

## Napa Valley Transportation Authority – Unified Call for Projects

### Introduction

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

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

### Instructions

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

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

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

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

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

**Information**

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

<b>Project Name</b>

<b>Project Description</b>

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

<b>Project Phase</b>

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

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

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

**OBAG 4 Screening Criteria**

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

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

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

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

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

**Supplemental OBAG 4 Prioritization Criteria**

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

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

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

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

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

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

**Community Action Resource and Empowerment (CARE) Program Screening Criteria**

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

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

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

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

### CARE Program Evaluation Criteria

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

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

**Transportation Fund for Clean Air (TFCA) Screening Criteria**

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

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

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

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

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

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

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

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

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

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

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