

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, May 7, 2026
10:00 AM

JoAnn Busenbark Board Room

Paratransit Coordinating Council (PCC)

The Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council (PCC) meeting will be held both in person with a Zoom option available for members of the public to participate. All committee members are expected to participate in person and follow the traditional Brown Act rules.

All materials relating to an agenda item for an open session of a regular meeting of the Paratransit Coordinating Council (PCC) are posted on the NVTA website at: <https://nvta.legistar.com/Calendar.aspx>

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

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

Public Comments

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

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 5 p.m. the day before the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

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

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

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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 PCC are posted on the NVTA website 72 hours prior to the meeting at: <https://nvta.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

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

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

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

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

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

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

6. STANDING AGENDA ITEMS

- 6.1 NVTA Board Meeting Report (Devereaux Smith)
- 6.2 Transdev Update
- 6.3 ATNA Update (Dexter Cypress)
- 6.4 Mobility Manager Update (Dexter Cypress)

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

7. PRESENTATIONS

- 7.1 North Bay Regional Center (Abigail Andrae)
Estimated Time: 10:20 a.m.

8. CONSENT AGENDA

- 8.1 Meeting Minutes of March 5, 2026 (Arcie Alvarado) (Pages 6-8)
Body: PCC action will approve the March 5, 2026 Meeting Minutes.
Estimated Time: 10:35 am
Attachments: [Draft Minutes](#)

9. REGULAR AGENDA ITEMS

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

Recommendation: That the Paratransit Coordinating Council (PCC) review and provide comment on:

1. The FY27 VineGo operating budget of \$2,051,500 and a capital budget of \$950,000 for a total budget of \$3,001,500; and
2. The FY28 VineGo operating budget of \$2,217,300 and a capital budget of \$738,000 for a total budget of \$2,955,300.

Estimated Time: 10:40 a.m.

Attachments: [Staff Report](#)

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

Recommendation: That the Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council receives the third quarter of Fiscal Year 2025-2026 Vine Transit update.

Estimated Time: 10:50 a.m.

Attachments: [Staff Report](#)

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

Recommendation: Information Only.

Estimated Time: 11:00 a.m.

Attachments: [Staff Report](#)

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

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

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

Arcie Alvarado (e-sign)

Arcie Alvarado, Administrative Assistant

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes - Draft Paratransit Coordinating Council (PCC)

Thursday, March 5, 2026

10:00 AM

JoAnn Busenbark Board Room

1. Call To Order

Chair Sweigert called the meeting to order at 10:00 AM.

2. Roll Call

Present: 5 - Chairperson Ellen Sweigert
Vice Chair Devereaux Smith
Lisa DeRose-Hernandez
Anne Payne
Gengi Schmeder

Absent: 1 - Heather Stanton

Excused: 0

3. Public Comment

None.

4. Committee Member Comments

None.

5. Staff Comments

NVTA staff Libby Payan announced there will be a photoshoot in May and volunteers will be needed.

6. STANDING AGENDA ITEMS

6.1 NVTA Board Meeting Report (Devereaux Smith)

Member Smith provided an informational report and update on the February 18, 2026 NVTA Board of Directors meeting.

6.2 Transdev Update

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.

7. PRESENTATIONS

8. CONSENT AGENDA

8.1 Meeting Minutes of January 8, 2026 (Arcie Alvarado) (Pages 7-9)

Motion MOVED by Smith SECONDED by De-Rose Hernandez, to APPROVE Item 8.1 Consent Agenda. Motion passes.

Aye: 5 - Chairperson Sweigert, Vice Chair Smith, Member DeRose-Hernandez, Member Payne and Member Schmeder

Absent: 1 - Member Stanton

9. REGULAR AGENDA ITEMS

9.1 Vine Transit Update (Libby Payan) (Pages 10-20)

Informational Only/No Action Taken

Chair Sweigert inquired about VineGo rider ship outside of Napa. Staff Libby Payan responded that there is currently a pilot program where rides are available in Vallejo.

Member Payne asked about upcoming outreach event in American Canyon. Staff Libby Payan replied that event Meet Me in the Streets will happen in September.

9.2 Napa Countywide Active Transportation Plan Review (Patrick Band) (Pages 21-24)

Information Only/No Action Taken

Member Smith asked about bus stops and their addition into the plan. Staff Patrick Band informed the committee that transit stop were one of the priorities and made sure to include them were sidewalk improvements would be made.

9.3 Mobility Manager Update (Dexter Cypress) (Pages XX-XX)

Information Only/No Action Taken

Member Smith asked what communication will be done to help promote this program. Staff Dexter Cypress replied for members to share his contact information if any members of the public or organizations have questions about this.

10. FUTURE AGENDA ITEMS

None.

11. ADJOURNMENT

Chair Sweigert adjourned the meeting at 11:11 AM.

11.1 The next regularly scheduled meeting is Thursday May 7th, 2026 at 10:00 a.m.

I, Arcie Alvarado, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Thursday February 26, 2026.

Arcie Alvarado, Administrative Assistant



NAPA VALLEY TRANSPORTATION AUTHORITY Paratransit Coordinating Council (PCC) Agenda Memo

TO: Paratransit Coordinating Council
FROM: Danielle Schmitz, Executive Director
REPORT BY: Antonio Onorato, Director of Administration, Finance and Policy
(707) 259-8779 / Email: anonorato@nvta.ca.gov
SUBJECT: Napa Valley Transportation Authority's (NVTA's) Biennial Budget for VineGo ADA Paratransit Services for Fiscal Year 2026-27 (FY27) and Fiscal Year 2027-28 (FY28)

RECOMMENDATION

That the Paratransit Coordinating Council (PCC) review and provide recommendation to the Board on:

1. The FY27 VineGo operating budget of \$2,051,500 and a capital budget of \$950,000 for a total budget of \$3,001,500; and
2. The FY28 VineGo operating budget of \$2,217,300 and a capital budget of \$738,000 for a total budget of \$2,955,300.

EXECUTIVE SUMMARY

Napa Valley Transportation Authority (NVTA) is presenting the VineGo paratransit two-year biennial budget financial program for the fiscal years ending June 30, 2027 and 2028 for review and comment. The final NVTA biennial budget will be presented to the Board for adoption at its May 20, 2026 meeting.

FISCAL IMPACT

Is there a fiscal impact? No, however, upon budget adoption, the fiscal impact will be \$3,001,500 for FY27 and \$2,955,300 for FY28 respectively for VineGo paratransit services and transit capital for bus purchases.

Final budget amounts may be revised based on feedback from the Board of Directors, staff, and public comment.

BACKGROUND AND DISCUSSION

The overall budget for the Napa Valley Transportation Authority is \$57,961,600 in FY27 and \$48,218,300 in FY28. The biennial budget outlines NVTA's plan on how resources will be expended to achieve the agency's goals and objectives over the next two years. Adoption of the spending appropriation provides the legal authority to expend revenues for the outlined objectives. Today's action requests that the PCC review and provide a recommendation to the Board on VineGo's two-year financial plan.

NVTA will receive comments and requests for possible revisions to incorporate into the final draft budgets, which means the VineGo budget could be revised. Quarterly adjustments may be brought back to the Board over the next two years for any new projects, programs, requests for new appropriations, or amendments to carry over unused budgets from the previous year.

The two-year fiscal plan is a balanced budget achieved by minimizing expenditures and funding operations with anticipated operating and grant revenues. The budget provides funding for all NVTA objectives without any service reductions and reflects the efforts made to meet the agency's new and existing responsibilities to the community while minimizing costs.

Staff anticipates these goals and objectives are achievable with existing staffing levels. That said, any expanded project delivery role over the next two to three years may require additional support. Reallocation of staff to address new responsibilities such as a replacement sales tax measure, maintaining the efficiency of transit services, delivering large capital projects, and assisting with Priority Development Area improvements may also be necessary. Table 1 summarizes the proposed biennial budget.

NVTA's top five budgetary expenditures are:

1. Purchased Transportation
2. Grant Funded Projects/Programs
3. Personnel Costs
4. Fuel for Public Transit Vehicles
5. Maintenance Costs for Equipment and Buildings/Facilities

General Fund (CMA)- Planning and Administration: NVTA's administrative and planning budget is supported by Transportation Development Act (TDA) Funds, One Bay Area Grant planning funds distributed by the Metropolitan Transportation Commission (MTC), Federal Highway Funds administered by Caltrans, and membership fees. The biennial operations budget for the CMA is shown in Table 2.

Table 1: Biennial Budget FY27 and FY28

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

CONSOLIDATED SUMMARY

	FY2027-FY2028 Budget		
	FY2027	FY2028	2 Year Budget
Revenues By Fund			
CMA (General Fund)	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700
Public Transit	22,357,300	23,385,400	45,742,700
Transit Capital	10,993,500	10,137,000	21,130,500
Debt Service- Bus Maintenance Facility	184,000	184,000	368,000
Transportation for Clean Air	500,000	500,000	1,000,000
TOTAL	\$ 58,724,600	\$ 48,218,300	\$ 106,942,900
Expenses by Fund			
CMA (General Fund)	\$ 24,689,800	\$ 14,011,900	\$ 38,701,700
Public Transit (Less Transit Capital)	22,357,300	23,385,400	45,742,700
Transit Capital	10,993,500	10,137,000	21,130,500
Debt Service- Bus Maintenance Facility	184,000	184,000	368,000
Transportation for Clean Air	500,000	500,000	1,000,000
TOTAL	\$ 58,724,600	\$ 48,218,300	\$ 106,942,900

The personnel costs is for the agency’s 19 approved full-time employee positions and administration is for the expenditures related to managing the agency’s operations. The top 6 projects incurring Professional Fees are detailed as:

- SR29 American Canyon Corridor Improvements \$10 million
 1. SR29/SR12/Airport Environment Document (South Valley) \$10 million
 2. SR29 Improvements/ Napa Valley Forward (Up Valley) \$3.5 million
 3. Capital Projects- Project Management/ Coordination/Oversight \$600,000
 4. Community Based Transportation Plan Implementation \$500,000

Public Transit Fund: The transit operating budget represents the cost for deploying the Vine, VineGo, community shuttle services in American Canyon, Yountville, St. Helena, and Calistoga. Table 3 shows the biennial budget for the next two years.

Purchased Transportation and New Transdev Services Contract

Purchase Transportation costs reflect an increase in operating costs by an average of 3.5% per year.

Table 2: CMA Operating Expenses Details

NVTA Budget- Congestion Management Agency

DRAFT BUDGET

REVENUES	FY2027-FY2028 Budget		
	FY2027	FY2028	2 Year Budget
Transportation Development Act	\$ 3,000,000	\$ 3,000,000	\$ 6,000,000
Intergovernmental Grants	20,617,200	9,939,300	30,556,500
Investment Earnings	50,000	50,000	100,000
Charges for Services	400,600	400,600	801,200
Transit Chargebacks	622,000	622,000	1,244,000
TOTAL REVENUES	\$ 24,689,800	\$ 14,011,900	\$38,701,700

EXPENDITURES			
Salaries and Employee Benefits	\$ 4,060,600	\$ 4,161,200	\$ 8,221,800
Grant Funded Projects/Programs	19,010,000	8,145,000	27,155,000
Administrative and Operations	1,619,200	1,705,700	3,324,900
TOTAL EXPENDITURES	\$ 24,689,800	\$ 14,011,900	\$38,701,700

Fuel

Fuel costs are expected to remain a significant cost over the next two years, even with the addition of 14 new zero emission vehicles complementing the five battery electric buses already in use.

Capital Projects

Investments for the two fiscal years include procuring additional vehicles, equipment, new bus shelters, and upgrades to the Redwood Park and Ride. Capital Investments are detailed in the table below. The \$1.475 Million in Bus Shelter and Bus Stop improvements will only occur if NVTA receives a Congressional Direct Spending allocation.

Table 3: Public Transit Budget

NVRTA Budget - Vine Transit CONSOLIDATED DRAFT BUDGETS SUMMARY

	FY2027-FY2028 Budget		
	FY2027	FY2028	2 Year Budget
Public Transit Service Projections			
Service Hours	130,724	133,068	
Revenue Hours	98,091	99,532	
Service Miles	1,743,333	1,772,139	
Revenue Miles	1,409,477	1,435,122	
Ridership	591,622	630,500	
REVENUES			
Transportation Development Act	\$13,677,714	\$12,789,901	\$26,467,615
State Transit Assistance	1,896,300	2,112,000	4,008,300
Federal Transit Administration	7,026,600	8,913,700	15,940,300
Other Government Agencies	5,586,000	4,320,900	9,906,900
Interest	47,000	47,000	94,000
Farebox	\$1,267,170	\$1,288,910	\$2,556,080
Economic/Depreciation Adjustment	\$3,850,000	\$4,050,000	\$7,900,000
TOTAL REVENUES	\$33,350,784	\$33,522,411	\$66,873,195
EXPENDITURES			
Purchase Transportation	13,264,700	14,034,400	27,299,100
Maintenance	1,186,500	1,192,300	2,378,800
Fuel	2,423,300	2,448,400	4,871,700
Administration	841,800	869,300	1,711,100
Total Services and Supplies	17,716,300	18,544,400	36,260,700
Total Depreciation and Other Charges	4,019,000	4,219,000	8,238,000
Equipment Acquisitions	10,993,500	10,137,000	21,130,500
Chargebacks- Timesheets	622,000	622,000	1,244,000
TOTAL EXPENDITURES	\$33,350,800	\$33,522,400	\$66,873,200

Table 4: Transit Capital Investment Program

Transit Capital Investment Program

EXPENDITURE PLAN					
Capital Request	FY27 Budget	FY28 Budget	FY29 Budget	FY30 Budget	Total
Rolling Stock	\$ 5,282,100	\$ 9,105,000	\$ -	\$ -	\$ 14,387,100
Bus Shelters and Bus Stops	\$ 1,475,000	\$ -	\$ 200,000	\$ 200,000	\$ 1,875,000
CAD AVL and DR Set up	\$ 924,400	\$ -	\$ -	\$ -	\$ 924,400
Facilities Upgrades	\$ 2,750,000	\$ 550,000	\$ -	\$ -	\$ 3,300,000
Engine Replacements	\$ 394,000	\$ 310,000	\$ 400,000	\$ 400,000	\$ 1,504,000
Transit Equipment- Other	\$ 168,000	\$ 172,000	\$ -	\$ -	\$ 340,000
Total Funding	\$ 10,993,500	\$ 10,137,000	\$ 600,000	\$ 600,000	\$ 22,330,500
TOTAL BIENNIAL BUDGET		\$ 21,130,500		\$ 1,200,000	
FINANCING PLAN					
Fund Sources	Federal	TDA/STA	Local/Regional	Other Funds	Total
Rolling Stock	\$ 10,212,499	\$ 2,699,339	\$ 826,156	\$ 649,106	\$ 14,387,100
Bus Shelters and Bus Stops	\$ 1,300,000	\$ 275,000	\$ -	\$ 300,000	\$ 1,875,000
CAD AVL and DR Set up	\$ -	\$ 400,000	\$ -	\$ 524,400	\$ 924,400
Facilities Upgrades	\$ 718,000	\$ 750,000	\$ 500,000	\$ 1,332,000	\$ 3,300,000
Engine Replacements	\$ 358,600	\$ 1,145,400	\$ -	\$ -	\$ 1,504,000
Transit Equipment- Other	\$ -	\$ 340,000	\$ -	\$ -	\$ 340,000
Total Funding	\$ 12,589,099	\$ 5,609,739	\$ 1,326,156	\$ 2,805,506	\$ 22,330,500

Economic Forecast and Strategies

NVTA continuously monitors long-term financial forecasts to ensure adequate funding for service delivery, capital investments, and agency operations. These forecasts guide decisions regarding sustainable service levels and appropriate reserve levels to maintain financial stability.

The proposed budget reflects sound fiscal management practices that prioritize operational sustainability, preservation of existing infrastructure, and targeted investments that improve efficiency and service delivery.

Revenue Projections

Revenue indicators show that the local economy will experience flat to modest growth through FY 2027-28. While growth has slowed from recent expansionary periods, the regional economy continues to expand at a stable pace. Slowing growth does not mean the economy is running out of steam. After several quarters of healthy economic expansion, expansion is growing at more moderate levels. California's growth rates continue to slow down but growth is not stalling because:

- US economy driving logistics and transportation
- Tourists driving leisure and hospitality
- High rents driving residential construction
- Consumers are driving retail
- Government is expanding modestly on higher tax revenues

This growth pattern is reflected in the minor increase in quarterly Transportation Development Act (TDA) collections of sales tax receipts of 2% over county projected estimates. TDA revenue comprises approximately 40% of NVRTA's combined operating revenues.

Ridership Trends

In FY 27 and FY28, ridership is projected to be modestly higher at an increase of 7% each year. Vine Transit ridership continues to struggle as work patterns and commutes into the core of the Bay Area have changed the way people take public transit and for what purpose. As such, the agency is focusing on expanding services on its regional routes which has shown the most promise in attracting new ridership to the system.

ATTACHMENT

- 1) Draft VineGo Biennial Budget for the Fiscal Years Ending 2027 and 2028

NVTA Budget Outlook- Vine Go Paratransit

DRAFT BUDGETS

NO INPUTS

TO SEE VINE GO INPUTS, CLICK
HERE

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

REVENUES

	FY25 ACTUALS	FY26 Budget/Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Transportation Development Act								
41400 - Sales and Use Tax	535,706	500,000	1,160,300	1,336,700	2,497,000	1,556,500	1,754,900	3,311,400
41410 - Transportation Development Act- Capital	-	-	162,800	147,600	310,400	-	-	-
Total Taxes	\$535,706	\$500,000	\$1,323,100	\$1,484,300	\$2,807,400	\$1,556,500	\$1,754,900	\$3,311,400
Intergovernmental Revenues								
43790 - State Transit Assistance	-	100,000	100,000	100,000	200,000	100,000	100,000	200,000
43890 - FTA	558,145	600,000	600,000	600,000	1,200,000	600,000	600,000	1,200,000
FTA Capital	-	-	787,200	590,400	1,377,600	-	-	-
Total Intergovernmental Revenues	\$558,145	\$700,000	\$1,487,200	\$1,290,400	\$2,777,600	\$700,000	\$700,000	\$1,400,000
Revenue from Use of Money and Property								
45100 - Interest	20,098	10,000	10,000	10,000	20,000	10,000	10,000	20,000
Total Revenue from Use of Money and Property	\$20,098	\$10,000	\$10,000	\$10,000	\$20,000	\$10,000	\$10,000	\$20,000
Farebox								
46800 - Farebox	53,844	60,000	66,200	55,600	121,800	58,300	61,300	119,600
Total Farebox	\$53,844	\$60,000	\$66,200	\$55,600	\$121,800	\$58,300	\$61,300	\$119,600
Other Financing Sources								
49900 - Miscellaneous/Economic Adjustment	282	15,000	115,000	115,000	230,000	115,000	115,000	230,000
Total Other Financing Sources	\$282	\$15,000	\$115,000	\$115,000	\$230,000	\$115,000	\$115,000	\$230,000
TOTAL REVENUES	\$ 1,168,075	\$ 1,285,000	\$ 3,001,500	\$ 2,955,300	\$ 5,956,800	\$ 2,439,800	\$ 2,641,200	\$ 5,081,000

EXPENDITURES

	FY25 ACTUALS	FY26 Budget/Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Services and Supplies								
52125 - Accounting/Auditing Services	364	1,000	1,000	1,000	2,000	1,000	1,000	2,000
52130 - Information Technology Svcs	-	2,500	2,500	2,500	5,000	2,500	2,500	5,000
52310 - Consulting Services	-	25,000	-	-	-	-	-	-
52490 - Other Professional Services	1,356,550	1,400,000	1,556,400	1,699,600	3,256,000	1,870,400	2,054,000	3,924,400
52515 - Maint - Software	-	20,403	15,000	15,000	30,000	15,000	15,000	30,000
52520 - Maint - Vehicles	-	-	15,000	15,000	30,000	15,000	15,000	30,000
52705 - Insurance - Premiums	36,072	35,000	35,000	35,000	70,000	35,000	35,000	70,000
52800 - Communications/Telephone	2,251	-	-	-	-	-	-	-
52810 - Advertising/Marketing	-	-	2,500	2,500	5,000	2,500	2,500	5,000
52820 - Printing and Binding	348	-	2,000	2,000	4,000	2,000	2,000	4,000
53100 - Office Supplies	322	-	-	-	-	-	-	-
53250 - Fuel	235,267	244,200	282,100	304,700	586,800	356,400	374,200	730,600
Total Services and Supplies	\$1,631,175	\$1,728,103	\$1,911,500	\$2,077,300	\$3,988,800	\$2,299,800	\$2,501,200	\$4,801,000
Other Charges								
54600 - Depreciation Expense	123,148	120,000	100,000	100,000	200,000	100,000	100,000	200,000
Total Other Charges	\$123,148	\$120,000	\$100,000	\$100,000	\$200,000	\$100,000	\$100,000	\$200,000
Capital Assets								
55400 - Equipment	-	-	950,000	738,000	1,688,000	-	-	-
Total Other Charges	\$0	\$0	\$950,000	\$738,000	\$1,688,000	\$0	\$0	\$0
Salary/Overhead Chargebacks								
57900 - Chargebacks- Timesheets	51,895	40,000	40,000	40,000	80,000	40,000	40,000	80,000
Total Special Items	\$51,895	\$40,000	\$40,000	\$40,000	\$80,000	\$40,000	\$40,000	\$80,000
TOTAL EXPENDITURES	\$ 1,806,218	\$ 1,888,103	\$ 3,001,500	\$ 2,955,300	\$ 4,268,800	\$ 2,439,800	\$ 2,641,200	\$ 5,081,000

	FY25 ACTUALS	FY26 Budget/Forecast	FY2027	FY2028	2 Year Budget	FY2029	FY2030	2 Year Outlook
Estimated Farebox Ratio		3.39%	3.39%	2.63%		2.49%	2.41%	
Total Revenues	1,168,075	1,285,000	3,001,500	2,955,300	5,956,800	2,439,800	2,641,200	5,081,000
Total Expenditures	1,806,218	1,888,103	2,051,500	2,217,300	4,268,800	2,439,800	2,641,200	5,081,000
Net Surplus / (Deficit)	(638,143)	(603,103)	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
Capital Investments								
Total Revenues	-	-	950,000	738,000	1,688,000	-	-	-
Total Expenditures	-	-	950,000	738,000	1,688,000	-	-	-
Net Surplus / (Deficit)	-	-	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0
TOTAL - Operations + Capital								
Total Revenues	1,168,075	1,285,000	3,001,500	2,955,300	5,956,800	2,439,800	2,641,200	5,081,000
Total Expenditures	1,806,218	1,888,103	3,001,500	2,955,300	5,956,800	2,439,800	2,641,200	5,081,000
Net Surplus / (Deficit)	(638,143)	(603,103)	-	-	-	-	-	-
			SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0	SHOULD BE \$0



NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Council (PCC) Agenda Memo

TO: Paratransit Coordinating Council
FROM: Danielle Schmitz, Executive Director
REPORT BY: Libby Payan, Senior Program Planner/Administrator
(707) 259-8782 / Email: lpayan@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council receives the third quarter of Fiscal Year 2025-2026 Vine Transit update.

EXECUTIVE SUMMARY

This report summarizes and 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

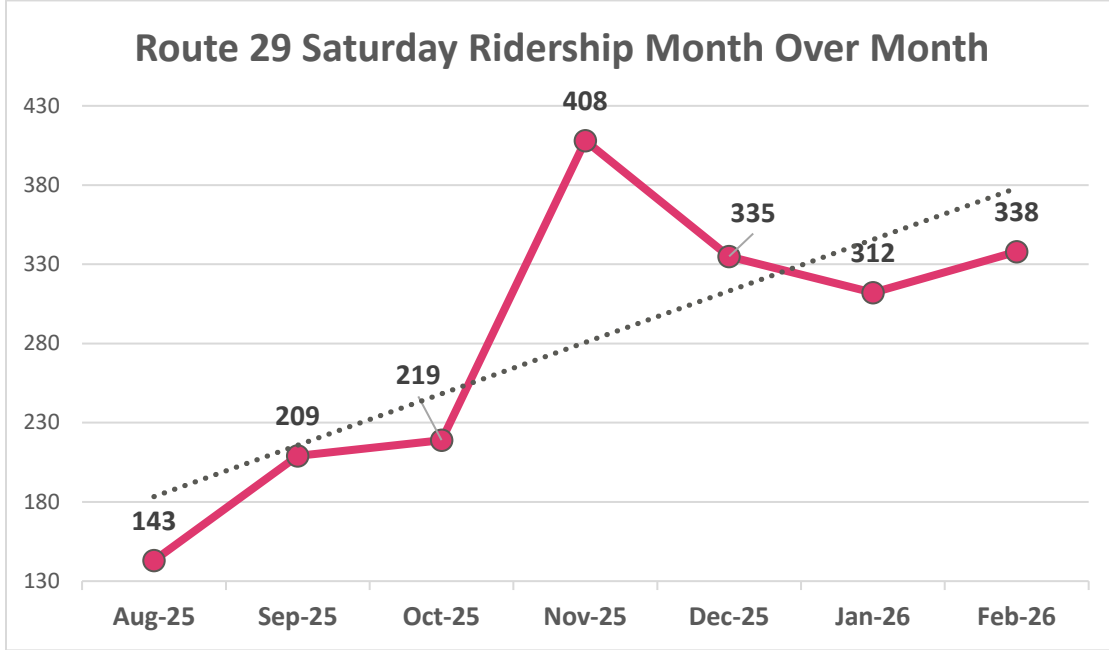
- Timepoint adjustments on Route 21 to enhance the connection to the Amtrak Capital Corridor Train
- Adding one later Route C and Route 29 trip
- Adjust Route D schedule to accommodate Camille Creek's Summer School Program
- Exploring options for other schools operating summer programs
- Minor timepoint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

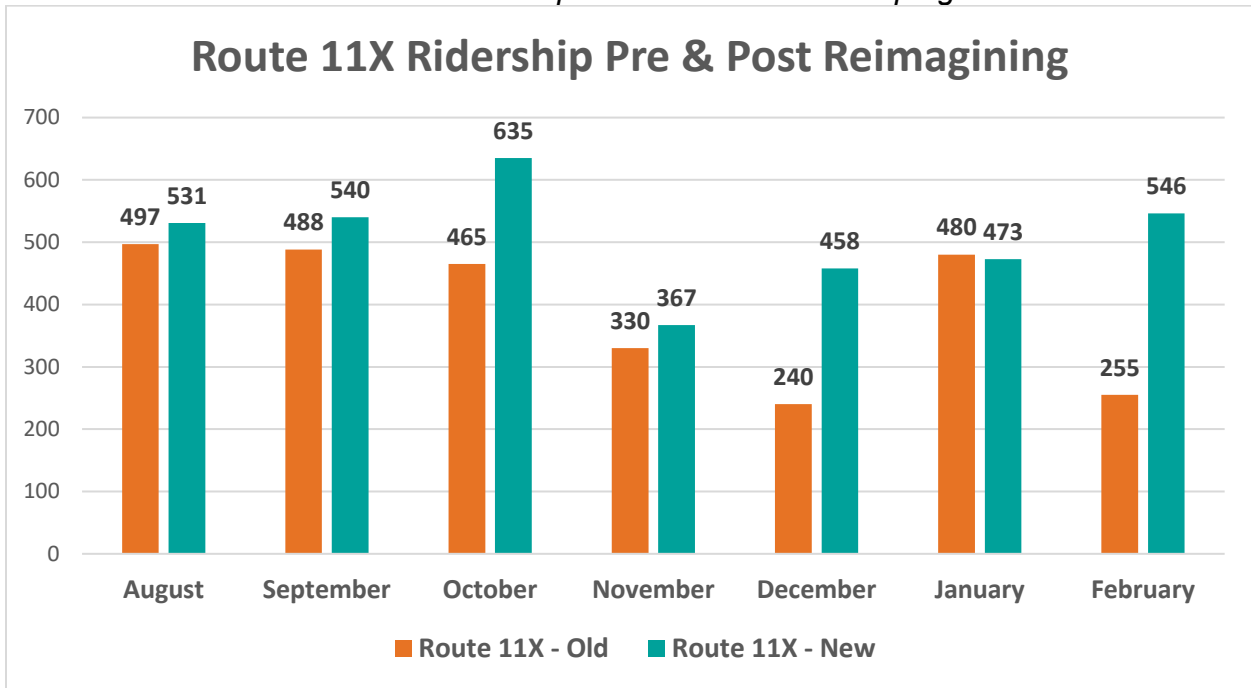
On August 10, 2025, Vine Transit implemented Saturday service on Route 29 that travels from the City of Napa to the El Cerrito Del Norte BART station. Previously, the route exclusively operated on weekdays as the target ridership was for individuals that commute to the greater Bay Area for work. Over 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 and most months only have four Saturdays. Staff will continue to monitor this 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 time 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 individuals. 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. In order 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 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 predictable 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
Napa Local On-Demand*/Route A	1,580	2,649	67.66%	1,069
Route B	5,296	5,095	-3.80%	-201
Route C	13,164	15,052	14.34%	1,888
Route D	2,200	2,676	21.64%	476
Route E	2,511	3,198	27.36%	687
Route F	4,514	3,399	-24.70%	-1,115
Route G	3,198	3,527	10.29%	329
Total	32,463	35,596	9.65%	3,133

*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)

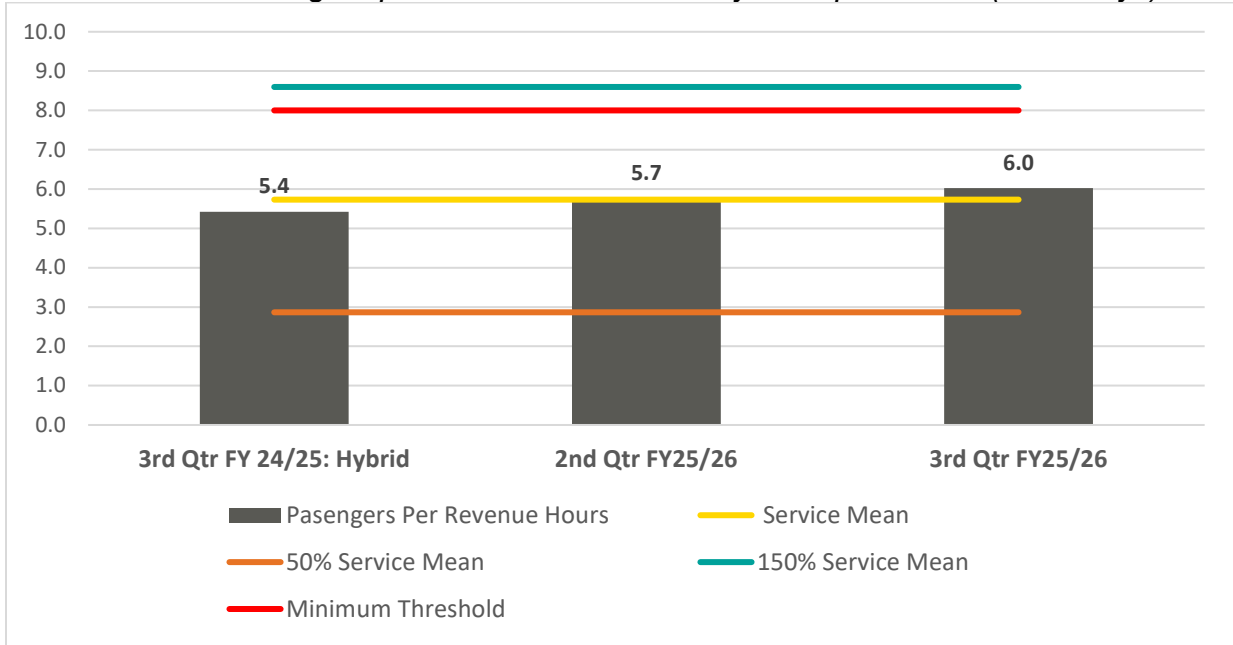


Chart 4 below shows that the passengers per revenue hour varies by each individual local City of Napa route. The Route C passengers per revenue hour continues to operate above the pre-COVID 8.0 minimum threshold measuring at 11.0. All other fixed routes were in the 3.6 to 6.7 range.

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

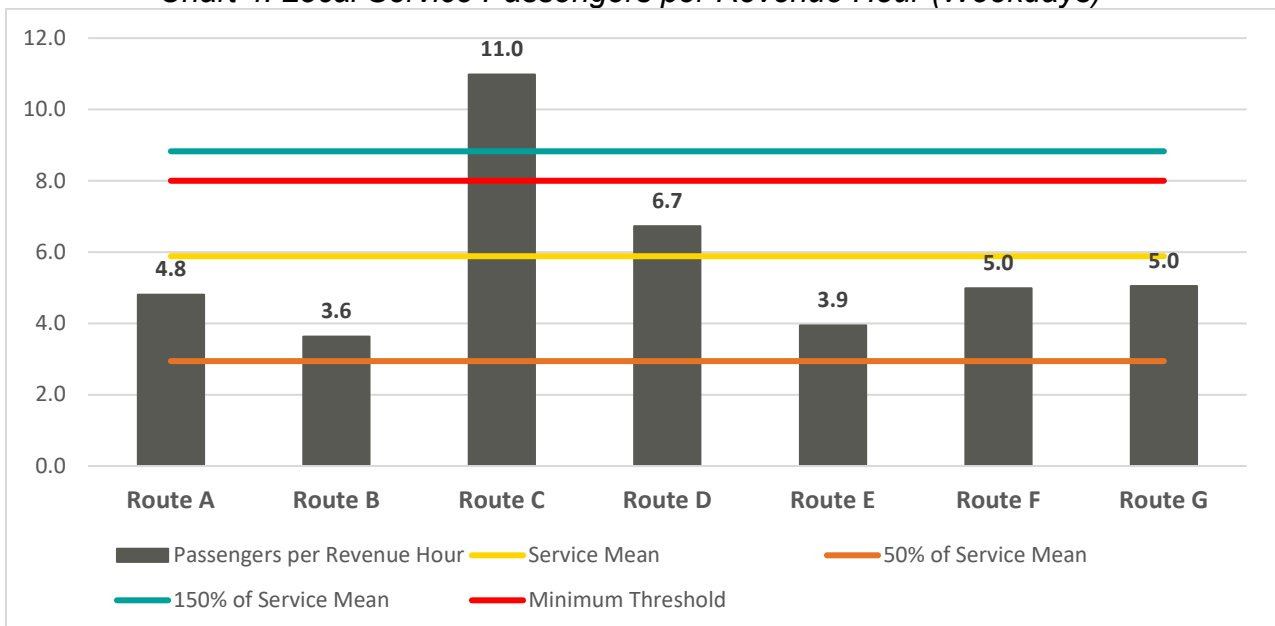


Table 2 below shows an overall minor ridership decrease of 3% for the quarter on regional routes. The most prominent ridership difference is on Route 11X, which experienced an 81% increase in ridership when compared to the same time period one year ago. As explained earlier in this memo, Vine Transit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

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

*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 is 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 some 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

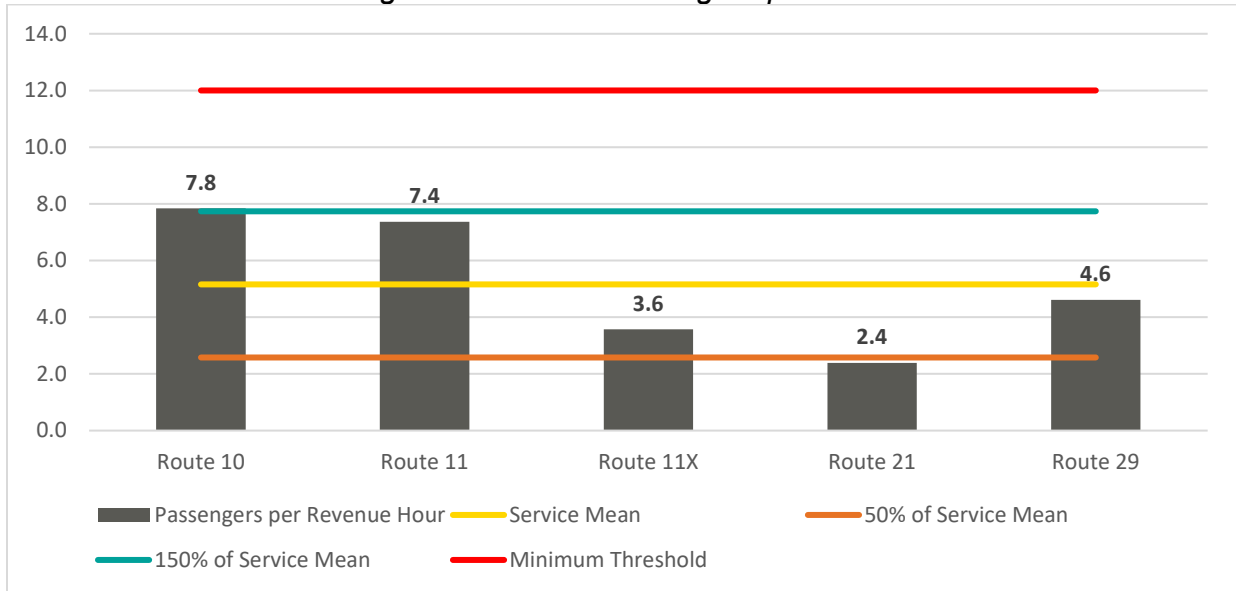


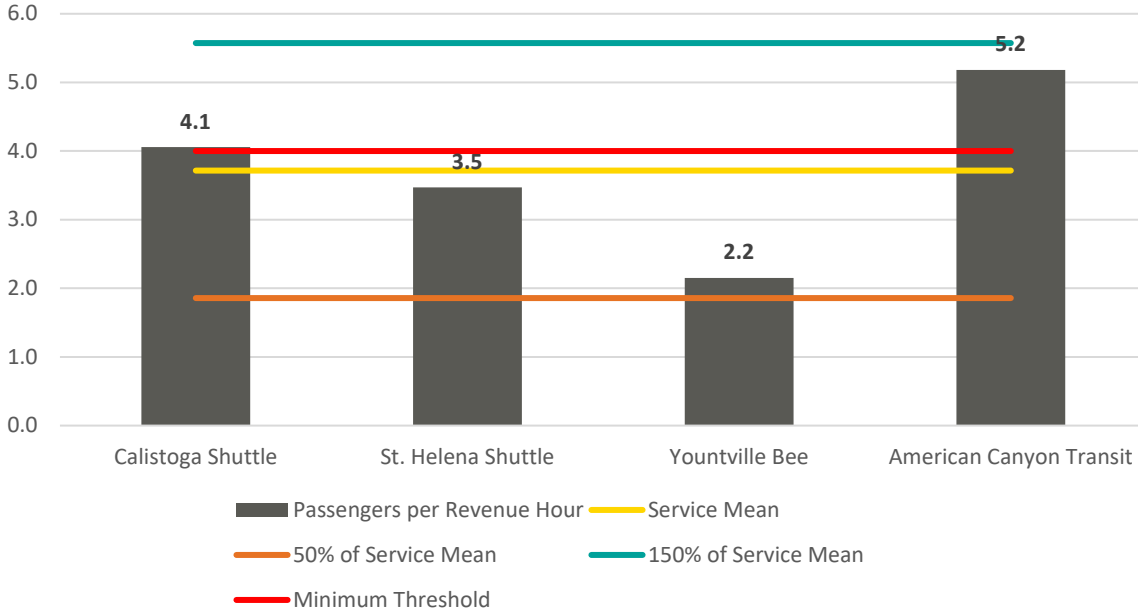
Table 3 below shows ridership experienced a noteworthy increase of 29.14% on the community shuttles when compared to the same quarter last year. By far, the most notable increase is in the ridership on Yountville Bee. This increase is primarily due to rising demand from Veteran’s Home residents.

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

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

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). Calistoga met the minimum service threshold of 4.0 passengers per hour.

Chart 6: Community Shuttle Service Passengers per Revenue Hour



VineGo ridership continues to rise in the post-pandemic era as every quarter since 2020 has experienced an increase of riders utilizing the service. 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

	Q3 FY25	Q3 FY26	% Difference	Numerical Difference
VineGo	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

	Regular Missed Trips	On-Demand Missed Trips
January	8	0
February	6	0
March	4	0
Total	18	0

Table 6: Missed trips Q3 of FY 2025-2026

	Regular Missed Trips	On-Demand Missed Trips
January	7	6
February	0	1
March	1	1
Total	8	8

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 of 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:

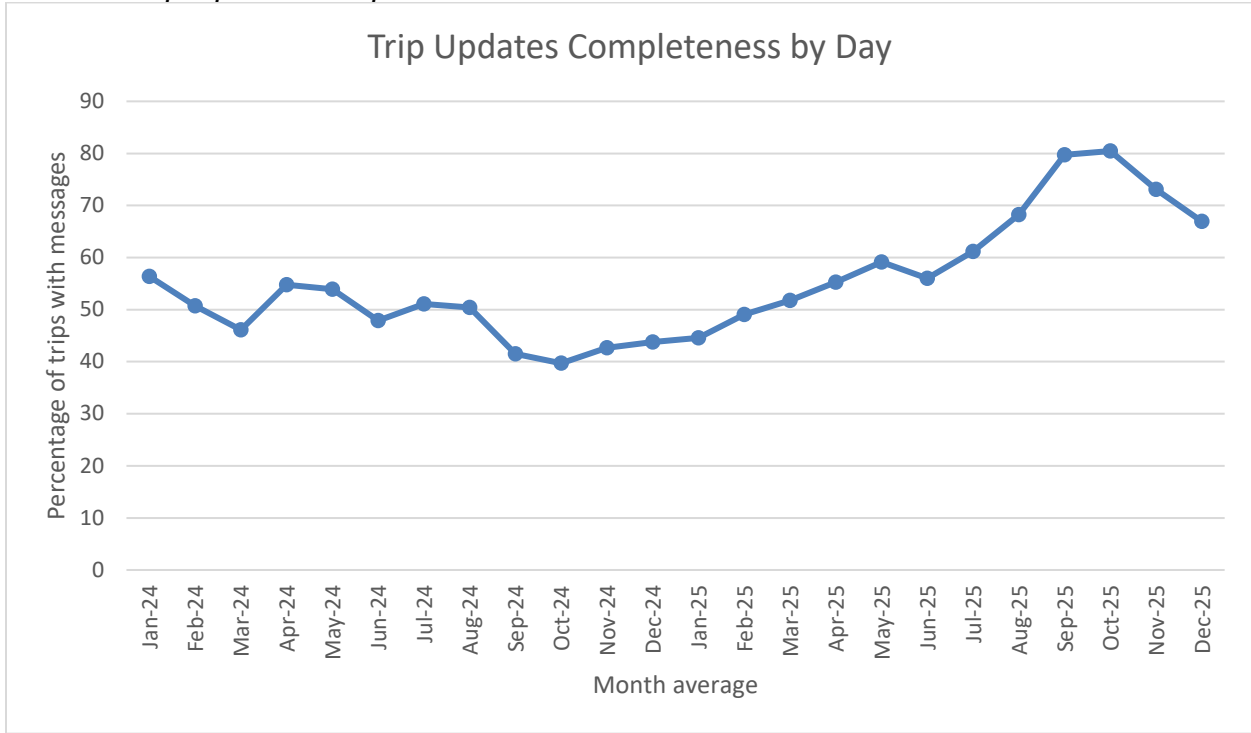
- The North Bay Workforce Alliance Hiring Event (January 29, 2026)
- Best of Napa Valley (January 30, 2026)
- English & Spanish Presentations at Napa Creek Manor (February 3, 2026)
- Napa County Career Technical Education (February 5, 2026)
- CIA Greystone Health & Resource Fair (February 11, 2026)
-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



NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Council (PCC) Agenda Memo

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

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 in (\$000’s)
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 in (\$000's)
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 recommends release of Unified Call for Projects
May 20, 2026	NVTA Board Opens Unified Call for Projects
June 19, 2026	Unified Call for Projects, along with Project Screening Criteria Intake Form due to NVTA
July 8, 2026	CAC Review - Feedback

July 9, 2026	PCC Review – Feedback
July 27, 2026	ATAC Review – Complete Streets Checklist
September 3, 2026	TAC reviews NVTA staff project recommendations for Board approval
September 16, 2026	NVTA Board project nomination approval
September 30, 2026	NVTA staff submit OBAG 4, CARE project nomination to MTC
November 1, 2026	NVTA staff submit FYE 27 TFCA 40% (previously programmed) and TFCA Bikeways project nominations to Air District
November – December 2026	OBAG 4 County & Local program – Regional Project Evaluation & Project Prioritization: <ul style="list-style-type: none"> - MTC evaluation of nominations - CMAQ emissions benefits & cost effectiveness (for eligible projects) - MTC & CTA discussions of preliminary staff recommendation
January 2027	OBAG 4 County & Local Program – MTC Project Selection <ul style="list-style-type: none"> - MTC staff recommendations for Commission considerations & approval - Programming of County & Local Program projects into 2023 TIP (est. February 2027)
October 1, 2027	First year of OBAG 4 funding availability for County & Local Program projects
November 1, 2027	NVTA Staff submit FYE 28 TFCA 40% project nominations to Air District
Dec 1, 2027	Deadline to submit LPP-F Cycle 5 Nomination and Allocation packages to CTC and Caltrans for review to January 2028 CTC Meeting Agenda

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

Information

Jurisdiction	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name

Project Description

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

Project Phase

Est. Phase Start Date

Est. Total Project Cost

Other Funding Sources, Amount

OBAG 4 Screening Criteria

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

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

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

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

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

Supplemental OBAG 4 Prioritization Criteria

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

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

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

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

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

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

Community Action Resource and Empowerment (CARE) Program Screening Criteria

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

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

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

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

CARE Program Evaluation Criteria

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

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

Transportation Fund for Clean Air (TFCA) Screening Criteria

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

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

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

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

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

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

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

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

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

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

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