



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Planning and Programming Manager
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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. This form is intended to help applicants understand program-specific

requirements and assist staff in evaluating project eligibility, readiness, and overall fit with available funding sources.

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

Table 1: Funding Available

Funding Program		Funding Type / Source	Eligible Projects	Fiscal Year(s)	Est. total Available
One Bay Area Grant – Cycle 4 (OBAG 4)		Federal	Active Transportation, Local Streets and Roads, Complete Streets, Transit Capital, Multimodal Improvement Projects	FYs 2027-31	\$7,288,000*
Community Action Resource & Empowerment (CARE) Program	Community Based Transportation Plan Technical Assistance (CBTP TA)	Regional	Funds 100% design for community identified projects	FY 2026-27	\$562,000
	Participatory Budgeting and Implementation (PB&I)	Regional	Funds construction for community identified projects	FY 2026-27	\$562,000

Funding Program		Funding Type / Source	Eligible Projects	Fiscal Year(s)	Est. total Available
Transportation For Clean Air (TFCA)	40% Formula Program	Regional	Bike/Ped Facilities, TDM Programs, Alternative Fuel Vehicles / Vehicle Infrastructure	FYs 2027-31	\$700,000
	Bikeways Program	Regional	Bicycle Facility Projects: Bike Paths, Lanes, Routes, Lockers/Parking.	FY 2026-27	\$1,000,000
Local Partnership Program Formulaic (LPP-F	Cycle 5	State	Local Roadway, Highway, Complete Streets, Active Transportation, Transit Capital Projects	FYs 2025-27	\$638,000
	Cycle 6	State		FYs 2027-29	\$550,000
	Cycle 7	State		FYs 2029-31	\$550,000
* 120% of Napa County's Nomination Targets					

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

Table 2: Timeline Summary

NVTA Funding Program Timeline	
April-Early May 2026	NVTA Release Project Screening Criteria Intake Form NVTA Staff Office Hours Available
May 7, 2026	TAC recommends release of Unified Call for Projects
May 18, 2026	ATAC Information
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 – Feedback & 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 (<i>NVTA Active Transportation Plan</i>)	

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). NVRTA 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 NVRTA 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	