement Program (STIP) and One Bay Area Grant, Cycle 3 (OBAG 3) funds programmed for ROW. LPP funds require a dollar-for-dollar local match, which would be met through this combination of programmed funds.

Table 1: Five-Way ROW Phase – Funding Plan

Fund Source	Amount
State Transportation Improvement Program (STIP)	\$1,153,000
One Bay Area Grant (OBAG 3)	\$2,000,000
Local Partnership Program (LPP) – Incentive Funds	\$2,000,000
Total Funding	\$5,153,000

ALTERNATIVES

Without an approval, the project would be significantly delayed and place other funding already programmed to this project at risk.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 2: Improve system safety for all modes and users

The project supports safety improvements by advancing transportation infrastructure that improves operations and reduces potential conflicts for roadway users.

Goal 3: Use taxpayer dollars efficiently

Programming LPP funds allows NVTA to leverage available state funding and match existing programmed funds for the project.

Goal 6: Prioritize maintenance and rehabilitation of the existing system

The proposal supports investment in existing transportation infrastructure and helps advance delivery of a priority project.

ATTACHMENTS

- 1) California Transportation Commission - LPP Incentive Funds Programming Action
- 2) NVTA Resolution No. 18-09, Local Partnership Program Policy

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 26-27, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.16, Action

Prepared By: Kayla Giese
Assistant Deputy Director

Published Date: June 13, 2025

Subject: 2024 Local Partnership Formulaic Program Fund Distribution Amendment,
Resolution LPP-P-2425-10, Amending Resolution G-24-65

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to the 2024 Local Partnership Formulaic Fund Distribution to add incentive funding as follows:

- Add \$392,000 of incentive funding for the City of Albany in Fiscal Year 2025-26.
- Add \$5,000,000 of incentive funding for Napa Valley Transportation Authority in Fiscal Year 2025-26.

Issue:

On November 5, 2024, voters in the City of Albany passed a renewal of the Safe and Accessible Sidewalks and Pathways Special Parcel Tax, a special tax imposed on every parcel of real property within the City of Albany to fund public sidewalk maintenance and obstruction removal projects. The Safe and Accessible Sidewalks and Pathways Special Parcel Tax renewal will go into effect on July 1, 2025, and makes the City of Albany eligible for the Local Partnership Formulaic Program and Incentive Funding for a renewed eligible measure.

On November 5, 2024, voters in Napa County passed the Napa Valley Transportation Authority's Measure U, a continuance of the jurisdiction's existing one-half of one-percent sales tax, to finance capital outlay expenditures that include maintenance, reconstruction, or rehabilitation projects included in the Local Streets and Roads Maintenance Program, highway improvement projects included in their Regional Transportation Enhancement Program, and Transit Fare Subsidies. Measure U will go into effect on July 1, 2025, and makes the County eligible for Local Partnership Formulaic Program Incentive Funding for a renewed eligible measure.

Approval of this amendment to the 2024 Local Partnership Formulaic Program Funding Distribution will add \$392,000 of incentive funding for the City of Albany and \$5,000,000 for the Napa Valley Transportation Authority. The incentive funding is available for programming and allocation through June 30, 2028. The set-aside incentive funding amount of \$20,000,000 for Fiscal Year 2025-26 will be reduced by \$5,392,000, leaving a remaining unused incentive funding balance of \$14,608,000. Unused incentive funding will be redistributed at the August 2025 Commission meeting based on the program funding distribution of 60 percent to the formulaic program and 40 percent to the competitive program.

Background:

Senate Bill (SB) 1 (Chapter 5, Beall, Statutes of 2017) created the Local Partnership Program, and authorized \$200 million annually to fund the Program. This legislation requires the Commission, in consultation with the California Department of Transportation, regional transportation planning agencies, local agencies and other transportation stakeholders, to develop guidelines. Assembly Bill 115 (Chapter 20, Committee on Budget, Statutes of 2017) clarified SB 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program.

The Local Partnership Formulaic Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements. Only agencies with Commission-adopted funding and committed local matching funds are eligible to receive the Local Partnership Formulaic Program funding.

The Local Partnership Formulaic Program recognizes new or renewed voter-approved self-help efforts and incentivizes jurisdictions to pursue future voter-approved tax measures, tolls, or fees. Incentive funding is set-aside each fiscal year from the Local Partnership Program. One-time incentive funding is provided to jurisdictions that seek and receive voter approval of new or renewed tax measures, tolls, or fees, if those tax measures, tolls, or fees have a minimum period of ten years, are dedicated solely to transportation, and, for sales taxes, are equal to or greater than one quarter cent. The total amount of incentive funding awarded to jurisdictions is limited to \$20 million annually. Incentive funding amounts are a minimum of \$200,000 and may range up to a maximum of \$5 million for each jurisdiction, depending on the amount of revenue generated.

Resolution LPP-P-2425-03

Be it Resolved that the Commission does hereby approve the amendment to the 2024 Local Partnership Formulaic Fund Distribution to add incentive funding as follows:

1. Add \$392,000 of incentive funding for the City of Albany in Fiscal Year 2025-26.
2. Add \$5,000,000 of incentive funding for Napa Valley Transportation Authority in Fiscal Year 2025-26.

Attachment:

- Attachment A: Amended 2024 Local Partnership Formulaic Fund Distribution

2024 Local Partnership Program		2025-26	2026-27
Local Partnership Program Annual Appropriation Snapshot		\$ 200,000	\$ 200,000
Set-Aside Incentive Funding		\$ 20,000	\$ 20,000
Competitive Program (40%)		\$ 72,000	\$ 72,000
Formulaic Program (60%)		\$ 108,000	\$ 108,000
Competitive Program (40%)		\$ 72,000	\$ 72,000
2022 Competitive Program Rollover of Unprogrammed Funds		\$ 57,923	
2022 Competitive Overprogramming		\$ (6,253)	
Subtotal Available for Competitive Program		\$ 123,670	\$ 72,000
Formulaic Program (60%)		\$ 108,000	\$ 108,000
Redistribution of Lapsed Project Funds (2020 Program) (PPNO 4810, PPNO 1512, PPNO 8055)		\$ 716	
Redistribution of Lapsed Project Funds (2022 Program) (PPNO 1512)		\$ 29	
Subtotal Available for Formulaic Program		\$ 108,745	\$ 108,000
Proposed Annual Formulaic Funding Distribution			
Tolls + VRF + parcel/property tax	7.16%	\$ 7,784	\$ 7,731
North sales tax	26.18%	\$ 28,467	\$ 28,272
South sales tax	66.66%	\$ 72,494	\$ 71,997
Funding Based on Voter-Approved Tolls, Vehicle Registration Fee (VRF), Parcel/Property Tax Revenue		2025-26	2026-27
	Revenue (100%)	Funding	Funding
Alameda County Transportation Commission (Measure F-VRF) *	\$ 12,170	\$ 200	\$ 200
Alameda-Contra Costa Transit District (Measure C1-Parcel Tax)	\$ 29,883	\$ 323	\$ 321
Bay Area Rapid Transit District (Measure RR-Parcel Tax)	\$ 92,756	\$ 1,004	\$ 996
Bay Area Toll Authority (Regional Measure (RM) 1, RM 2, RM 3-Tolls)	\$ 447,768	\$ 4,847	\$ 4,807
City and County of San Francisco (Prop. D-Bus. Tax)	\$ 16,981	\$ 200	\$ 200
City/County Association of Governments of San Mateo County (Measure M-VRF)	\$ 7,845	\$ 200	\$ 200
Orinda (Measure L-Parcel Tax)	\$ 1,736	\$ 200	\$ 200
San Francisco County Transportation Authority (Prop AA-VRF) *	\$ 4,652	\$ 200	\$ 200
Santa Clara Valley Transportation Authority (Measure B-VRF) *	\$ 19,318	\$ 209	\$ 207
Transportation Authority Marin County (Measure B-VRF) *	\$ 2,320	\$ 200	\$ 200
Yuba County (Measure D-Depletion Surcharge)	\$ 981	\$ 200	\$ 200
Totals	\$ 636,409	\$ 7,784	\$ 7,731
Funding Based on Voter-Approved Sales Tax Revenue and Population - North		2025-26	2026-27
County (Agency)	Revenue (25%)	Population (75%)	Funding
Alameda (Alameda County Transportation Commission) *	\$ 195,330	1,641,869	\$ 3,333
Amador (City of Amador)	\$ 32	193	\$ 200
Contra Costa (Contra Costa Transportation Authority)	\$ 122,556	1,146,626	\$ 2,289
El Cerrito	\$ 2,167	N/A	\$ 200
Martinez	\$ 4,686	N/A	\$ 200
Fresno (Fresno County Transportation Authority)	\$ 110,090	1,017,431	\$ 2,035
Lake (Clearlake)	\$ 2,617	16,553	\$ 200
Madera (Madera County Transportation Authority)	\$ 16,155	159,328	\$ 321
Marin (Transportation Authority Marin County) * ^	\$ 34,759	252,844	\$ 383
Marin (Sonoma Marin Area Rail Transit District) ^	\$ 24,540	-	\$ 211
Mendocino (Fort Bragg)	\$ 1,195	7,179	\$ 200
Mendocino (Point Arena)	\$ 65	445	\$ 200
Mendocino (Ukiah)	\$ 3,368	16,108	\$ 200
Mendocino (Willits)	\$ 942	4,830	\$ 200
Merced (Merced County Transportation Authority)	\$ 26,951	287,303	\$ 563
Monterey (Transportation Agency for Monterey County) ^	\$ 38,556	437,614	\$ 665
Monterey (Monterey-Salinas Transit District) ^	\$ 12,602	-	\$ 236
Napa (Napa Valley Transportation Authority)	\$ 25,095	135,029	\$ 299
Nevada (Truckee)	\$ 5,708	16,778	\$ 200
Sacramento (Sacramento Transportation Authority)	\$ 178,274	1,578,938	\$ 3,179
San Benito (Council of San Benito County Governments)	\$ 13,227	65,853	\$ 200
San Francisco (San Francisco County Transportation Authority) * ^	\$ 108,678	843,071	\$ 1,447
San Francisco (Caltrain) * ^	\$ 39,901	-	\$ 397
San Joaquin (San Joaquin County Transportation Authority)	\$ 88,077	791,408	\$ 916
San Mateo (San Mateo County Transportation Authority) ^	\$ 116,088	741,565	\$ 707
San Mateo (San Mateo County Transit District) ^	\$ 231,713	-	\$ 1,413
San Mateo (Caltrain) * ^	\$ 39,901	-	\$ 207
Santa Clara (Santa Clara Valley Transportation Authority) * ^	\$ 671,714	1,903,198	\$ 4,895
Santa Clara (Caltrain) * ^	\$ 39,901	-	\$ 300
Santa Cruz (Santa Cruz County Regional Transportation Commission) ^	\$ 27,644	262,572	\$ 300
Santa Cruz (Santa Cruz Metropolitan Transit District) ^	\$ 27,700	-	\$ 300
Sonoma (Sonoma County Transportation Authority) ^	\$ 31,832	478,152	\$ 495
Sonoma (Sonoma Marin Area Rail Transit District) ^	\$ 24,540	-	\$ 475
Stanislaus (Stanislaus County Transportation Authority)	\$ 60,839	548,744	\$ 1,102
Totals	\$ 2,327,445	12,353,631	\$ 28,467
Funding Based on Voter-Approved Sales Tax Revenue and Population - South		2025-26	2026-27
County (Agency)	Revenue (25%)	Population (75%)	Funding
Imperial (Imperial County Local Transportation Authority)	\$ 23,982	182,881	\$ 524
Los Angeles (Los Angeles County Metropolitan Transportation Authority)	\$ 4,399,442	9,824,091	\$ 37,648
Orange (Orange County Transportation Authority)	\$ 430,476	3,150,835	\$ 9,081
Riverside (Riverside County Transportation Commission)	\$ 282,217	2,442,378	\$ 6,882
San Bernardino (San Bernardino County Transportation Authority)	\$ 251,862	2,181,433	\$ 6,146
San Diego (San Diego Regional Transportation Commission)	\$ 426,693	3,291,101	\$ 9,415
San Luis Obispo (El Paso de Robles) ^	\$ 6,700	30,907	\$ 200
Santa Barbara (Santa Barbara County Local Transportation Authority)	\$ 54,452	443,623	\$ 1,260
Tulare (Tulare County Transportation Authority)	\$ 51,171	478,918	\$ 1,337
Totals	\$ 5,926,995	22,026,167	\$ 72,494
Incentive Funding		2025-26	2026-27
Beginning Balance		\$ 20,000	\$ 20,000
City of Albany (Special Parcel Tax)		\$ 392	
Napa Valley Transportation Authority (Measure U)		\$ 5,000	
Remaining Balance		\$ 14,608	\$ 20,000

* Agency listed more than once.
 ^ Multiple agencies within county with countywide tax.
 ^ Incentive funds are being awarded from the FY 24-25 incentive set-aside
 ^ Formula Funding Distribution for FY2025-26 and 2026-27 is pending eligible measure renewal



RESOLUTION No. 18-09

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
ADOPTING A POLICY PRIORITIZING STATE HIGHWAY PROJECTS FOR THE
LOCAL PARTNERSHIP PROGRAM FORMULAIC FUNDS**

WHEREAS, The Local Partnership Program (LPP) is a program created under the Road Repair and Accountability Act of 2017 (SB 1) which appropriates \$200 million annually to LPP; and

WHEREAS, the program is split into two subprograms the formulaic and the competitive; and

WHEREAS, the formulaic LPP receives \$100 million a year statewide; and

WHEREAS, NVTA-TA as the sales tax authority for Measure T funds is the recipient of the Measure T formulaic LPP funds; and

WHEREAS, the California Transportation Commission has strongly supported state funding such as STIP and LPP to be used on the state highway system; and

WHEREAS, Napa County jurisdictions have identified several high-priority projects on the state highway system that are regionally significant;

NOW THEREFORE LET IT BE RESOLVED that NVTA shall program projects in the Local Partnership Program formulaic funds as follows:

1. Are consistent with the Local Partnership Program Guidelines; and
2. Have a completed Project Initiation Document (PID) or equivalent; and
3. Are consistent with the adopted Countywide Transportation Plan; and
4. Give priority to regionally significant projects located on the state highway system and parallel routes thereof; and
5. Allow locally sponsored projects off the state highway system that have existing federal and/or state funds programmed to be eligible for the LPP formula funds to fill any project shortfalls providing that no other funds are available to gap the funding shortfall and that the project funding is being secured through the Caltrans Local Assistance process.

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Passed and adopted the 21st day of February, 2018.


Peter G. White, NVTA Chair

Ayes: Garcia(2), Joseph(2),
Barnes(1), Canning(1),
Gentry(5), Sedgley(5),
Pedroza(2), Ramos(2),
Galbraith(1), White(1),
Dunbar(1), Dorman(1)

Nays: None

Absent: None

ATTEST:


Karalyn E. Sanderlin, NVTA Board Secretary

APPROVED:


Vicki A. Clayton, NVTA Legal Counsel

2-13-2018
Date



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Rebecca Schenck, Director – Public Transit
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Vine UpValley Link

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive the report and approve the proposed guidelines for the new Vine UpValley Link program.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

The Napa Valley Transportation Authority completed the Accessible Transportation Needs Assessment in May 2025. One of the recommendations was to expand non-Vine Transit options and providers. In accordance with this recommendation, and continued public support for up valley transportation to destinations like the St. Helena Hospital. NVTA is looking to start the Vine UpValey Link program on July 1, 2026, which aims to increase access to essential services located outside of the Vine Transit service area.

Under this program, NVTA will reimburse up to \$50 towards \$100 worth of rides to/from different lifeline service destinations monthly. This program will be open to those 65 and older who are residents of the Town of Yountville, City of St Helena, and the City of Calistoga. Rides would be provided by the transportation network company (TNC) of the riders' choice (i.e., Uber or Lyft) & participants in the program will receive a reloadable debit card for payment. This is similar to the Taxi Scrip program currently offered to City of Napa residents aged 65 and older but would utilize TNC companies like Uber and Lyft since the City of Napa taxi companies do not offer regular service to places such as the St. Helena Hospital.

FISCAL IMPACT

A total of \$100,000 is allocated in the FY 2026-27 and 2027-28 budget for the Taxi Scrip and Vine UpValley Link. Staff anticipates spending \$50,000 per year on the City of Napa program and would use the balance towards the new program.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND

The Accessible Transportation Needs Assessment (ATNA) study identified barriers to mobility for seniors and individuals with disabilities across Napa County and proposed strategies to enhance equitable and accessible transportation options.

The following six priority strategies were identified for phased implementation as funding becomes available, with associated goals shown in parentheses:

- **Partner with healthcare providers** to enhance transportation access. (Coordination, Education, Connectivity)
- **Expand non-NVTA transportation options** to increase service availability. (Coordination, Education, Connectivity)
- **Improve access to medical facilities in neighboring counties.** (Coordination, Connectivity)
- **Establish a dedicated mobility manager** and formalize an ongoing implementation committee. (Coordination, Education)
- **Enhance public awareness and outreach** to seniors and individuals with disabilities. (Coordination, Education)
- **Expand Vine Go service** to improve mobility options. (Connectivity, Funding)

The Vine UpValley Link program is a step towards expanding non-NVTA transportation options, as well as improving access to medical facilities in neighboring counties. The basic program guidelines would be as follows:

- NVTA covers up to \$50 towards an eligible ride to/from lifeline services worth up to \$100 per month.
 - For example, this could be one round trip from Calistoga, St. Helena or Yountville to the St. Helena Hospital. This could also be used for many shorter trips within Calistoga, St. Helena or Yountville to a destination of

their choice. This could also be a round trip from Calistoga or St. Helena to Santa Rosa.

- NVTA would issue reloadable debit cards from the PEX program under its existing contract.
- TransDev customer service staff who are already trained on the PEX system would assist in program administration.
- Repurpose the eligibility process and other collateral
- There would be no need for a separate Lyft or Uber contract; all payments would go through the reloadable PEX cards.
- If a ride exceeds the existing balance, then a TNC reservation cannot be placed.

ALTERNATIVES

NVTA could decide not to move forward with a new program at this time or could explore variations of the program or develop a different solution to Up Valley residents' request for better access.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 1: Serve the transportation needs of the entire community regardless of age, income or ability.

The Vine UpValley Link program seeks to improve transportation access and mobility for seniors and disabled individuals by implementing identified strategies in the ATNA plan.

ATTACHMENT(S)

Attachment 1: Vine UpValley Link Program Guidelines



Vine UpValley Link Program Guidelines

The Vine UpValley Link program is designed to enhance mobility, independence, and access to essential services for eligible residents to supplement the regular Vine bus system for seniors and/or persons with disabilities that have evening trips after the bus/shuttle goes out of service, to take them to places the bus/shuttle does not serve or on a day when the rider may not feel well enough to take the bus/shuttle. By providing subsidized transportation through transportation network companies, the program ensures that seniors, individuals with disabilities, and other qualifying community members have reliable, flexible, and affordable travel options within the service area.

These guidelines establish the procedures and responsibilities necessary to administer the program consistently and effectively. They are intended to ensure fair access, promote responsible use of public funds, and maintain high-quality transportation services for all participants. The Vine UpValley Link program supports the region's commitment to equitable mobility and the well-being of its residents.

Eligible Users

Yountville, St Helena or Calistoga residents who are any of the following:

- 65 years or older
- ADA certified
- 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 program by completing Part II of the Vine UpValley Link Program Application

Service Area

Trips that begin and/or end in the Town of Yountville, City of St Helena or City of Calistoga

How the Program Works

You must complete the Vine UpValley Link program application and mail or take to NVTA/ Vine, 625 Burnell St., Napa, CA 94559. Or, complete a fillable form found at www.vinetransit.com.

Once an application is approved, a combination PEX Payment/ID card for the sole use of the Vine UpValley Link program will be sent to the participant. After the participant activates the card, they can add funds to their card that will be matched by NVTA.



Participants may opt to create an online account to check their balance. They may also call the Vine Customer Service Office to get their balance. Only enrolled participants of the program may use funds and individuals may not give their Vine UpValley Link program card to anyone else to use.

Vine UpValley Link program participants may add a maximum of \$50 each month, in \$10 increments, which will be added to their PEX Payment/ID card. The actual value is a maximum of \$100 per month, but there is no limit to the amount of unused funds that can accumulate on the card, nor the amount of the participant's card balance that can be used per month. It is important to remember that funds placed on the card are non-refundable.

Key Program Rules

- Tipping is allowed.
- Each client can add a maximum value of \$50 per month.
- All users must be enrolled and follow the rules of Vine UpValley Link Program card.
- Funds expire 5 years from issuance.
- Card funding is non-refundable or exchangeable.
- Only residents who meet the established program criteria are eligible to enroll.
- All program applicants must complete a Vine UpValley Link Program application (Appendix 1). Applications may take up to 21 days to process.
- Resources are limited and the program will be on a first come first serve basis.

Outside Agencies

Agencies wishing to have their clients participate in the Vine UpValley Link program must direct their clients to NVTA to enroll and follow the same rules as individual participants.