

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Thursday, May 7, 2026  
2:00 PM

JoAnn Busenbark Boardroom

### Technical Advisory Committee (TAC)

The Napa Valley Transportation Authority (NVTA) Technical Advisory Committee (TAC) meeting will be held in person. A Zoom option will be available for members of the public to participate for convenience only and in the event that the Zoom teleconference connection malfunctions for any reason, the Technical Advisory Committee reserves the right to conduct the meeting without remote access and take action on any agenda item. All committee members are expected to participate in person and follow the traditional Brown Act rules.

All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) are posted on the NVTA website at:

<https://nctpa.legistar.com/Calendar.aspx>

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

- 1) To join the meeting via Zoom video conference at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 870 2288 4249
- 2) To join the Zoom meeting by phone dial 1-669-900-6833, enter meeting ID: 870 2288 4249. If asked for the participant ID or code, press #.

#### PUBLIC COMMENTS

Members of the public may comment on matters within the TAC's purview 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 TAC, under the Brown Act, TAC members may not deliberate or take action on items not on the agenda, and generally may only listen.

Instructions for submitting a Public Comment in writing 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) 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 during a Zoom meeting, click on 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.

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 Technical Advisory Committee (TAC) are posted on the NVTA website at: <https://nvta.legistar.com/Calendar.aspx>.

The agenda will be posted 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 4:30 p.m., except for NVTA holidays. Should the office be closed and staff is working remotely due to a declared emergency, you may email [info@nvta.ca.gov](mailto:info@nvta.ca.gov) to request a copy of the agenda.

Materials distributed to the members of the TAC present at the meeting will be made available to the public following 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.

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

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Kathy Alexander, TAC Secretary, at (707) 259-8627 during regular business hours, at least 48 hours prior to the time of the meeting.

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) 259-8627. Requerimos que solicite asistencia con tres d3as h3biles de anticipaci3n 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 TAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

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

**6. STANDING AGENDA ITEMS**

**6.1 County Transportation Agency Report (Diana Meehan)**

**6.2 Project Monitoring Spreadsheets (Patrick Band) (Pages 6-7)**

*Attachments:* [6.1 Projects Report.pdf](#)

**6.3 Caltrans Report\* (Amani Meligy)**

**6.4 Vine Trail Update (Eric Janzen)**

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

**7. PRESENTATIONS**

**7.1 Napa Valley Transportation Authority (NVTA) Project Update  
(Grant Bailey)**

*Recommendation:* Information only

**7.2 Napa Valley Transportation Authority's (NVTA's) Biennial  
Budget for Fiscal Years 2026-27 and 2027-28 Overview  
(Antonio Onorato)**

*Recommendation:* Information only

**8. CONSENT AGENDA**

**8.1 Meeting Minutes of the April 2, 2026 Technical Advisory Committee (TAC) Meeting (Kathy Alexander) (Pages 8-11)**

**Recommendation:** TAC action will approve the April 2, 2026 TAC Meeting Minutes.

**Estimated Time:** 2:45 p.m.

**Attachments:** [8.1 Draft Minutes.pdf](#)

**9. REGULAR AGENDA ITEMS**

**9.1 NVTA Unified Call for Projects Cycle 1 (Diana Meehan) (Pages 12-24)**

**Recommendation:** That the Technical Advisory Committee (TAC) recommend that the Napa Valley Transportation Authority (NVTA) Board approve release of the NVTA Unified Call for Projects - Cycle 1.

**Estimated Time:** 2:45 p.m.

**Attachments:** [9.1 Staff Report.pdf](#)

**9.2 Programming of Local Partnership Program (LPP) Incentive Funds - Five-Way Intersection Improvements Project (Diana Meehan) (Pages 25-32)**

**Recommendation:** That the TAC review the programming of Local Partnership Program (LPP) Incentive Funds to the Five-Way Intersection Improvements Project. Information only

**Estimated Time:** 3:00 p.m.

**Attachments:** [9.2 Staff Report.pdf](#)

**9.3 Vine Transit Update (Libby Payan) (Pages 25-32)**

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

**Estimated Time:** 3:10 p.m.

**Attachments:** [9.3 Staff Report.pdf](#)

**9.4 Legislative Update\* (Danielle Schmitz)**

**Recommendation:** That the TAC receive the monthly legislative update. Information only

**Estimated Time:** 3:20 p.m.

**9.5 May 20, 2026 NVTA and NVTA-TA Draft Board Meeting Agendas\* (Danielle Schmitz)**

**Recommendation:** That the TAC receive the draft May 20, 2026 NVTA and NVTA-TA Board meetings agendas.

**Estimated Time:** 3:25 p.m.

**10. FUTURE AGENDA ITEMS**

**11. ADJOURNMENT**

**11.1 The next regularly scheduled meeting for the NVTA Technical Advisory Committee is Thursday, June 4, 2026 at 2:00 p.m.**

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., April 30, 2026.

Kathy Alexander (e-sign)

\_\_\_\_\_  
Kathy Alexander, Deputy Board Secretary

\*Information will be available at the meeting

Jurisdiction / Project Location	TIP ID #	Zone	Project Description	Fund	Phase	Programmed Year	Project Amount	Amount Obligated	RFA Date	Most Recent Invoice	Project Updates/Status
<b>City of American Canyon</b>											
Green Island Road	NAP170006		Construct 4,200 foot Class I multi use trail on Green Island Road to improve bike and pedestrian access in American Canyon.	CMAQ/OBAG	CON	FFY 2024-25	\$1,000,000	\$1,000,000	7/29/2025	2/3/2026	
HSIP-Cycle 11 - Guardrail Upgrades	VAR170002		Upgrade/replace existing guardrail systems on American Canyon Road approx. 400 feet east of Via Firenze.	HSIP	CON	FFY 2025-26	\$252,000	\$252,000	1/20/2026	4/21/2026	
Melvin Road Pavement Rehabilitation	NAP250205		Reconstruct approx. 3,225 feet of Poco Way, Melvin, and James roads with recycled paving, curb ramp upgrades, and bike lane striping.	STP	CON	FFY 2025-26	\$1,333,000	\$1,333,000	TBD	TBD	RFA Submittal Deadline: 6/12/26 RFA/Obligation Date: 9/30/26
<b>Total</b>							<b>\$2,585,000</b>	<b>\$2,585,000</b>			
<b>City of Calistoga</b>											
(No projects tracked/scheduled to obligate.)											
<b>City of Napa</b>											
EV Charging in Downtown Napa	NAP250206		Install 7-8 Direct Current Fast Charging (DC Fast) electric vehicle (EV) stations and add off grid E-bike charging and bike parking at 1276 Second Street parking lot in downtown Napa.	CMAQ/OBAG	PE CON	FFY 2025-26 FFY 2026-27	\$126,620 \$847,380	TBD TBD	TBD TBD	TBD TBD	RFA Submittal Deadline (PE Phase): 6/12/26
Park Napa Project	NAP250204		Implement the parking management recommendations provided to the City of Napa through the MTC Parking Management Planning Grant.	CMAQ/OBAG	CON	FFY 2025-26	\$500,000	TBD	TBD	TBD	As of March, RFA submittal deadline date for is 6/12/26.
Silverado Trail Five-Way Intersection Improvements	NAP170009		Construct two roundabouts at Silverado Trail and Third Street to improve safety, reduce congestion, and add ADA bicycle and pedestrian facilities.	STIP CMAQ/OBAG	ROW ROW	FY 2026-27 FFY 2026-27	\$1,153,000 \$2,000,000	TBD TBD	TBD TBD	N/A N/A	
<b>Total</b>							<b>\$4,627,000</b>	<b>N/A</b>			
<b>County of Napa</b>											
Chiles Creek Bridge Replacement	NAP110032		Replace the structurally deficient bridge over Chiles Creek on Chiles Pope Valley Road between Sage Canyon Road and Lower Chiles Valley Road.	HBP	CON	FFY 2023-24	\$8,795,393	7,724,880	4/27/2024	4/10/2026	Project listed on Caltrans future inactive project list, released on 4/10/2026. Invoice submitted and under review by Caltrans. Excepted to be removed next list update.
Conn Valley Road Bridge Replacement	VAR170012		Replace Conn Valley Road bridge over Conn Creek with new two lane bridge north of existing, plus roadway realignment and demolition.	HBP	PE	FFY 2024-25	\$900,000	\$900,000	8/2/2024	4/16/2026	Project listed on Caltrans future inactive project list, released on 4/10/2026. Invoice submitted and under review by Caltrans. Excepted to be removed next list update.
Dry Creek Road Bridge Replacement	VAR170002		Replace the structurally deficient Dry Creek Road bridge over Dry Creek between Wall Road and Mt. Veeder Road.	HBP	CON	FFY 2023-24	\$5,860,740	\$5,860,740	7/24/2024	10/13/2025	
Garnett Bridge - Greenwood Ave	NAP150002		Replace the earthquake damaged, structurally deficient Greenwood Avenue bridge between Myrtle Dale Road and SR 29.	HBP	PE		\$650,000	\$650,000	6/3/2016	4/9/2026	Project listed on Caltrans future inactive project list, released on 4/10/2026. Invoice submitted and under review by Caltrans. Excepted to be removed next list update.

Jurisdiction / Project Location	TIP ID #	Zone	Project Description	Fund	Phase	Programmed Year	Amount	Amount Obligated	RFA Date	Most Recent Invoice	Project Updates/Status	
<b>County of Napa (continued)</b>												
HSIP Cycle 11 - Napa County Guardrail Upgrades	VAR170002		Upgrade 1.1 miles of guardrails and end treatments on Silverado Trail, Petrified Forest, Deer Park, Howell Mountain, and Tubbs Lane.	HSIP	PE / CON	FY 2025-26 (PE) FY 2026-27 (CON)	\$1,000,000	\$1,000,000	8/8/2023 (PE Phase)	4/9/2026	Time extension request submitted and approved.	
HSIP Cycle 11 - Silverado Trail Intersection Improvements	VAR170002		Intersections improvements at Silverado Trail and Oak Knoll Avenue, Zinfandel Lane, and the Strawberry Patch.	HSIP	PE / CON	FY 2025-26 (PE) FY 2026-27 (CON)	\$996,000	\$996,000	10/16/2023	3/24/2026	Project scope change Finance Letter from Caltrans approved.	
HSIP Cycle 12 - Napa County Guardrail Upgrades	VAR170002		23 sections of guardrail upgrades on various sections throughout Napa County	HSIP	PE / CON	FY 2026-27 (PE) FY 2028-29 (CON)	\$999,000	\$999,000	11/6/2025	4/9/2026		
Pope Valley Road - Chiles Creek Bridge	VAR170012		Mitigation planting at Pope Valley Road over Chiles Creek Bridge, with irrigation installation and five years of monitoring.	HBP	CON	FFY 2025-26	\$538,750	\$476,955	6/27/2025	4/21/2026	Project listed on Caltrans future inactive project list, released on 4/10/2026. Invoice submitted and under review by Caltrans. Excepted to be removed next list update.	
Vine Trail: St. Helena - Yountville	NAP230201		Design and build 10 mile Class I multi-use parallel to Highway 29 from Yountville to St Helena, closing Vine Trail gap.	EARMARK STIP	PE CON	FY 2023-24 FY 2028-29	\$4,000,000 \$2,000,000	\$3,400,000 TBD	8/6/2024 TBD	12/22/2025 TBD	\$2M in STIP funds scheduled to be reprogrammed for FFY 2028-29.	
Vine Trail: Vista Cameros	NAP250203		Advance 3.1 mile path from SR 29 Butler Bridge to Airport Boulevard, funding design, environmental clearance, and right of way through 65% PS&E.	CMAQ/OBAG	PE	FFY 2025-26	\$750,000	\$750,000	TBD	TBD	RFA Submittal Deadline: 6/12/26	
							<b>Total</b>	<b>\$26,489,883</b>	<b>\$22,757,575</b>			
<b>Napa Valley Transportation Authority</b>												
SR 29 - American Canyon	NAP230202		Improve SR 29 corridor in American Canyon with signals, including roadway realignment and pedestrian, transit, and safety upgrades.	CMAQ/OBAG	ENV	FFY 2023-24	\$3,000,000	\$3,000,000	4/22/2024	2/9/2026		
							<b>Total</b>	<b>3,000,000</b>	<b>3,000,000</b>			
<b>City of St. Helena</b>												
Main Street Pedestrian Improvements	NAP170005		Upgrade pedestrian facilities on Main Street from Adams to Pine with new sidewalks, curb ramps, crosswalk, utility, and lighting improvements.	CMAQ/OBAG	CON	FFY 2024-25	\$1,206,000	\$1,206,000	9/8/2025	3/6/2026		
							<b>Total</b>	<b>\$1,206,000</b>	<b>\$1,206,000</b>			
<b>Town of Yountville</b>												
(No projects tracked/scheduled to obligate.)												

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

## Meeting Minutes - Draft Technical Advisory Committee (TAC)

Thursday, April 2, 2026

2:00 PM

JoAnn Busenbark Boardroom

### 1. Call To Order

Chair Arias called the meeting to order at 2:04 p.m.

### 2. Roll Call

**Present:** 7 - Chairperson Juan Arias  
Vice Chair Lorien Clark  
Member Derek Rayner  
Jessica Lowe  
Eric Janzen  
Eryn Ebach  
Ron Ranada

**Absent:** 5 - Brent Cooper  
Brian Bordona  
Rosalba Ramirez  
Ellen Sweigert  
Eli Kaplan

**Excused:** 3 - Greg Desmond  
Jackie Oneal  
Amani Meligy

### 3. Public Comment

None

### 4. Committee Member Comments

Lorien Clark, City of Napa - the City is holding a community meeting on April 8 at 5:30 pm on potential striping changes to South Jefferson Street.

Derek Rayner, City of Calistoga - thanked the County of Napa for working with them on a Caltrans encroachment permit to install a water pipeline on the bridge. The water pipeline is currently in the creek and is a barrier to fish.

Eric Janzen, City of St. Helena - announced that City Manager Anil Camelo had left the city.

Juan Arias, County of Napa - provided an update on multiple upcoming paving and repair projects as well as specific street projects in coordination with the City of Napa and/or Napa Sanitation.

## 5. Staff Comments

None

## 6. STANDING AGENDA ITEMS

### 6.1 County Transportation Agency Report (Diana Meehan)

Diana Meehan reported on items discussed during the March 27, 2026 County Transportation Agency meeting:

Caltrans provided a Notice of Funding Opportunities; she will send it to TAC. Additionally, Caltrans is working on Bus on Shoulder guidance.

The Metropolitan Transportation Commission (MTC) provided updates on:

- Clipper 2 program that launched in December
- One Bay Area Grant (OBAG) County Program
- Regional Active Transportation Program - approximately \$50 million available, applications are due in June
- Safe Routes to School/Bay Trail funding (\$75 Million) Call for Projects will be released in the Fall
- SB-1 Prioritization principles are similar to previous cycles, approximate funding - \$500 million for Solutions for Congested Corridors Program (SCCP) and \$800 million for Trade Corridor Enhancement Program (TCEP); applications will be due in November
- California Transportation Commission approved the State Highway Operation and Protection Program (SHOPP) and the State Transportation Improvement Program (STIP) at its March meeting
- The Community Action Resource & Empowerment Program (CARE), which will run concurrently with OBAG Cycle 4-

SB 375 Reform – The large MPOs striving to change from a four-year RTP process to an 8-year cycle to align better with Regional Housing Needs Assessment (RHNA).

Updates from the Planning Directors:

- The Regional Modeling Working Group formed a Big Data taskforce and is working on an evaluation framework for vendors to make a recommendation for a potential regional contract
- Plan Bay Area 2060 will kick off later this year

### 6.2 Project Funding Monitoring Report (Addrell Coleman) (Pages 6-7)

Addrell Coleman reported that there were not any projects on the Caltrans inactive list.

### 6.3 Measure U Update (Addrell Coleman)

Report by Addrell Coleman.

Mr. Coleman thanked those who responded to his email requesting Measure U Bonding Working Group participants, comprised of public works and finance staff from each jurisdiction.

Mr. Coleman noted he sent a project list template to the jurisdictions to gauge their interest in bonding and asked the jurisdictions to submit it by April 3 if they have not already done so.

The City of Napa will present their projects at the June 3 Independent Taxpayer Oversight Committee (ITOC) meeting.

#### **6.4 Caltrans Report (Amani Meligy, Caltrans) (Pages 8-16)**

Daniel Chang from Caltrans reviewed the report.

Mr. Chang also reported that he sent a preliminary traffic (one-lane) closure notice to Member Lederer and Executive Director Schmitz for northbound SR 29 from the First Street on ramp to the Trancas Street off-ramp, April 13-17, 9 am - 3 pm. Ms. Schmitz asked him to resend it to her and Members Lederer, Lucido and Lowe as well.

#### **6.5 Vine Trail Update (Eric Janzen)**

Member Janzen reported that the Yountville to St. Helena segment environmental review determined that a portion of the roadside drainage at the crossing of Bale Slough qualifies as a wetland, which will require some form of mitigation. The team has been pursuing a highway shift to make enough room for the pedestrian crossing, however, it encroaches into the prospective wetland. The team is working on a solution for this new development.

#### **6.6 Transit Update (Libby Payan)**

Libby Payan provided the following updates:

- Staff is working on the June 7th schedule change that will include pausing the school trippers for the summer, as well some adjustments to Routes 21, C and D.
- Staff is also working on the BottleRock schedules, noting that all Vine bus rides are free during BottleRock.
- The \$20 Summer Youth Pass program will be offered again this year.

### **7. PRESENTATIONS (NONE)**

### **8. CONSENT AGENDA**

#### **8.1 Meeting Minutes of the March 5, 2026 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 17-20)**

Motion by Member Janzen, Second by Member Clark to approve the March 5, 2026 Technical Advisory Committee Meeting Minutes as presented. Motion passed.

### **9. REGULAR AGENDA ITEMS**

#### **9.1 Transportation Development Act Article 3 (TDA 3) Call for Projects & Guidelines Review (Patrick Band) (Pages 21-32)**

Report by Patrick Band.

Chair Arias requested the general criteria for eligibility.

Mr. Band provided several examples of bicycle and pedestrian improvements, noting that routine maintenance and maintenance equipment is not covered.

Motion by Member Rayner, Second by Member Ebach to recommend the Napa Valley Transportation Authority Board approve the TDA-3 Program Guidelines and open a Call for Projects at its April 15, 2026 meeting. Motion passed.

**9.2 One Bay Area Grant Cycle 4 (OBAG 4) Call for Projects Process Review (Diana Meehan) (Pages 33-45)**

Report by Diana Meehan.

Information Only/No Action Taken

**9.3 Legislative Update\* (Danielle Schmitz)**

Danielle Schmitz provided the Legislative Report, noting some changes that occurred after the packet was printed.

Information Only/No Action Taken

**9.4 April 15, 2026 NVTA-TA and NVTA Board Draft Meeting Agendas\* (Danielle Schmitz)**

Danielle Schmitz reviewed the draft April 15, 2026 NVTA-TA and NVTA Board meeting agendas.

Information Only/No Action Taken

**10. FUTURE AGENDA ITEMS**

NVTA Board biennial budget presentation.

**11. ADJOURNMENT**

**11.1 The next regularly scheduled meeting for the NVTA Technical Advisory Committee is Thursday, May 7, 2026 at 2:00 p.m.**

Meeting adjourned at 2:52 p.m.

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Kathy Alexander, Deputy Board Secretary

\*Information will be available at the meeting



## NAPA VALLEY TRANSPORTATION AUTHORITY Technical Advisory Committee (TAC) Agenda Memo

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**TO:** Technical Advisory Committee  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Diana Meeha, 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**

That the Technical Advisory Committee (TAC) recommend that the Napa Valley Transportation Authority (NVTA) Board approve release of the NVTA Unified Call for Projects – Cycle 1.

### **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 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*
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	
Diana Meehan Planning and Programming Manager Email: <a href="mailto:dmeehan@nvta.ca.gov">dmeehan@nvta.ca.gov</a> Phone: 707-259-8327	Adrell Coleman Associate Planner Email: <a href="mailto:acoleman@nvta.ca.gov">acoleman@nvta.ca.gov</a> Phone: (707) 259-8235

**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	



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Technical Advisory Committee (TAC) Agenda Memo

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**TO:** Technical Advisory Committee

**FROM:** Danielle Schmitz, Executive Director

**REPORT BY:** Addrell Coleman, Associate Planner  
(707) 259-8235 / Email: [acoleman@nvta.ca.gov](mailto:acoleman@nvta.ca.gov)

**SUBJECT:** Programming of Local Partnership Program (LPP) Incentive Funds –  
Five-Way Intersection Improvements Project

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#### **RECOMMENDATION**

Information only

#### **EXECUTIVE SUMMARY**

The Local Partnership Program (LPP) provides state incentive funding to local and regional transportation agencies that have passed voter-approved taxes, tolls, or fees for transportation improvements. NVTA receives an annual allocation of LPP formula funds of approximately \$500,000 per year. In addition to formula funds, NVTA received a one-time \$5 million allocation in incentive funding following the voter approval of Measure U.

In 2018, NVTA approved a LPP funding policy that prioritizes LPP funds for highway projects, in particular projects that have federal or state funding and need a last remaining amount to complete a funding shortfall. 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 funding the project. LPP funding requires a 1:1 match, therefore staff is recommending the NVTA Board program \$2 million of LPP incentive funding to the City of Napa's Silverado Five-Way Improvement Project to close the last remaining funding gap for the project's Right-of-Way (ROW) phase and support advancement of the project.

#### **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 led project will construct two roundabouts to improve operations, enhance safety, reduce driver delay and congestion, and improve the overall level of service.

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
<b>Total Funding</b>	<b>\$5,153,000</b>

**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
<b>Local Partnership Program Annual Appropriation Snapshot</b>		<b>\$ 200,000</b>	<b>\$ 200,000</b>
Set-Aside Incentive Funding		\$ 20,000	\$ 20,000
Competitive Program (40%)		\$ 72,000	\$ 72,000
Formulaic Program (60%)		\$ 108,000	\$ 108,000
<b>Competitive Program (40%)</b>		<b>\$ 72,000</b>	<b>\$ 72,000</b>
2022 Competitive Program Rollover of Unprogrammed Funds		\$ 57,923	
2022 Competitive Overprogramming		\$ (6,253)	
<b>Subtotal Available for Competitive Program</b>		<b>\$ 123,670</b>	<b>\$ 72,000</b>
<b>Formulaic Program (60%)</b>		<b>\$ 108,000</b>	<b>\$ 108,000</b>
Redistribution of Lapsed Project Funds (2020 Program) (PPNO 4810, PPNO 1512, PPNO 8055)		\$ 716	
Redistribution of Lapsed Project Funds (2022 Program) (PPNO 1512)		\$ 29	
<b>Subtotal Available for Formulaic Program</b>		<b>\$ 108,745</b>	<b>\$ 108,000</b>
<b>Proposed Annual Formulaic Funding Distribution</b>			
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
<b>Funding Based on Voter-Approved Tolls, Vehicle Registration Fee (VRF), Parcel/Property Tax Revenue</b>		<b>2025-26</b>	<b>2026-27</b>
	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
<b>Totals</b>	<b>\$ 636,409</b>	<b>\$ 7,784</b>	<b>\$ 7,731</b>
<b>Funding Based on Voter-Approved Sales Tax Revenue and Population - North</b>		<b>2025-26</b>	<b>2026-27</b>
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
<b>Totals</b>	<b>\$ 2,327,445</b>	<b>12,353,631</b>	<b>\$ 28,467</b>
<b>Funding Based on Voter-Approved Sales Tax Revenue and Population - South</b>		<b>2025-26</b>	<b>2026-27</b>
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
<b>Totals</b>	<b>\$ 5,926,995</b>	<b>22,026,167</b>	<b>\$ 72,494</b>
<b>Incentive Funding</b>		<b>2025-26</b>	<b>2026-27</b>
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

## Technical Advisory Committee Memo

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**TO:** Technical 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) Technical Advisory Committee receive 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

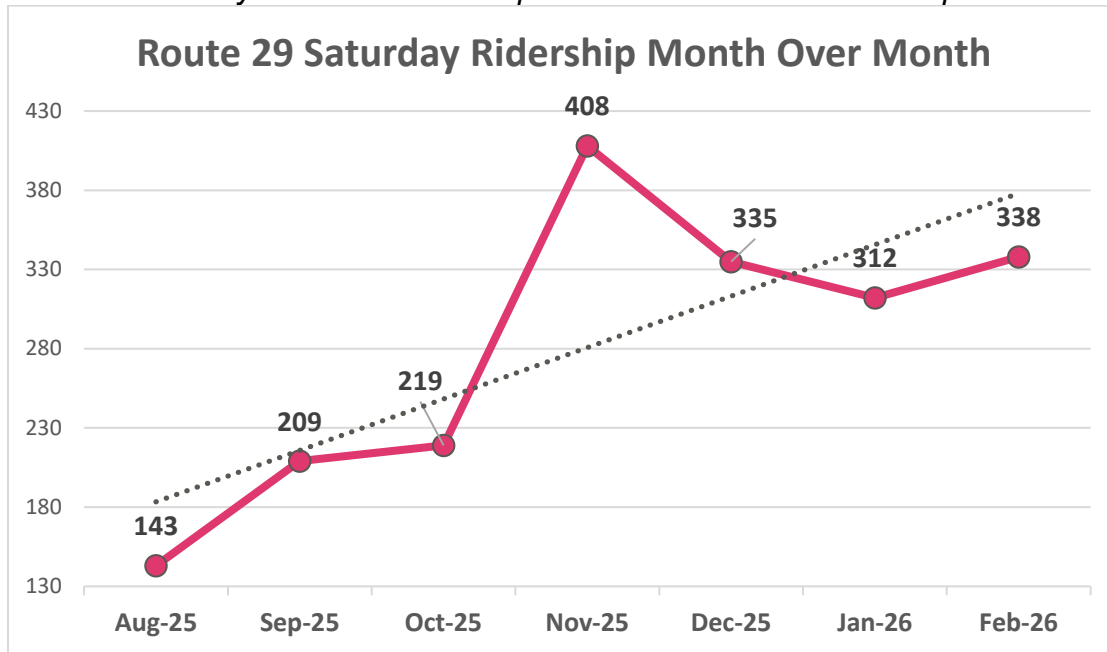
- Timepoint adjustments on Route 21 to enhance the connection to the Amtrak Capital Corridor Train
- Adding one later Route C and Route 29 trip
- Adjust Route D schedule to accommodate Camille Creek's Summer School Program
- Exploring options for other schools operating summer programs
- Minor timepoint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

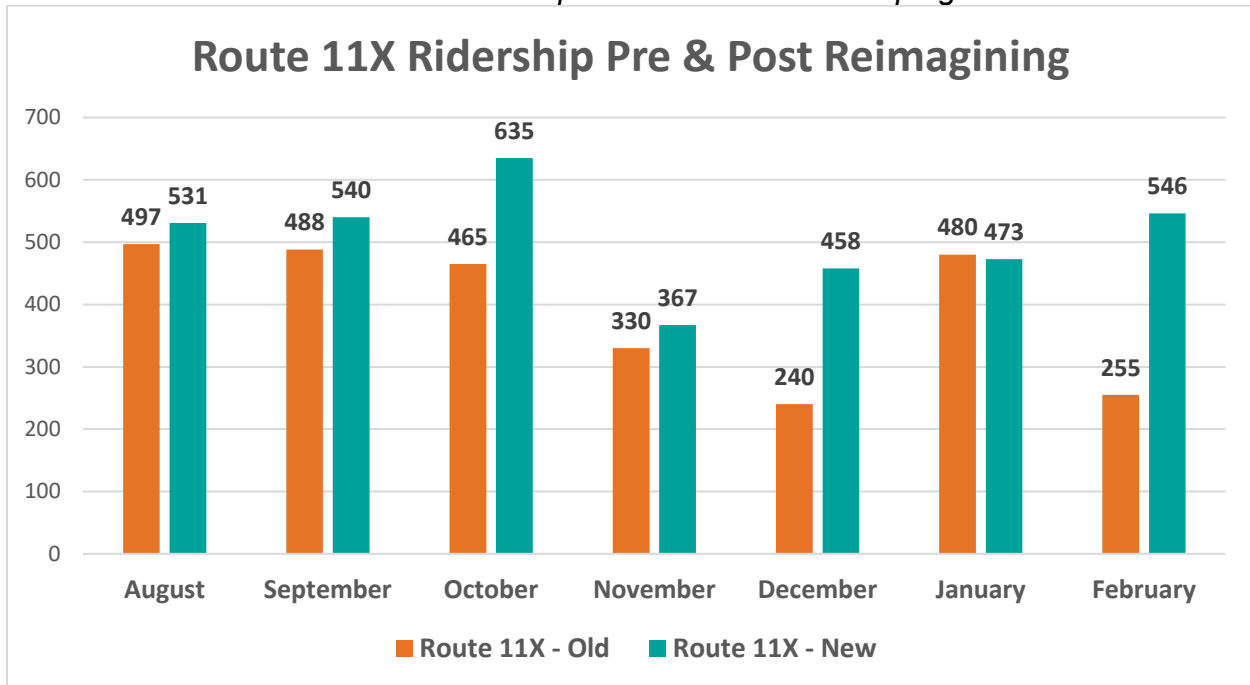
On August 10, 2025, Vine Transit implemented Saturday service on Route 29 that travels from the City of Napa to the El Cerrito Del Norte BART station. Previously, the route exclusively operated on weekdays as the target ridership was for individuals that commute to the greater Bay Area for work. Over 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 manor 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)**

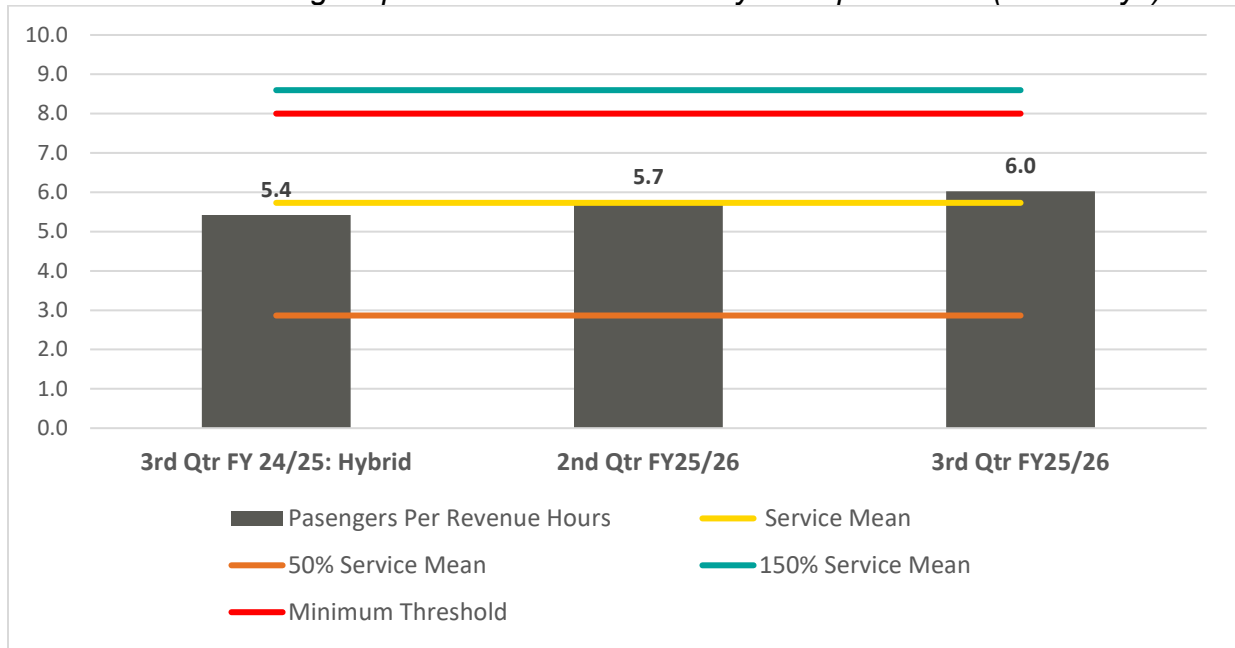


Chart 4 below shows that the passengers per revenue hour varies by each individual local City of Napa route. The Route C passengers per revenue hour continues to operate above the pre-COVID 8.0 minimum threshold measuring at 11.0. All other fixed routes were in the 3.6 to 6.7 range.

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

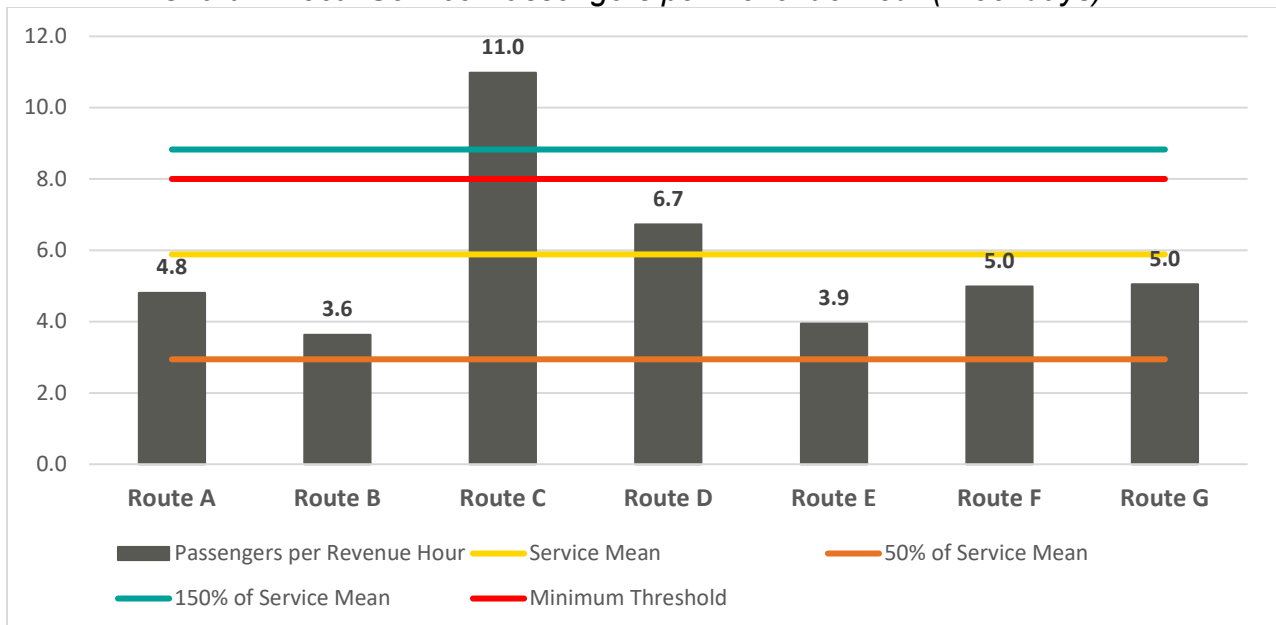


Table 2 below shows an overall minor ridership decrease of 3% for the quarter on regional routes. The most prominent ridership difference is Route 11X, which experienced an 81% increase in ridership when compared to the same time period one year ago. As explained earlier in this memo, Vine Transit implemented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

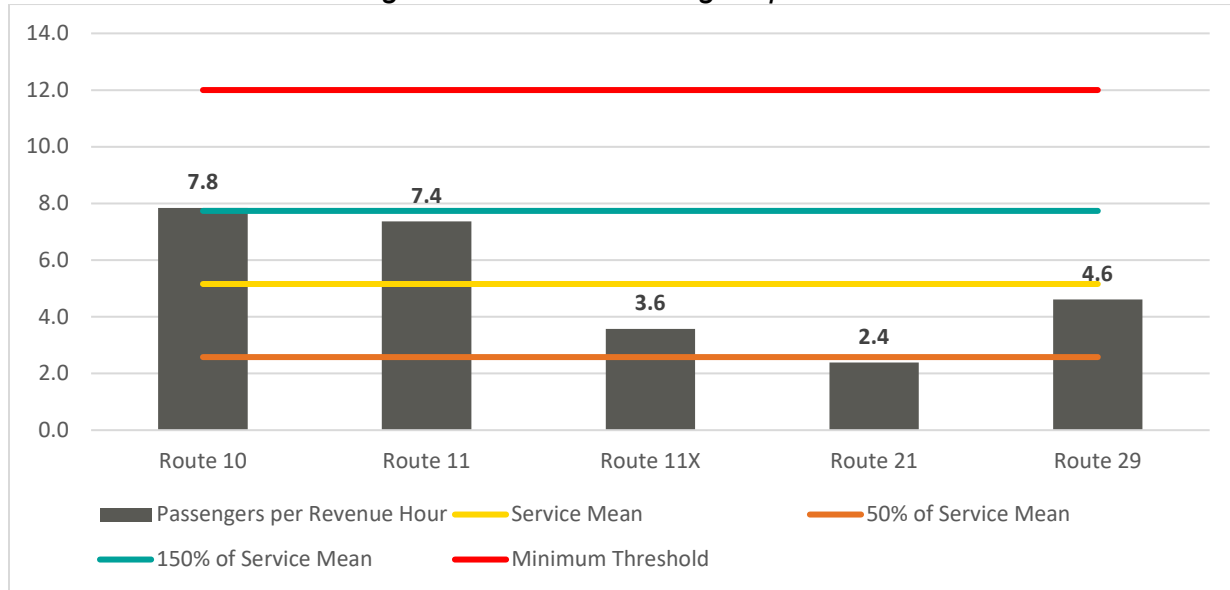


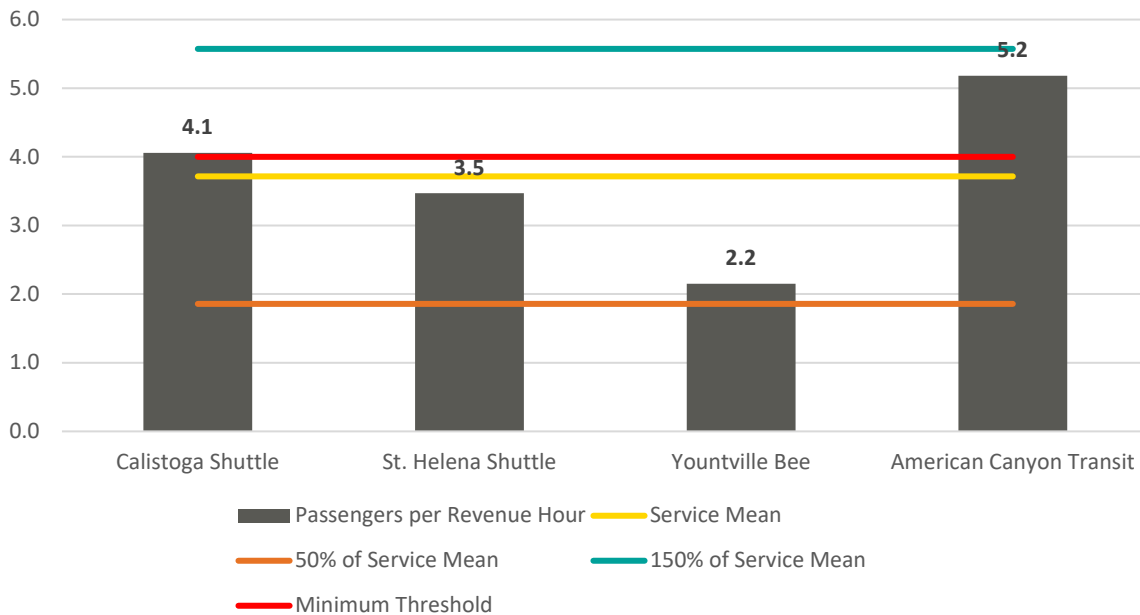
Table 3 below shows ridership experienced a noteworthy increase of 29.14% on the community shuttles when compared to the same quarter last year. By far, the most notable increase is in the ridership on Yountville Bee. This increase is primarily due to rising demand from Veteran’s Home residents.

*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 NVTA'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:

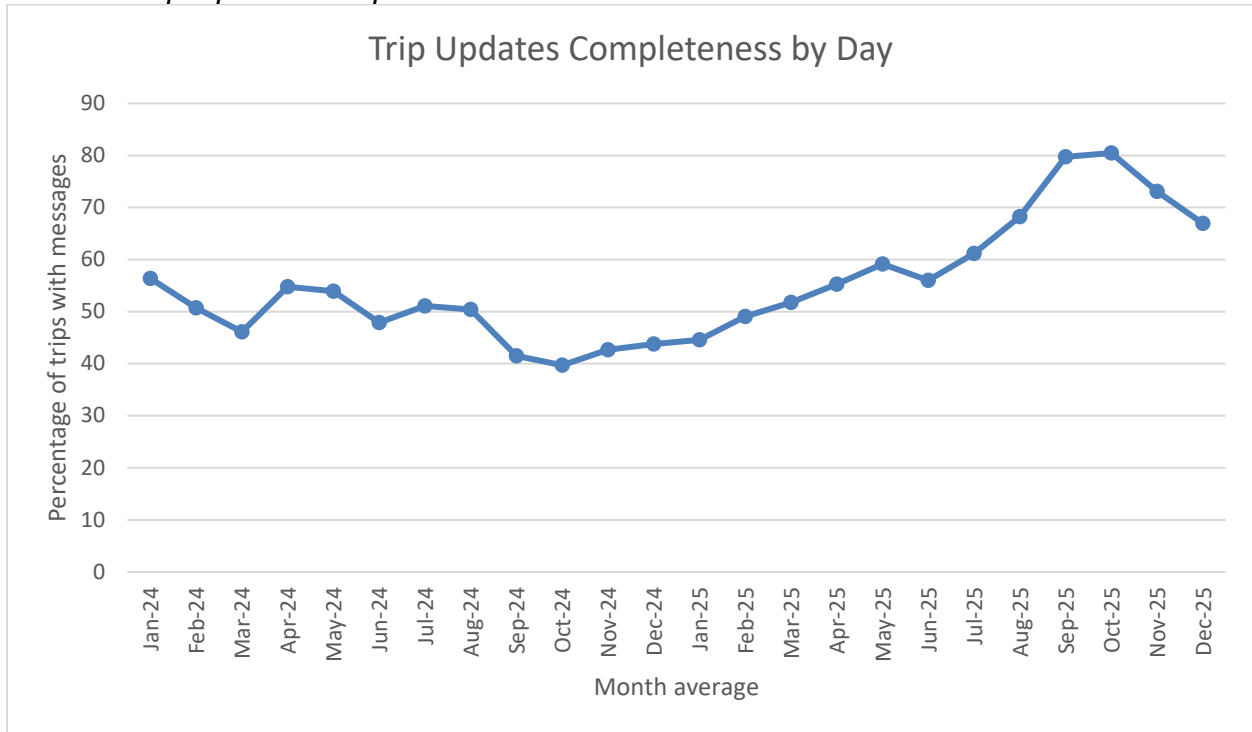
- The North Bay Workforce Alliance Hiring Event (January 29, 2026)
- Best of Napa Valley (January 30, 2026)
- English & Spanish Presentations at Napa Creek Manor (February 3, 2026)
- Napa County Career Technical Education (February 5, 2026)
- CIA Greystone Health & Resource Fair (February 11, 2026)
- 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

NVTA 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. NVTA 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