

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Wednesday, May 6, 2026  
5:00 PM

JoAnn Busenbark Boardroom

### Community Advisory Committee (CAC)

All materials relating to an agenda item for an open session of a regular meeting of the Community Advisory Committee (CAC) are posted on the NVTA website at: <https://nctpa.legistar.com/Calendar.aspx>

Napa Valley Transportation Authority (NVTA) Community Advisory Committee (CAC) meeting will be held both in person and remotely via Zoom. The Zoom option will be available for members of the public to participate, however all committee members are expected to be in person and following the traditional Brown Act rules.

#### PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 94573100120
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 945 7310 0120 If asked for the participant ID or code, press #.

#### Public Comments

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

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

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

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

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

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

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

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

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

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

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

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA CAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang iny

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

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

## **6. PRESENTATIONS**

- 6.1                      **Solano-Napa North Bay Passenger Rail Feasibility Study (Erik Mumm & Monica Tanner, Kimley Horn)**  
*Estimated Time:*    5:20 p.m.

## **7. CONSENT AGENDA**

- 7.1                      **Meeting Minutes of March 4, 2026 (Arcie Alvarado) (Pages 6-8)**  
  
*Recommendation:*    CAC action will approve the meeting minutes of March 4, 2026  
  
*Estimated Time:*      5:35 p.m.  
  
*Attachments:*         [Draft Minutes](#)

## **8. REGULAR AGENDA ITEMS**

**8.1 Executive Director Report (Pages 9-11)**

**Recommendation:** That the Napa Valley Transportation Authority (NVTA) Community Advisory Committee receive the Executive Director Report.

**Estimated Time:** 5:40 p.m.

**Attachments:** [Staff Report](#)

**8.2 Countywide Transportation Plan Progress Update (Diana Meehan) (Pages 12-20)**

**Recommendation:** Information Only

**Estimated Time:** 5:50 p.m.

**Attachments:** [Staff Report](#)

**8.3 NVTA Unified Call for Projects - Cycle 1 (Diana Meehan) (Pages 21-33)**

**Recommendation:** Information Only.

**Estimated Time:** 6:15 p.m.

**Attachments:** [Staff Report](#)

**8.4 Vine Transit Update (Libby Payan) (Pages 34-45)**

**Recommendation:** That the Napa Valley Transportation Authority (NVTA) Community Advisory Committee receives the third quarter of Fiscal Year 2025-2026 Vine Transit update.

**Estimated Time:** 6:25 p.m.

**Attachments:** [Staff Report](#)

**9. FUTURE AGENDA ITEMS**

**10. ADJOURNMENT**

**10.1 The next Regular Meeting is Wednesday, July 1 2026.**

I, Arcie Alvarado, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on April 29, 2026.

Arcie Alvarado (e-sign)

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Arcie Alvarado, Administrative Assistant

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

## Meeting Minutes - Draft Community Advisory Committee (CAC)

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Wednesday, March 4, 2026

5:00 PM

JoAnn Busenbark Boardroom

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### 1. Call To Order

Chair Baldini called the meeting to order at 5:05 p.m.

### 2. Roll Call

**Present:** 8 - Ron Richardson  
Larry Kromann  
Michael Baldini  
Vincent Courtney  
Ashley Tenscher  
Tom Kambe  
Hans Korve  
Gary Woodruff

**Absent:** 3 - Jean Vincent Deale  
Patricia Lynch  
Alex Crown

**Excused:** 0

### 3. Public Comment

None

### 4. Committee Member Comments

Member Tenscher provided her experience waiting for a bus on SolTrans.

Member Baldini complimented a Vine bus driver for providing him with directions and guidance.

### 5. Staff Comments

None

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

### 6. PRESENTATIONS

**6.1** NVTA Project Update (Grant Bailey)

NVTA staff Grant Bailey provided an informational presentation.

Member Richardson made a comment on the bypass alternative in American Canyon. Member Korve inquired on signal inter connectors on Alternative One. Chair Baldini inquired about the Michelin Mobility study in regard to the collision rate.

**6.2** Vine Trail St. Helena to Yountville (Graham Wadsworth)

Information Only/No Action Taken

Member Tenscher inquired on the repaving on Oak Street in St. Helena. Executive Director Schmitz asked for the proposed alignment in Yountville and the cost differential of the alignment alternatives. Staff Libby Payan requested further information on their coordination with CPUC regarding grade-crossing.

**7. CONSENT AGENDA**

**7.1** Meeting Minutes of January 7, 2026 (Arcie Alvarado) (Pages 7-9)

Motion **MOVED** by Kambe **SECONDED** by Vice Chair Korve to **APPROVE** the January 7, 20206 CAC Minutes. Motion passed.

**Aye:** 8 - Member Richardson, Member Kromann, Chairperson Baldini, Member Courtney, Member Tenscher, Member Kambe, Vice Chair Korve and Member Woodruff

**Absent:** 3 - Member Deale, Member Lynch and Member Crown

**7.2** Vine Transit Update (Libby Payan) (Pages 10-20)

This Informational Report was approved. Motion **MOVED** by Kambe **SECONDED** by Vice Chair Korve to **APPROVE** the Vine Transit Update. Motion passed.

**Aye:** 8 - Member Richardson, Member Kromann, Chairperson Baldini, Member Courtney, Member Tenscher, Member Kambe, Vice Chair Korve and Member Woodruff

**Absent:** 3 - Member Deale, Member Lynch and Member Crown

**8. REGULAR AGENDA ITEMS**

**8.1** Executive Director Report (Danielle Schmitz) (Pages 21-23)

Member Korve inquired about the sales tax measure and it's impact on borrowing. Executive Director Schmitz clarified borrowing.

Member Courtney provided insight and commented on the impact of the Bay Area Rapid Transit System on the Bay Area.

**8.2** Napa Countywide Active Transportation Plan Review (Diana Meehan) (Pages 24-27)

Information Only/No Action Taken

Public comment made by Graham Wadsworth supporting the plan.

## **9. FUTURE AGENDA ITEMS**

Chair Baldini requested for the list of future agenda items. Member Korve inquired about the Work Plan and would like more information on the prioritization of projects.

## **10. ADJOURNMENT**

Chair Baldini adjourned the meeting at 6:46 PM.

### **10.1 The next Regular Meeting is May 6, 2026.**

I, Arcie Alvarado, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on February 25, 2026.

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Arcie Alvarado, Administrative Assistant



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## NAPA VALLEY TRANSPORTATION AUTHORITY Community Advisory Committee (CAC) Agenda Memo

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**TO:** Community Advisory Committee (CAC)  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Danielle Schmitz, Executive Director  
(707) 259-5968 / Email: [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** Executive Director Report

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority Community Advisory Committee (CAC) receive the Executive Director Report.

### **BACKGROUND**

#### ***Local Update***

**Bottle Rock Schedules/Free Transit** - NVTA staff have released BottleRock schedules – please let your friends and neighbors know there will be free transit all BottleRock weekend!

**Outreach-** NVTA hosted Valley Oak High School students on a field trip at the Bus Maintenance Facility and provided a tour and hands-on experience. The Maintenance Manager and transit planners provided career path information, and it was an informative and positive experience for the students. Thank you to our Transit team!

On April 18<sup>th</sup>, NVTA staff participated in Earth Day at the Oxbow Commons. We had a great turn out and community members enjoyed being able to tour our fully electric Art Bus.

**Notice-** Full closure of SR 29 in Rutherford for the culvert replacement project from 10:00pm to 6:00am with a detour on Silverado Trail began on April 28 and is expected to complete by May 8th.

**Vision Zero Update-** NVTA is kicking off the Napa Valley Vision Zero data update and progress report – we completed the Vision Zero plan in 2023, and this is a benchmark report.

**Join Us** - NVTA will be participating in the Vine Trail Month of Movement starting May 1<sup>st</sup>. If any committee members would like to join the Notorious Valley Transportation Animals team, and walk, bike or roll in the month of May, please let us know and we will add you to our team.

NVTA will also be participating in BikeFest on Sunday May 3<sup>rd</sup> at the Oxbow Commons and Bike to Wherever Day on Thursday, May 14<sup>th</sup>. Stop by our energizer station on Soscol Avenue at Vallejo Street from 7:00am – 9:00am.

### ***Regional Update***

**Metropolitan Transportation Commission Update** – The MTC Programming and Allocations committee approved \$11.6 million for the SR 37 Tolay Creek Bridge Project to complete the funding plan on package one of the Sears Point to Mare Island Improvement Project. The project will widen and extend the bridge allowing for more tidal flow to pass through the channel, improving connections for many wildlife species like fish and terrestrial marsh animals.

MTC's Regional Network Management Council approved the transit wayfinding design guidelines to help Bay Area transit agencies establish a uniform look for signs and maps used at regional transit hubs that connect multiple systems. NVTA will be incorporating some of the signage at the Redwood Park and Ride when it updates the transit signage at that hub.

### ***State and Federal***

#### **State Update:**

State Budget - February revenues modestly exceeded projections, and year-to-date revenues are ahead by \$7 billion. However, this positive trend is tempered by looming financial pressures, including the need to backfill significant federal funding losses tied to H.R. 1, particularly affecting county health systems. Additionally, economic uncertainty linked to geopolitical tensions could negatively impact future state revenues.

The Governor has reshaped the California Air Resources Board (CARB) board through several appointments and replacements, including removing one nominee late in the confirmation process and appointing new members. These changes may influence future climate and emissions policy decisions, though the exact motivations behind some shifts remain unclear.

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Caltrans is forming a California Transit Advisory Committee (CTAC) to provide strategic and technical input on transit planning and implementation, with applications open through April. This effort stems from SB 960 (2024), which requires stronger integration of transit and “complete streets” into state planning. In parallel, Caltrans is creating a new Deputy Director of Transit position and reestablishing its Division of Mass Transportation, signaling a renewed emphasis on improving transit speed, reliability, and connectivity, particularly through priority infrastructure like dedicated bus lanes and signal prioritization.

*Federal Update:*

CFM Advocates are actively pursuing federal earmark funding for two Napa County projects -\$2 million for the American Canyon SR-29 corridor improvements and \$1.3 million for Vine Transit bus shelter safety upgrades. Meetings with congressional offices are ongoing to strengthen support, and decisions on whether these requests advance to the Appropriations Committee are expected soon.

At the national level, transportation advocates are pushing for strong funding of the federal Buses and Bus Facilities grant program, requesting \$2.2 billion annually. This effort has broad bipartisan support, with over 50 members of Congress backing a letter to maintain funding. This is especially important as Congress prepares a long-term transportation reauthorization bill that will set funding levels for the next five years.

A partial Department of Homeland Security shutdown is causing operational disruptions, including airport staffing issues, though negotiations are underway to resolve it. Meanwhile, Congress is considering using budget reconciliation, a process requiring only a simple majority, to advance funding for defense, border security, and election-related policies, though internal political divisions remain.

A proposed rule from the General Services Administration could have major implications for federal grant recipients. The rule would require all entities to re-register in SAM.gov and agree to new federal compliance certifications under penalty of law. If implemented, this could create new nationwide conditions for accessing federal funding. The proposal is still under review, and organizations are encouraged to submit comments before the deadline.

**ATTACHMENTS**

None



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## NAPA VALLEY TRANSPORTATION AUTHORITY

### Community Advisory Committee (CAC) Agenda Memo

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**TO:** Community Advisory Committee  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Diana Meehan, Planning and Programming Manager  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Countywide Transportation Plan Progress Update

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#### **RECOMMENDATION**

Information only

#### **EXECUTIVE SUMMARY**

All Bay Area County Transportation Agencies (CTAs) are required to adopt a Countywide Transportation Plan (CTP) every four years, which aligns with the Metropolitan Transportation Commission’s regional Plan Bay Area initiative to address local transportation priorities and financial needs. CTPs also serve as essential building blocks for the development of MTC’s larger regional transportation plan. The current CTP- “Advancing Mobility 2045”, was adopted in 2021. The new CTP update, *Intersections 2050*, began in February 2025 and is expected to be complete summer 2026.

#### **FISCAL IMPACT**

Is there a Fiscal Impact? No

#### **BACKGROUND**

The CTP is part of a regional planning process. Priority projects identified in the CTP are included in the Regional Transportation Plan (RTP) by the Metropolitan Transportation Commission (MTC). Programs and projects submitted to MTC for inclusion in the RTP, known as “Plan Bay Area”, must be fiscally constrained. The CTP also includes projects and programs where funding has not been identified (unconstrained plan) allowing them to advance should additional funding be identified. As part of the planning effort, Goals and Objectives are defined to help guide staff, member agencies, and the public to frame projects and programs that are included in the plan. Additionally, performance metrics

relating to each goal category allow for monitoring the plan's implementation progress. Much of the task work has been completed with the final stages of the draft plan currently taking place with an expected release for public review in June and final adoption in July.

The following is a review of CTP progress-to-date:

### **Data Collection and Baseline Assessment**

NVTA staff and the consultant project team have updated data from the past plan, along with parallel planning efforts including:

- Establishing updated transportation system benchmarks (Solano/Napa Activity-Based Travel Model-SNABM-Kick off December 2025):
  - Traffic volumes, travel times, and congestion trends
  - Transit ridership and service characteristics
  - Travel demand and land use forecasts
- Updated demographic and equity mapping using 2022 Census ACS datasets and MTC equity frameworks through the NVTA Community Based Transportation Plan Process
- Active transportation and safety data (including Vision Zero integration)
- Community-Based Transportation Plan and update to local/regional Equity Priority Communities
- Updated performance metrics and targets

### **Emerging Needs Assessment**

A new analysis section in the plan will identify systemwide needs through 2050 to address emerging needs relative to climate, safety, and post pandemic travel, including:

- Wildfire and disaster evacuation constraints
- Housing growth impacts, particularly in high-growth areas and Priority Development Areas
- Safety trends, including severe-injury crash patterns and corridors of concern
- Post-pandemic travel changes, including remote work and midday travel growth (Travel Behavior Study)
- Aging population mobility needs and paratransit demand projections as identified in the Accessible Transportation Needs Assessment (ATNA)
- New technologies, including EV uptake, micromobility and connected infrastructure

## **Community Engagement**

Significant outreach took place over the past year under several planning efforts, including the Community Based Transportation Plan, Active Transportation Plan, Travel Behavior Study, and the update to the Solano/Napa Activity Based Model all of which directly inform the CTP effort. The CBTP and AT Plan were involved in well over 60 meetings, including one-on-one coordination meetings with jurisdiction staff planning and public works teams, outreach at community events, open house events, online workshops and mapping tools.

Last fall, NVTA staff worked directly with jurisdictions on updating their CTP project lists. A project evaluation framework (Attachment 1) was developed to align with the revised CTP goals and objectives which allowed the project team to rank how well projects and programs addressed each goal. This project evaluation framework will help inform which projects will move to the fiscally constrained list of projects in the plan. Staff are completing the final evaluation which will be included as part of the public draft.

The last phase of CTP outreach will take place with the release of the Draft Plan in June. Community members, advisory committees and jurisdictions will have the opportunity to provide feedback on the plan prior to adoption in July.

## **Goals, Strategies & Performance Measures**

- Refined CTP goal framework (safety, mobility, equity, environment, and system stewardship) adopted by the NVTA Board in June.
- Updated performance measures to include both quantitative and qualitative indicators and target setting
- Updated land-use methodology and files for SNABM to reflect new horizon year of 2050

## **CTP Projects Review-Update**

- January/February: developed project evaluation criteria framework
- March/April: Project evaluation and review
- May: Project evaluation review and development of financially constrained project list

## **Next Steps (Spring/Summer 2026)**

- April/May: Review preliminary constrained project list and funding strategy
- June: Release Draft plan, public, committee and Board review and comment period
- July: NVTA Board Adoption

**ATTACHMENTS**

(1) Project Evaluation Framework Memo

# Memo

Date: April 29, 2026

To: Diana Meehan, NVTA

From: Ashlee Takushi, Alexandra Ray, and Bob Grandy, Fehr & Peers

**Subject: Evaluation Methodology Memo for Napa 2050 Countywide Transportation Plan (CTP)**

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## Purpose

The evaluation process is used to screen the 90 projects that were submitted by local agencies as and identified in recent plans prepared by NVTA as part of the CTP Update process. The purpose of the evaluation process is to inform the development of a 10-year prioritization list of projects, to meet the MTC requirement for CTPs. CTPs are required to include a financially constrained list of projects as funding is not available for all projects on the unconstrained list.

## 2050 CTP Vision & Goals

Intersections 2050: Napa Countywide Transportation Plan establishes a long-range vision for a safe, equitable, and resilient transportation system that supports Napa County's communities, economy, and environment through the year 2050.

The CTP identifies six key thematic goals:

- Equity
- System Safety
- Strong Stewardship of Public Funds
- Economic Vitality
- Energy
- Maintenance and Rehabilitation

Goals are supported by specific objectives, which align with individual policies and programs that serve as the basis for infrastructure recommendations included in the Plan. The CTP also defines performance metrics closely tied to these goals. The 2050 metrics refine the framework used in the prior CTP to measure system performance across key transportation outcomes, guiding project evaluation, performance tracking, and public accountability.

## Evaluation Criteria

Projects were evaluated using a performance-based framework aligned with CTP 2050 goals and performance metrics. Concurrent and recently completed planning efforts including the Active Transportation Plan, Vision Zero Plan, NVTA Short Range Transit Plan, Accessible Transportation Needs Assessment, Community-Based Transportation Plan, and Travel Behavior Study, also informed the criteria.

Key criteria include:

- Benefits to Equity Priority Communities
- Safety improvements
- Multimodal access
- Project readiness, and consistency with regional priorities.

Additional criteria for matching funds and whether the projects are included in the General Plan or Capital Improvement Program (CIP) for the jurisdiction in which they are located were also considered in the evaluation process.

## Evaluation Scoring

The following scale was used for each metric to assess the level to which each project would achieve the CTP goals.

- Fully Advances Goals (3)
- Advances Goal (1-2)
- Neutral (0)

Projects ranking highest for advancing goals will be considered for advancing to the 10-year financially constrained list. Because the CTP is a long range plan forecasting projects and programs out 25 years, large-scale projects that have achieved or are in process with pre-construction phases, Project Approval/Environmental Document (PAED), Right of Way (ROW) or Plans, Specifications, Estimates (PS&E) but are still experiencing a funding shortfall, will be prioritized for the 10-year financially constrained list of projects. Rankings will be finalized through discussions with NVTA staff.

**Table 1** provides a list of the evaluation goals and metrics.

**Table 1. Evaluation Criteria**

Evaluation Goals	Evaluation Criteria	Considerations/Scoring Rationale
<b>EQUITY</b>	Implements projects or programs identified in CBTP	Project list identifies whether project is in CBTP.
	Provides infrastructure or program in or within 1 mile of an MTC or County designated EPC.	Based on whether all or a portion of a project is located in an EPC.
	Implements projects or programs identified in ATNA.	Based on whether project meets the recommendations outlined in the Accessible Transportation Needs Assessment (ATNA).
<b>SAFETY</b>	Implements projects or programs in Vision Zero Action Plan (VZAP) and/or Local Roadway Safety Plan (LRSP)	Project list identifies whether project is in VZAP or LRSP.
	Located on or crossing the High Injury Network	Based on countywide High Injury Network.
	Implements safety enhancements in AT Plan for vulnerable users (pedestrians, cyclists)	Project list identifies whether project is in AT Plan.
<b>STEWARDSHIP OF PUBLIC FUNDS</b>	Projects that improve transit speed and reliability through infrastructure improvements. (TSP, Bus Lanes, Queue Jumps etc).	Based on project description of transit infrastructure improvements.
	Project that expands multimodal travel options for major travel corridors	Based on project description of options for walking/biking/transit along or parallel to major corridors (generally local major arterials or state highways).
	Projects or programs that involve partnerships with local business or CBOs or agencies	Based on project descriptions of local partnerships.
<b>ECONOMIC VITALITY</b>	Improves multimodal access within Priority Development Area (PDA) or Transit-Oriented Community (TOC)*	Based on presence of multimodal access improvements within or partially within a PDA. *There are currently no TOCs in Napa County.
	Improves multimodal connections between EPC and employment centers	Based on presence of multimodal connections between EPCs and employment (e.g., downtowns, industrial areas, business parks etc.)
	Implements projects or programs that reduce travel time on major freight routes	Based on project description of operations improvements on highways-SR29, SR12/121, SR221.

Evaluation Goals	Evaluation Criteria	Considerations/Scoring Rationale
<b>ENERGY</b>	Implements projects or programs that reduce VMT by increasing vehicle occupancy levels	Based on project description of TDM or transit-related improvements that increase vehicle occupancy.
	Acquires or supports operation of zero or low emission vehicles	Based on project description of zero or low emission vehicles or EV charging.
	Supports green trips for access to schools or major employment centers	Based on project description of improving options for walking/biking/transit/carpooling/vanpooling or EV use near or adjacent to schools or employment (e.g., downtowns, industrial areas, business parks)
<b>MAINTENANCE AND REHABILITATION</b>	Maintenance project that has co-benefits (safety, climate resilience, active transportation and/or transit facilities)	Based on project description of maintenance project with ancillary benefits.
	Project that provides infrastructure for more efficient and safe operation of transportation system	Based on project description of infrastructure projects that improve transportation system for all modes
	Project that collects and utilizes data for smart operation of transportation system.	Based on project description of collecting or employing data to improve transportation operations (e.g., transportation operations center, bike counts)
<b>CONNECTIVITY</b>	Projects close a gap in the active transportation or transit network	Based on project description of closing a defined gap and/or adding a new active transportation/transit facility
	Projects improve first/last-mile connections to transit	Based on project description of improved active transportation facility adjacent or connecting to a transit hub/stop/corridor
	Projects improves multimodal access to key activity centers.	Based on project description of improvements to multimodal facility adjacent or connecting to activity center (e.g., jobs, school, park, retail center)
<b>MATCHING FUNDS</b>	Matching funds between 11.5- 20%	Based on discussions with NVTA and jurisdictions
	Matching funds above 20%	Based on discussions with NVTA and jurisdictions
<b>IN ADOPTED LOCAL PLAN?</b>	Implements projects or programs in General Plan	Based on whether project is named in a local General Plan
	Implements projects or programs in CIP	Based on whether project is named in a local CIP

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## NAPA VALLEY TRANSPORTATION AUTHORITY

### Community Advisory Committee (CAC) Agenda Memo

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**TO:** Community Advisory Committee  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Diana Meehan, Planning and Programming Manager  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** NVTA Unified Call for Projects – Cycle 1

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#### **RECOMMENDATION**

Information Only.

#### **EXECUTIVE SUMMARY**

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

#### **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 NVTU 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*
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

Funding Program		Funding Type / Source	Eligible Projects	Fiscal Year(s)	Est. total Available
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
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
* 120% of Napa County's Nomination Targets					

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"> <li>- MTC evaluation of nominations</li> <li>- CMAQ emissions benefits &amp; cost effectiveness (for eligible projects)</li> <li>- MTC &amp;CTA discussions of preliminary staff recommendation</li> </ul>
January 2027	OBAG 4 County & Local Program – MTC Project Selection <ul style="list-style-type: none"> <li>- MTC staff recommendations for Commission considerations &amp; approval</li> <li>- Programming of County &amp; Local Program projects into 2023 TIP (est. February 2027)</li> </ul>
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

## **ATTACHMENTS**

1) Project Screening Criteria Intake Form

**NVTA Unified Call for Projects – Cycle 1**  
Project Screening Criteria

**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: <a href="mailto:dmeehan@nvta.ca.gov">dmeehan@nvta.ca.gov</a> Phone: 707-259-8327</p>	<p>Adrell Coleman Associate Planner Email: <a href="mailto:acoleman@nvta.ca.gov">acoleman@nvta.ca.gov</a> Phone: (707) 259-8235</p>

**Information**

<b>Jurisdiction</b>	
<b>Contact Name/Title</b>	
<b>Contact Email</b>	
<b>Contact Phone</b>	

<b>Project Name</b>

<b>Project Description</b>

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

<b>Project Phase</b>

<b>Est. Phase Start Date</b>

<b>Est. Total Project Cost</b>

<b>Other Funding Sources, Amount</b>

**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.

<b>Est. OBAG 4 Funding Available: \$7,288,000*</b>
<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"> <li>• Planning and Implementation</li> <li>• Growth Framework</li> <li>• Environment</li> <li>• Complete Streets</li> <li>• Transit Priority</li> <li>• Multimodal Network</li> </ul>	
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
<b>1:</b> Project addresses transportation needs and provides benefits such as improved safety, implementation of strategies from NVTA Vision Zero Active Transportation Plan, emissions reduction, etc. <b>(10 pts)</b>				
<b>2:</b> Project addresses resilience, stormwater management or state of good repair. <b>(10 pts)</b>				
<b>3:</b> Project demonstrates community support identified through adopted plans, other local planning or project prioritization processes, letters of support, etc. <b>(10pts)</b>				
<b>4:</b> Project is included in the 2025 Community Based Transportation Plan (CBTP) and benefits locally or regionally identified Equity Priority Communities (EPCs). <b>(10 pts)</b>				
<b>5:</b> 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. <b>(10 pts)</b>				
<b>6:</b> Project Improves transit access (such as sidewalk gap closure, red curbs, curb ramps, shelters, lighting etc.) <b>(10 pts)</b>				
<b>7:</b> Project Improves transit reliability (Queue jumps, TSP, Boarding Islands, bus only lanes). <b>(10 pts)</b>				
<b>8:</b> Project includes a local funding contribution above the 11.47% required match (Not a requirement). <b>(5 pts)</b>				
<b>9:</b> For project sponsors that submit multiple projects; this project has been given priority. (N/A if only one project is submitted)				<b>NO POINTS</b>
<b>Total Score</b>				

**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 <a href="#">regionally or locally defined Equity Priority Community (EPC)</a>	
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"> <li>▪ 2022 or later: provides the originating planning or engagement document</li> <li>▪ 2021 or earlier: provides the originating planning or engagement document and at least one additional form of supplemental documentation</li> </ul> If originating from a CBTP or other community-driven planning process from: <ul style="list-style-type: none"> <li>▪ 2022 or later: provides the originating planning or engagement document and at least one additional form of supplemental documentation</li> <li>2021 or earlier: provides the originating planning or engagement document and at least two additional forms of supplemental documentation</li> </ul>	
<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		
<b>3:</b> Project is consistent with one or more of the following: <ul style="list-style-type: none"> <li>▪ <a href="#">Plan Bay Area 2050+</a></li> <li>▪ <a href="#">Coordinated Public Transit-Human Services Transportation Plan</a></li> <li>▪ <a href="#">Regional Safety/Vision Zero Policy</a></li> <li>▪ <a href="#">Equity Platform</a></li> </ul>		
<b>4:</b> Project demonstrates community support identified through adopted plans, other local planning or project prioritization processes, letters of support, etc.		
<b>5:</b> Project aims to advance the project through 100% PS&E phase. <i>(Only applies to CARE CBTP TA funding)</i>		
<b>6:</b> Project aims to advance and complete construction of the project. <i>(Only applies to CARE PBI funding)</i>		
<b>7:</b> 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"> <li>▪ Ridesharing programs</li> <li>▪ Transit service and transit improvements</li> <li>▪ Shuttle and feeder services</li> <li>▪ Traffic flow improvements (including signal coordination)</li> <li>▪ Bicycle and pedestrian facility improvements</li> <li>▪ Transportation control measures</li> <li>▪ Vehicle emission reduction projects</li> </ul>	
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	
<b>TFCA Bikeways - Additional Screening Criteria</b>	
<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"> <li>▪ PA&amp;ED</li> <li>▪ PS&amp;E</li> <li>▪ Right-of-Way</li> <li>▪ Construction</li> </ul>	
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	



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## NAPA VALLEY TRANSPORTATION AUTHORITY

### Community Advisory Committee (CAC) Agenda Memo

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

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#### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Community Advisory Committee receives the third quarter of Fiscal Year 2025-2026 Vine Transit update.

#### **EXECUTIVE SUMMARY**

This report summarizes the Vine’s operational performance during the third quarter of the current Federal Fiscal Year (FY) 2025-26, covering the period January 1 to March 31, 2026. The board memo compares the third quarter of FY 2025-26 to the same period of FY 2024-25 to provide context on year-over-year ridership levels and compares missed trips over the same two time periods. It also includes a discussion of recent schedule changes, marketing efforts and trip completeness.

#### **FISCAL IMPACT**

None

#### **BACKGROUND**

##### Upcoming Schedule Changes

The next schedule change will occur on Sunday, June 7th to align the end of the 2025-2026 school year. Changes currently under consideration include:

- Pausing the American Canyon and St Helena School trippers while school is not in session

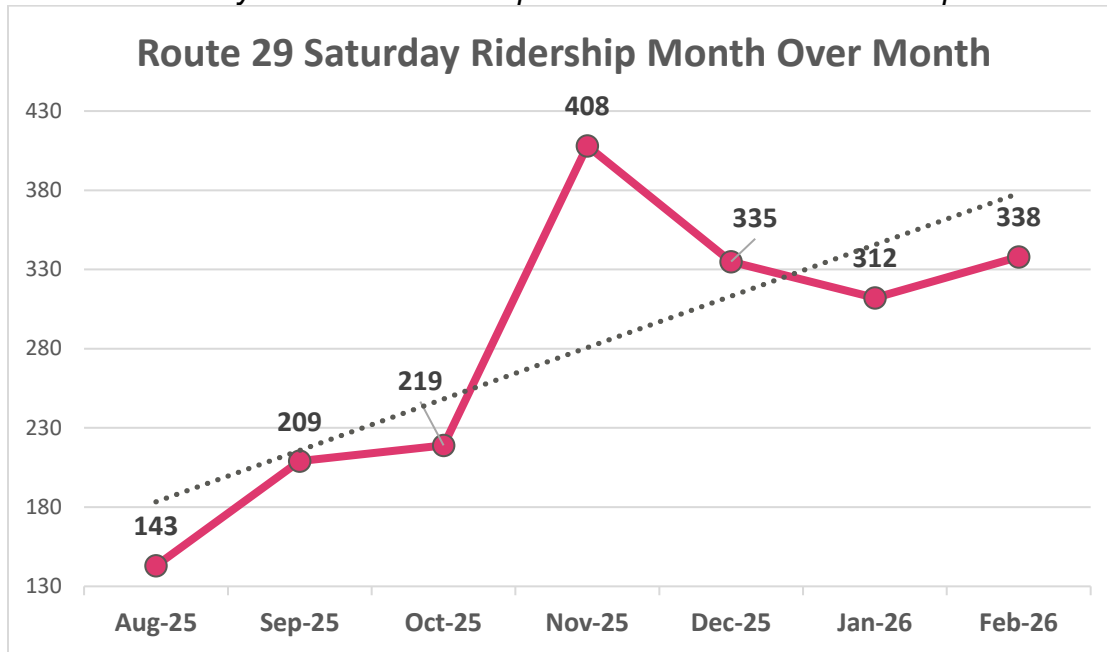
- Timepoint adjustments on Route 21 to enhance the connection to the Amtrak Capital Corridor Train
- Adding one later Route C and Route 29 trip
- Adjust Route D schedule to accommodate Camille Creek's Summer School Program
- Exploring options for other schools operating summer programs
- Minor timepoint tweaks

Additionally, there will also be some schedule changes during BottleRock weekend to accommodate festival attendees such as rerouting Route 29 to serve the transit center, operating weekend service on Route 21, and operating local service on Sunday, May 24.

#### Results From Recent Service Changes

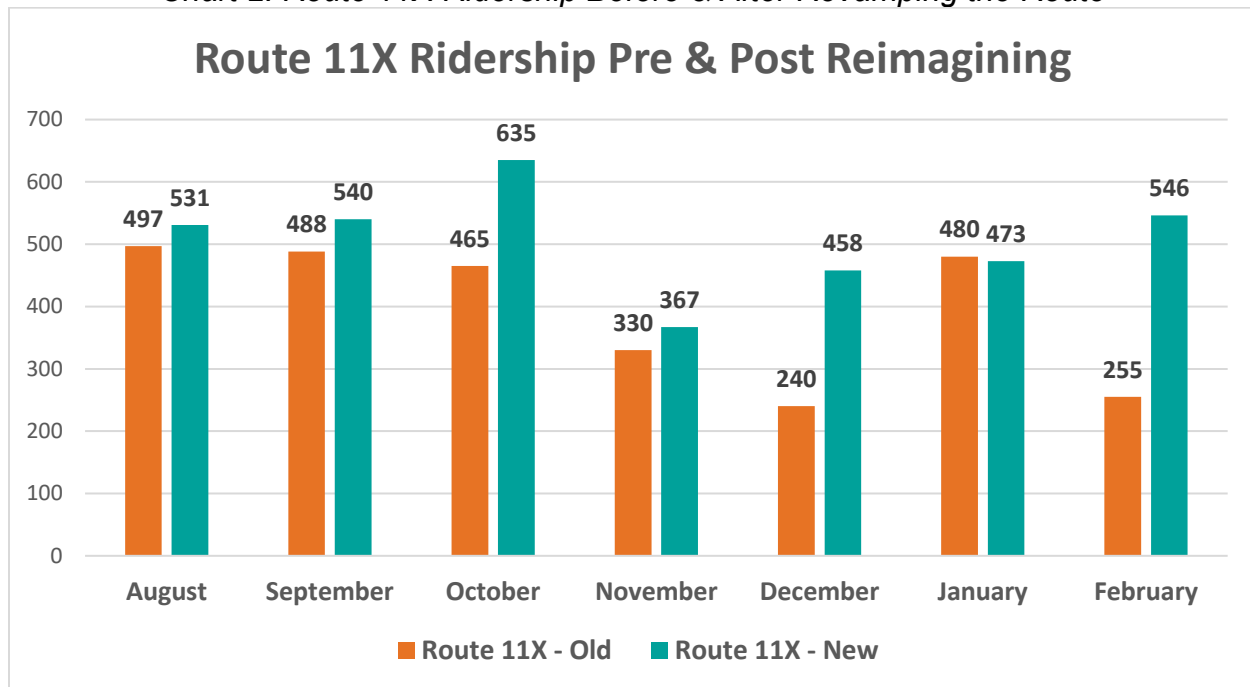
On August 10, 2025, Vine Transit implemented Saturday service on Route 29 that travels from the City of Napa to the El Cerrito Del Norte BART station. Previously, the route exclusively operated on weekdays as the target ridership was for individuals that commute to the greater Bay Area for work. Over the years, staff received feedback from the community expressing interest in utilizing Route 29 for more leisure-based trips. This feedback became particularly prominent when the privately owned company, Evans Transportation that operated shuttle service to the San Francisco Airport announced its closure a few years ago. Feedback received from the public indicated an interest in utilizing Route 29 and BART on weekends to travel to and from SFO. Given that six months have passed since Saturday service was implemented, staff wanted to provide a ridership update. Chart 1 on the next page highlights the month-to-month ridership in the 6 full months since inception. Thus far, ridership is trending in a positive upward manner with about 84 riders per Saturday in February. Ridership was highest in November, but that was mainly because there were five Saturdays in November. Staff will continue to monitor ridership and will share an analysis after one year.

Chart 1: Saturday Route 29 Ridership Month Over Month Since Implementation



On August 10, 2025, Vine Transit implemented a reimagined Route 11X that serves the most popular Route 11 stops including the Soscol Gateway Transit Center, Napa Valley College, American Canyon Park & Ride, the Sereno Transit Center in Vallejo and the Vallejo Ferry Terminal in a timelier manner. Previously, Route 11X focused on transporting riders to and from the Vallejo Ferry Terminal in an expedited manner by serving a limited number of stops. Since the Route was reinstated after COVID, it consistently underperformed and operated at unsustainable levels, despite making changes such as lowering the fare or changing the stops served. Given that six months have passed since the implementation of the reimagined Route, staff wanted to highlight the ridership increases when compared to the same months one year prior as demonstrated in Chart 2 below. The new Route 11X experienced improved ridership in nearly every month when compared to the same period one year prior. Staff will continue to monitor this ridership and will share an analysis once a full year is completed.

Chart 2: Route 11X Ridership Before & After Revamping the Route



NVTA applied for the TNC Access for All Program in November 2025 for operational funding to extend the hours of service on American Canyon Transit (ACT). The TNC Access For All Program is funded by a ten-cent tax that is levied on all Lyft, Uber, and other Transportation Network Companies (TNC) trips. The goal of the program is to expand on-demand transportation options for individuals that use wheelchairs since their TNC options are limited when compared to an able-bodied individual. In January 2026, NVTA received notice that the agency was recommended for award to expand the weekday ACT hours from 5:30pm to 7:00pm and starting Saturday service for the first time from 8:30AM – 5:30PM (with one vehicle). These extended hours went into effect on Monday February 9. To promote the program staff took the following actions:

- Sent a postcard in English & Spanish to every household in American Canyon announcing the extended hours
- Updated the American Canyon Transit brochures that are distributed at various events and locations throughout American Canyon
- Executed a bilingual marketing campaign leveraging sponsored ads on social media sites (Nextdoor, Meta, Spotify) and messaging on NVUSD’s “PeachJar” and the American Canyon Chamber Newsletter

Staff will provide a more comprehensive ridership update on these extended hours once they have been in effect for at least six months.

Ridership

Table 1 below compares the annual difference between third quarter of FY 2024-2025 (January, February, March) to third quarter of FY 2025-2026 to show the year-over-year ridership differences. Overall, City of Napa ridership increased by nearly 10%. Route A continues to experience an increase in ridership as the route transitioned from an on-demand service to a fixed route service in January 2025. The data from FY25 includes about two weeks of on-demand service. The next Vine Transit update will contain more of an apples-to-apples comparison as it will be the first time staff can analyze the year-over-year difference of Route A operating exclusively as a fixed route service. Route F experienced the most notable decrease in ridership of approximately 25%. This drop in ridership was unexpected; therefore, staff will closely monitor Route F ridership and analyze stop-by-stop data to gain an understanding of why the ridership declined.

*Table 1: City of Napa Ridership - Comparing Q3 of FY25 & Q3 of FY26*

	Q3 FY25	Q3 FY26	% Difference	Numerical Difference
<b>Napa Local On-Demand*/Route A</b>	1,580	2,649	<b>67.66%</b>	1,069
<b>Route B</b>	5,296	5,095	<b>-3.80%</b>	-201
<b>Route C</b>	13,164	15,052	<b>14.34%</b>	1,888
<b>Route D</b>	2,200	2,676	<b>21.64%</b>	476
<b>Route E</b>	2,511	3,198	<b>27.36%</b>	687
<b>Route F</b>	4,514	3,399	<b>-24.70%</b>	-1,115
<b>Route G</b>	3,198	3,527	<b>10.29%</b>	329
<b>Total</b>	<b>32,463</b>	<b>35,596</b>	<b>9.65%</b>	<b>3,133</b>

\*In Q3 of FY25, Route A operated as an on-demand service for 2 weeks. In Q3 of FY26, Route A operated as a full-time fixed route service

While ridership is an important key performance indicator (KPI), it is also important to track other KPIs. Passengers per revenue hour is a measure of the number of people on the bus for every hour that the bus is in service. It does not include the deadhead, which is the time leading to and from the maintenance yard. In Chart 3 on the next page, data shows passengers per revenue hour on weekdays (the grey bars) on local City of Napa routes increased when compared to one year prior and when compared to the previous quarter (Oct – Dec) of the current fiscal year.

**Chart 3: Passengers per Revenue Hour on City of Napa Routes (Weekdays)**

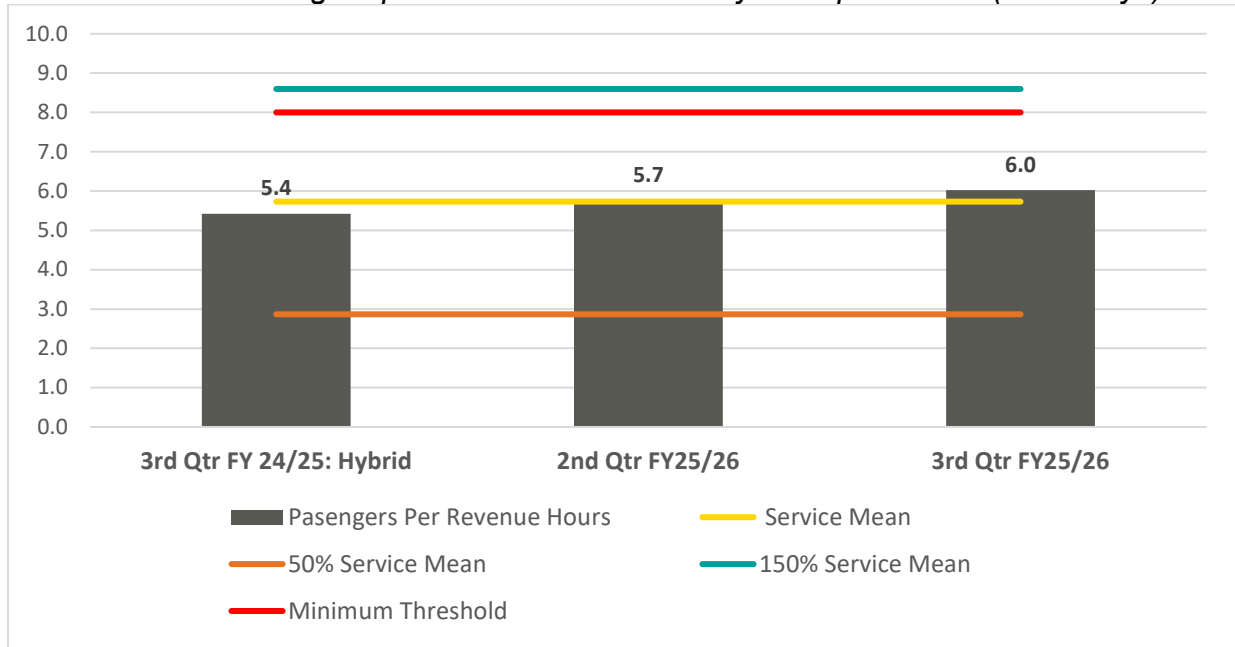


Chart 4 below shows that the passengers per revenue hour varies by each individual local City of Napa route. The Route C passengers per revenue hour continues to operate above the pre-COVID 8.0 minimum threshold measuring at 11.0. All other fixed routes were in the 3.6 to 6.7 range.

**Chart 4: Local Service Passengers per Revenue Hour (Weekdays)**

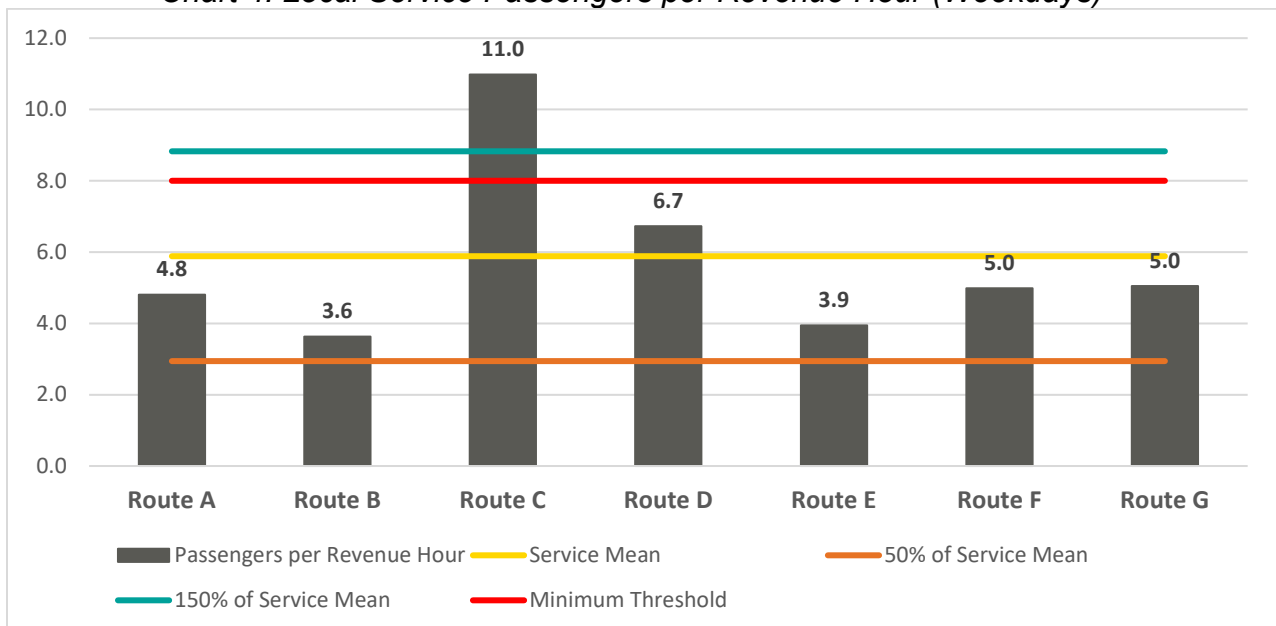


Table 2 below shows an overall minor ridership decrease of 3% for the quarter on regional routes. The most prominent ridership difference is Route 11X, which experienced an 81% increase in ridership when compared to the same time period one year ago. As explained earlier in this memo, Vine Transit implemented a reimagined Route 11X in August 2025 that serves the most popular Route 11 stops including:

- Soscol Gateway Transit Center
- Napa Valley College
- American Canyon Park & Ride
- Sereno Transit Center in Vallejo
- Vallejo Ferry Terminal in a timelier manner

Previously, Route 11X focused on transporting riders to and from the Vallejo Ferry Terminal by serving a limited number of stops but was operating at unsustainable ridership levels. It is believed that a portion of the new Route 11X riders were previously riders of Route 11 shifting to using a faster version of the route, which led to the 6% decrease in ridership on the regular Route 11.

*Table 2: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q3 of FY25 & Q3 of FY26*

	<b>Q3 FY25</b>	<b>Q3 FY26</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Route 10</b>	33,536	31,581	<b>-5.83%</b>	-1,955
<b>Route 11</b>	29,528	27,751	<b>-6.02%</b>	-1,777
<b>Route 11X</b>	984	1,785	<b>81.40%</b>	801
<b>Route 21</b>	2,299	2,734	<b>18.92%</b>	435
<b>Route 29*</b>	8,410	8,585	<b>2.08%</b>	175
<b>Total</b>	<b>74,757</b>	<b>72,436</b>	<b>-3.10%</b>	<b>-2,321</b>

\*Route 29 began operating Saturday service as of August 10, 2025, which is reflected in the Q3 FY26 ridership figure and not the Q3 FY25 ridership figure

Passengers per revenue hour data on regional services continues to fall below the pre-COVID 12.0 minimum threshold as shown on Chart 5 on the next page. Routes 10 and 11 continue to be the most efficient regional routes at 7.8 and 7.4 Route 21 continues to experience the lowest passengers per revenue miles at 2.4. Staff are drafting some changes to the Route 21 timetable for the June schedule change to improve the transfer times between Route 21 and the Amtrak Capitol Corridor Train at the Suisun Train Depot. This could lead to ridership increases for passengers looking to travel east towards Sacramento without having to wait an excessive amount of time for the train.

*Chart 5: Regional Service Passengers per Revenue Hour*

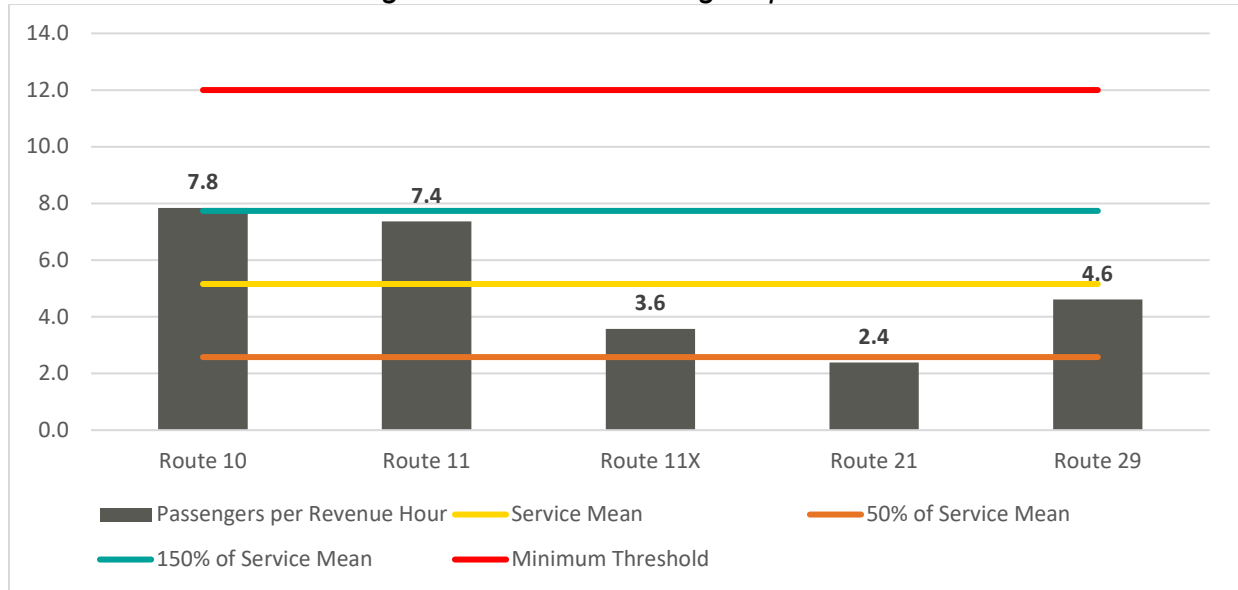


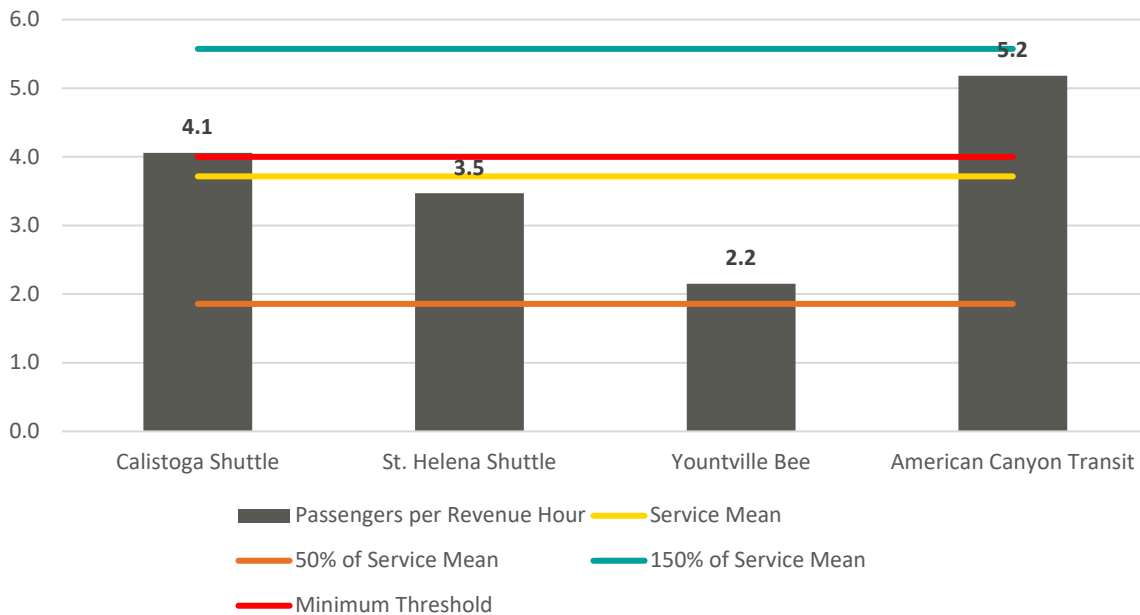
Table 3 below shows ridership experienced a noteworthy increase of 29.14% on the community shuttles when compared to the same quarter last year. By far, the most notable increase is in the ridership on Yountville Bee. This increase is primarily due to rising demand from Veteran’s Home residents.

*Table 3: Community Shuttles– Comparing Q3 of FY25 & Q3 of FY26*

	Q3 FY25	Q3 FY26	% Difference	Numerical Difference
<b>Calistoga Shuttle</b>	3,130	3,450	<b>10.22%</b>	320
<b>St. Helena Shuttle</b>	1,743	2,141	<b>22.83%</b>	398
<b>Yountville Bee</b>	1,030	1,717	<b>66.70%</b>	687
<b>American Canyon Transit</b>	4,932	6,260	<b>26.93%</b>	1,328
<b>Total</b>	<b>10,835</b>	<b>13,992</b>	<b>29.14%</b>	<b>3,157</b>

Chart 6 on the next page shows the passengers per revenue hour on the local community shuttles. American Canyon Transit (ACT) continues to experience the highest ridership out of the four shuttles. As explained earlier in this memo, due to its popularity staff successfully applied for a grant to cover the operational cost of extending service an additional 90 minutes on weekdays and adding Saturday service. from 8:30AM – 5:30PM (there has historically never been weekend service on ACT).

*Chart 6: Community Shuttle Service Passengers per Revenue Hour*



VineGo ridership continues to rise in the post-pandemic era.. During Q3 of FY26, it increased by about 15% as seen in Table 4. The increase in ridership can be attributed to multiple factors, including partnerships with Molly’s Angels and increased marketing and outreach efforts. NVTa is rebidding the work for the VineGo drivers in April to add additional driver hours to try and keep up with demand.

*Table 4: VineGo Ridership – Comparing Q3 of FY25 & Q3 of FY26*

	<b>Q3 FY25</b>	<b>Q3 FY26</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>VineGo</b>	4,330	4,991	15.27%	661

Finally, Tables 5 & 6 on the next page show the missed trips during the third quarter of the current fiscal year compared to the third quarter of last Fiscal Year. Beginning in January 2025, NVTa reinstated a liquidated damage against its contracted service operator, Transdev, which enforces a \$500 penalty for each missed trip. This requirement was initially waived during the COVID pandemic given the uncertainties of the transit landscape and employment market. Given that much time has passed and Vine Transit’s schedules are more consistent, staff began enforcement and noticed a significant decline when compared to the same period last year.

*Table 5: Missed trips Q3 of FY 2024-2025*

	<b>Regular Missed Trips</b>	<b>On-Demand Missed Trips</b>
<b>January</b>	8	0
<b>February</b>	6	0
<b>March</b>	4	0
<b>Total</b>	<b>18</b>	<b>0</b>

*Table 6: Missed trips Q3 of FY 2025-2026*

	<b>Regular Missed Trips</b>	<b>On-Demand Missed Trips</b>
<b>January</b>	7	6
<b>February</b>	0	1
<b>March</b>	1	1
<b>Total</b>	<b>8</b>	<b>8</b>

Summer Youth Pass 2026

The Summer Youth Pass will return for the third consecutive summer. The pass is designed for riders between the ages of 6-18 that allows them to take an unlimited number of rides on all Vine Transit Routes between June 1, 2026 – August 31, 2026. The pass costs \$20 and riders can either order it online, buy it at the transit center, or use the Token Transit app to purchase a virtual ticket. Sales on the Summer Youth Pass will commence in May.



### Marketing Efforts

Staff continue to make a concerted effort to increase their outreach to the community to ensure diverse populations can be reached and awareness of all NVRTA's programs and transit services are shared with attendees. During Spring and Summer, the number of events will increase, and staff will strive to attend as many as possible. Some events attended since the last Vine Transit Update include:

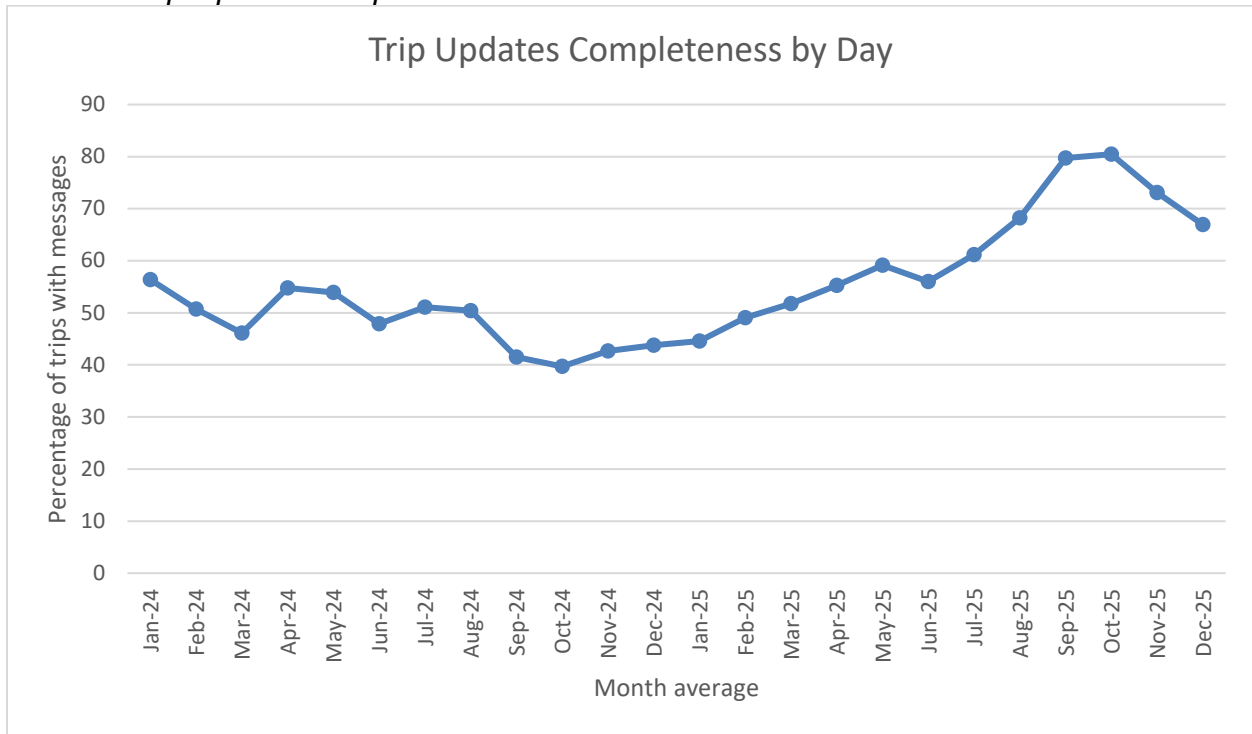
- The North Bay Workforce Alliance Hiring Event (January 29, 2026)
- Best of Napa Valley (January 30, 2026)
- English & Spanish Presentations at Napa Creek Manor (February 3, 2026)
- Napa County Career Technical Education (February 5, 2026)
- CIA Greystone Health & Resource Fair (February 11, 2026)
- Bus Stop Pop-Up Events
- Valley Oak Resource Fair (February 27, 2026)
- 8<sup>th</sup> Grade Career Expo (March 12, 2026)
- Napa Climate Summit (March 26, 2026)

Marketing and transit staff are planning for BottleRock 2026. Vine transit offers free rides to all bus riders, regardless of their destination, during those weekends and offers special late-night service after the concert. Brochures highlighting all of Vine Transit's scheduled trips and BottleRock information were recently printed and are being distributed throughout the Bay Area.

### Trip Completeness

NVRTA continues to track the percentage of trips sending real-time messages. Chart 7 below shows monthly averages of trip completeness across all routes through the end of December 2025, the last full quarter data was available. NVRTA would like to get to a level of 85% on-par with its neighbors which should be achievable with a new CAD/AVL system that will be fully implemented by the end of September 2026.

Chart 7: Trip Update Completeness



**ATTACHMENTS**

None