



May 1, 2025
NVTA Technical Advisory Committee (TAC)
Meeting Handout

1. Item 6.3 Caltrans Report
2. Item 9.4 Legislative Update
3. Item 9.5 Draft April 16th NVTA-TA and NVTA Board Meeting Agendas

TPROJECT INITIATION REPORT

EA 4Y400

Operational Improvement; NAPA 121 PM 7.2 at Hennessy Drive in the City of Napa

Scope: Operational Improvement

EA 2Q510

Pavement Rehab; NAPA 29 PM 42.1/48.6 in County of Napa

Scope: Pavement rehabilitation and Safety Improvements

EA 0W750

Intersection Improvement; NAPA 29 PM 28.485 at Pope St. in the City of St. Helena

Scope: Intersection Improvement

EA 1X750

Garnett Creek Bridge Replacement; NAPA 29 PM 39.08 in the City of Calistoga

Scope: Bridge Replacement

EA 1X760

Garnett Creek Branch Bridge Replacement; NAPA 29 PM 38.96 in the City of Calistoga

Scope: Bridge Replacement

ENVIRONMENTAL

EA 2W880 Pavement Preservation; NAP 128 PM 4.56/19.10 in County of Napa from R29 to Knoxville Road

Scope: Pavement Preservation

Cost Estimate: \$13.8 M Construction Capital

Schedule: PAED: 10/2026 PS&E: 01/2028 RWC: 4/2028 RTL: 5/2028

EA 4W370 Bridge Scour Mitigation; NAPA 29 PM 6.99 in County of Napa at the Napa River BOH

Scope: Scour Mitigation, Seismic Retrofit, Bridge Rail upgrade for Class I Bike Path

Cost Estimate: \$14.6 M Construction Capital

Schedule: PAED: 10/2027 PS&E: 4/2029 RWC: 5/2029 RTL: 7/2029

EA 4Q010

NAPA 29 PM 0.6/R2.5 in City of American Canyon

Scope: Multi-Modal Corridor Improvements

Cost Estimate: \$ 53.1 M Construction Capital

Schedule: PSR/PDS: 2/6/2023 PAED: 7/2026 PS&E: 12/2027 RWC: 6/2028 RTL: 6/2028

A PAED coop agreement is executed on 2/29/2024

EA 0J890

5-Way Intersection; NAPA 121-PM 7.3 in City of Napa

Scope: Intersection Improvement

Cost Estimate: \$18 M Construction Capital (\$3.90 M SHOPP Contribution)

Schedule: PAED: 5/2026 PS&E: 4/2028 RWC: 4/2028 RTL: 4/2028

A coop agreement is executed on 8/28/2023

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

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PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

DESIGN

EA 2W370

Major Damage; NAPA 29 PM 42.57 in County of Napa

Scope: Replace failed netting with new netting, remove debris, and install additional erosion control.

Cost Estimate: \$1.8 M Construction Capital

Schedule: PAED: 4/2025 PS&E: 3/2026 RWC: 4/2026 RTL: 5/2026

EA 4AA30

Storm Damage; NAPA 128 PM 12.5 in County of Napa

Scope: Storm Damage Restoration – Install Soil Nail Wall

Cost Estimate: \$5.3 M Construction Capital

Schedule: PAED: 12/18/2024 PS&E: 08/2026 RWC: 9/2026 RTL: 10/2026

EA 0Q800

Major Damage; NAPA 121 PM 6.9/12.1 in County of Napa

Scope: Permanent Restoration; Inject grout at sinkhole and install drainage

Cost Estimate: 1M Construction Capital

Schedule: PA&ED: 10/2024 PS&E: 11/2025 RWC: 03/2026 RTL: 04/2026

EA 0Q82A

Mitigation & Bio Monitoring for Storm Damage; NAPA 29 PM 11.6/13.0 in City of Napa

Scope: Environmental mitigation at Multiple Locations

Cost Estimate: 253K Construction Capital

Schedule: PS&E: 10/2025 RWC: 12/2025 RTL: 12/2025

EA 4AC80

Pavement Rehab; NAPA 29 PM 0.0/7.0 in American Canyon & County of Napa

Scope: Pavement rehabilitation

Cost Estimate: \$18.91 M Construction Capital

Schedule: PAED: 6/2024 PS&E: 5/2025 RWC: 6/2025 RTL: 6/2025

EA 4AC90

Safety; Various Locations in County of Napa

Scope: Install/ Upgrade Horizontal Alignment Warning Signs

Cost Estimate: \$4.47 M Construction Capital

Schedule: PAED: 6/2024 PS&E: 5/2025 RWC: 5/2025 RTL: 6/2025

EA 4J820

Tulucay Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa

Scope: Bridge Replacement

Cost Estimate: \$15.6M Construction Capital

Schedule: DED: 06/30/2022 PAED: 03/27/2023 PS&E: 05/2027 RWC: 05/2027 RTL: 08/2027

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EA 0Q790

Storm Damage; NAPA 121 PM 13.37/20.73 (5 locations) in County of Napa

Scope: Construct RSP at five slipout locations.

Cost Estimate: \$4.3M Construction Capital

Schedule: PAED: 02/9/2023 PS&E: 4/2025 RWC: 04/2025 RTL: 05/2025

EA 1Q620

Pavement Rehab; NAPA 121 PM 4.47/10.7 in City of Napa

Scope: Pavement repair.

Cost Estimate: \$35M Construction Capital

Schedule: PAED: 06/30/2022 PS&E: 05/2025 RWC: 08/2025 RTL: 08/2025

EA 2J88U

No-Name Creek Bridge; NAPA 29-PM 42.83 in County of Napa

Scope: Sub-structure rehabilitation and scour mitigation at one bridge

Cost Estimate: \$2.20M Construction Capital

Schedule: PAED: 2/1/2019 PS&E: 5/2025 RWC: 8/2025 RTL: 9/2025

EA 4J990 - DELETED

Storm Water Quality Improvement; NAPA 29 PM 33.13 in County of Napa

Scope: Improve water quality and fish passage

Cost Estimate: \$6.9M Construction Capital

Schedule: DED: 12/2/2020 PAED: 06/30/2021 PS&E: TBD RWC: TBD RTL: TBD

EA 4J830

Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa

Scope: Bridge Replacement

Cost Estimate: 12.2 M Construction Capital

Schedule: DED: 03/18/2022 PAED: 06/29/2022 PS&E: 05/2027 RWC: 05/2027 RTL: 08/2027

CONSTRUCTION

EA 2Q610

Pavement Rehab; NAPA 29 PM R7.3/13.5 in County of Napa

Scope: Pavement rehabilitation.

Cost Estimate: \$23.3M Construction Capital

Schedule: PAED: 04/20/2022 PS&E: 04/2024 RWC: 04/2024 RTL: 05/2024 AC: 11/27/2024 CCA: 11/2026

Awarded Contractor: Granite Rock Company

EA 0Q820

Storm Damage; NAPA 29 PM 11.6/13.0 in City of Napa

Scope: Repair Culvert and stabilize the roadway.

Cost Estimate: \$24.475M Construction Capital

Schedule: PAED: 09/10/2021 PS&E: 11/2023 RWC: 11/2023 RTL: 12/2023 AC: 10/2024 CCA: 12/2026

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EA 0Q830

Storm Damage; NAPA 29 PM 46.1 in County of Napa

Scope: Construct CIDH segmented pile wall at slip out

Cost Estimate: \$1.7M Construction Capital

Schedule: PAED: 06/29/2022 PS&E: 1/11/2024 RWC:1/11/2024 RTL: 1/22/2024 AC: 07/12/2024 CCA:03/2025

EA 3Q760

Rumble Strips; NAPA 29, 121 & 128 Various Locations in County of Napa

Scope: Construct rumble strips at seven locations.

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 12/31/2021 RTL: 6/26/2023 AWD: 2/29/2024 AC: 03/27/2024 CCA 12/31/2024 **EP: 05/2025**

EA 0K630

Bridge Rails; NAPA 29 PM 16.48/19.04 in County of Napa

Scope: Upgrade / Replace Bridge Rails in 3 Bridges

Cost Estimate: \$4.7M Construction Capital

Schedule: PAED:10/22/2020 PS&E:12/02/2022 RWC:12/05/2022 RTL:12/05/2022 AC: 07/14/2023 CCA:11/2025

EA 0Q810

Storm Damage; NAPA 121 PM 16.0/16.1 in County of Napa

Scope: Repair pavement, replace drainage systems and upgrade guardrail.

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED: 02/02/2022 RTL: 06/26/2023 AWD: 12/29/2023 AC: 1/23/2024 CCA:12/2/2024 EP: 12/2025

Awarded Contractor: Argonaut Constructors

EA 4J410

Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon

Scope: Rehabilitate Culverts

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 2/4/2020 RTL: 10/3/2022 AWD: 3/21/2023 AC: 04/07/2023 CCA: 11/2025

Awarded Contractor: Terracon Constructors Inc.

EA 0Q690

Storm Damage; NAPA 12 PM 2.1/2.6 in County of Napa

Scope: Construct Rock Slope Protection (RSP) to prevent further slope washout and pavement repair

Cost Estimate: \$1.2M Construction Capital

Schedule: PAED:12/1/2020 RTL: 06/24/2022 AWD: 3/21/2023 AC: 03/03/2023 CCA: 10/30/2024 EP: 12/2026

EA 1G43A

Env. Mitigation at Conn Creek; NAPA 128 PM R7.4 on Silverado Trail in County of Napa

Scope: Environmental mitigation, monitoring and report at Conn Creek

Cost Estimate: \$0.2M Construction Capital

Schedule: PAED: 10/5/2015 PS&E: 6/28/2021 RWC: 08/10/2021 RTL: 08/23/2021 AC: 07/26/2022 CCA: 10/2031

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EA 28120

Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa

Scope: Construct New Interchange at SR 221/29/12

Cost Estimate: \$36.7M Construction Capital

Schedule: PAED: 2/13/2020 PSE: 08/26/2021 RWC: 08/25/2021 RTL: 08/26/21 AC: 05/13/2022 CCA: 11/2026

EA 2Q260

Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa

Scope: Construct Class 1 Multiuse Path

Cost Estimate: \$6.1M Construction Capital

Schedule: DED: 6/17/2020 PAED: 01/15/2021 PS&E: 12/10/2021 RWC: 12/10/2021 RTL: 12/10/2021

AWD: 5/20/2022 (Ghilotti Construction Company) AC: 06/15/2022 CCA: 04/2025

EA 3G64A

Env. Mitigation & Plant Establishment at Napa River Bridge; NAPA 29 PM 37.0 in City of Calistoga

Scope: Environmental mitigation at Napa River Bridge

Cost Estimate: \$0.5M Construction Capital

Schedule: PAED: 2/9/2015 RTL: 5/29/2019 AWD: 3/26/2020 (Hanford Applied) AC: 05/28/2020 CCA: 12/2028

EA 4G210

Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Remove existing triple box culverts and replace with a new single span bridge

Cost Estimate: \$8.7M Construction Capital

Schedule: PAED: 4/9/2018 RTL: 12/8/2020 AWD: 5/19/2021 (Gordon Ball Inc) CCA: 04/30/2024 EP: 9/2026

EA 4G21A

Env. Mitigation at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Environmental mitigation, monitoring and report at Huichica Creek

Cost Estimate: \$1.0M Construction Capital

Schedule: PAED: 4/9/2018 RTL: 06/9/2023 AWD: 11/28/2023 AC: 12/20/2023 CCA: 06/2033

EA 4G84A

Capell Creek Bridge Env Mitigation; NAPA 128-PM 20.2 in County of Napa

Scope: Environmental Permit Mitigation & Plant Establishment to Bridge Replacement

Cost Estimate: \$0.5M Construction Capital

Schedule: PAED: 6/16/2016 RTL: 05/23/2022 AWD: 11/17/2022 CCA: 11/2031

EA 0K000

ADA Compliance; NAPA 29 PM 0.23/14.6 in County of Napa

Scope: Upgrade Pedestrian Facilities

Cost Estimate: \$2.1M Construction Capital

Schedule: PAED: 7/1/2019 RTL: 09/22/2021 AWD: 03/17/2022 AC: 04/08/2022 CCA: 6/28/2024 EP: 07/2025

ACTION ITEMS

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NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: Federal and State Legislative Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Technical Advisory Committee receive the Federal Legislative update (Attachment 1) State Legislative update (Attachment 2), and State Bill Matrix (Attachment 3) prepared by Platinum Advisors. Information only

ATTACHMENTS

- 1) April 28, 2025 Federal Update (Platinum Advisors)
- 2) April 28, 2025 State Update (Platinum Advisors)
- 3) April 28, 2025 State Bill Matrix (Platinum Advisors)

PLATINUM | ADVISORS

TO: Kate Miller, Executive Director
Napa Valley Transit Authority

FROM: Jessica Aune, Platinum Advisors

RE: Napa Valley Transit Authority April 2025 Monthly Report

DATE: Monday, April 28, 2025

State of Play and Congressional Update:

This month, Congressional lawmakers adopted a compromise FY2025 budget resolution before departing for a two-week recess – unlocking the next phase of the reconciliation process, which allows the Senate to bypass the 60-vote filibuster. After delaying a floor vote on the initial Senate-passed measure, Speaker of the House Mike Johnson (R-LA) made a pledge to hardline conservatives that he would find a minimum of \$1.5 trillion in spending cuts in exchange for their support. The minimum cuts in the Senate instructions only amount to \$4 billion – a tactic intended to give Senators more leeway in identifying potential savings and a potential sticking point between the two chambers as the budget process continues.

Now that an identical budget resolution has been adopted by both the House and Senate, congressional Republicans will now begin the process of drafting their massive reconciliation bill. The next step for Speaker Johnson and Senate Majority Leader John Thune (R-SD) will be to resolve different instructions provided to each authorizing committee in both chambers.

Under the budget resolution, the House Committee on Transportation and Infrastructure must identify at least \$10 billion in cuts between FY 2025-2034, while the Senate Committee on Commerce, Science, and Transportation can increase the deficit up to \$20 billion in new spending.

There is a general consensus between the two chambers on what will be included in the final package, including a permanent extension of the 2017 tax cuts, new funding for border security and defense, and an increase in the debt limit. However, the remaining question is how much to reduce federal spending to offset any increase in the deficit as a result of extending expiring tax cuts and incorporating the President's proposals to eliminate taxes on tips, Social Security benefits, and overtime pay.

As part of the agreement struck with members of the House Freedom Caucus and other fiscal hawks who had expressed concerns with the budget resolution, President Trump

and Speaker Johnson committed to repeal portions of the Biden administration's trademark Inflation Reduction Act and make certain reforms to Medicaid coverage.

Authorizing committees in both chambers will begin holding mark-ups on the budget resolution instructions over the next several weeks. Once each congressional committee completes its work, their provisions will be sent over to the House and Senate Budget Committees to be compiled into a single reconciliation package. While the White House is urging lawmakers to pass their final legislative measure by Memorial Day, Senate Republicans have set their sights on an August deadline.

Duffy Issues Warning on Withholding Funds Over DEI Policies

Along with a [letter](#) sent to recipients of federal transportation funding, Department of Transportation (DOT) Secretary Sean Duffy [spoke on Fox News](#) to warn that if local and state governments "can't comply with federal law," then they shouldn't expect their applications for federal grant programs to be approved. Secretary Duffy also signaled that certain states and local governments could be subject to an audit on compliance with various Executive Orders and agency memorandum on DEI policies and immigration enforcement.

Withholding of Federal Funds to Municipalities Blocked by Judges

This month, a federal judge issued a temporary injunction against a funding freeze for a group of local governments with "sanctuary" policies for undocumented immigrants. In February, coalition of 16 cities and counties, including the city of San Francisco, filed a lawsuit against an Executive Order that would rescind federal funds for local governments that don't comply with federal immigration enforcement. In his decision, the judge wrote that withholding funding causes local governments "irreparable injury in the form of budgetary uncertainty, deprivation of constitutional rights, and [undermines] trust between the cities and counties and the communities they serve."

Trump Officials Consider Easing Auto Tariffs

The Trump administration is [considering](#) whether to reduce certain tariffs targeting the auto industry. One measure would spare automobiles and parts already subject to tariffs from facing additional duties from levies on steel and aluminum imports. Another option would fully exempt auto parts that comply with USMCA. However, when asked if he was considering changes to auto tariffs, President Trump said he wasn't - while also suggesting he might even increase levies on the Canadian auto sector.

FEMA Considers Natural Disaster Assistance Eligibility Reform

According to [recent reporting](#), the Federal Emergency Management Agency (FEMA) is considering a slate of policy recommendations that could reduce the number of emergency declarations approved by the president, as well as limit the amount of federal

assistance available for cities and states affected by natural disasters. Notably, the memorandum, which was submitted to the White House Office of Management and Budget (OMB) proposes raising the threshold for states to qualify for public assistance and reducing the share of recovery costs paid for by the federal government.

Most recently, FEMA has publicly [rescinded](#) federal funding programs deemed as “wasteful” and “politicized” by new agency leaders. This includes the Building Resilient Infrastructure and Communities (BRIC) program, which provides federal support for hazard-reduction projects. Napa County was awarded a BRIC grant in 2024.

California Waivers Barred From Congressional Review

This month, the US Senate Parliamentarian Elizabeth MacDonough ruled that California emissions waivers approved by the Biden administration aren’t subject to the Congressional Review Act. The decision reinforces a finding from the Government Accountability Office that three Clean Air Act waivers, which allow California to regulate motor vehicle emissions more strictly than the federal government, aren’t technically rules and therefore can’t be struck down by Congress.

House Republican lawmakers had previously introduced three Congressional Review Act disapproval resolutions aimed at overturning the Biden administration’s approval of California’s vehicle emissions mandates, including the Advanced Clean Cars II regulation, the Advanced Clean Trucks regulation, and the Omnibus Low-NOx Emissions rule.

FTA Pick Molinaro Approved by Senate Committee

President Trump's nominee to serve as the Federal Transit Administration (FTA) administrator, former Congressman Marc Molinaro, was confirmed by the Senate Banking Committee. His nomination was approved 20-4, with a handful of Democrats voting against Molinaro over opposition to the Trump administration’s efforts to reduce the scope of the federal government. At his confirmation hearing, Molinaro, when asked about potential funding freezes, said he would advocate for the disbursement of authorized and obligated funds.

Pending Legislation of Interest

[H.R.81](#) — **To prohibit the imposition of mask mandates on public transportation.**

Sponsor: Biggs, Andy [Rep.-R-AZ-5]

Introduced: 01/03/2025

[H.R.502](#) — **To ensure the rural surface transportation grant program is accessible to rural areas, and for other purposes.**

Sponsor: Finstad, Brad [Rep.-R-MN-1]

Introduced: 01/16/2025

[H.R.546](#) — **To direct the Attorney General to establish a grant program for civilian traffic violation enforcement.**

Sponsor: Torres, Ritchie [Rep.-D-NY-15]

Introduced: 01/16/2025

[S.161](#) — **A bill to require the Secretary of Transportation to issue rules relating to the testing procedures used under the New Car Assessment Program of the National Highway Traffic Safety Administration, and for other purposes.**

Sponsor: Fischer, Deb [Sen.-R-NE]

Introduced: 01/21/2025

[S.191](#) — **A bill to require the Secretary of Transportation to modify certain regulations relating to the requirements for commercial driver's license testing and commercial learner's permit holders, and for other purposes.**

Sponsor: Lummis, Cynthia M. [Sen.-R-WY]

Introduced: 01/22/2025

[H.R.623](#) — **To direct the Secretary of Transportation to modify certain regulations relating to the requirements for commercial driver's license testing and commercial learner's permit holders, and for other purposes.**

Sponsor: LaHood, Darin [Rep.-R-IL-16]

Introduced: 01/22/2025

[H.R.732](#) — **Disaster Recovery Efficiency Act**

Sponsor: Jacobs, Sara [Rep.-D-CA-51]

Introduced: 01/24/2025

[H.R.1166](#) — **Decoupling from Foreign Adversarial Battery Dependence Act**

Sponsor: Rep. Gimenez, Carlos A. [R-FL-28]

Introduced: 02/10/2025

[H.R.1513](#) — **Unplug the Electric Vehicle Charging Stations Program Act**

Sponsor: Wied, Tony [Rep.-R-WI-8]

Introduced: 02/21/2025

[H.R.1659](#) — **Truck Parking Safety Improvement Act**

Sponsor: Bost, Mike [Rep.-R-IL-12]

Introduced: 02/27/2025

[H.R.1892](#) — **Wireless Electric Vehicle Charging Grant Program Act of 2025**

Sponsor: Stevens, Haley M. [Rep.-D-MI-11]

Introduced: 03/05/2025

[H.R.2088](#) — **To direct the Secretary of Transportation, in coordination with the Secretary of Housing and Urban Development, to establish a thriving communities grant program.**

Sponsor: Torres, Norma J. [Rep.-D-CA-35]

Introduced: 03/11/2025

[S.996](#) — **A bill to amend the Clean Air Act to prevent the elimination of the sale of motor vehicles with internal combustion engines, and for other purposes.**

Sponsor: Sen. Mullin, Markwayne [R-OK]

Introduced: 03/12/2025

[H.R.2166](#) — **To amend title 23, United States Code, with respect to vehicle weight limitations for certain logging vehicles, and for other purposes.**

Sponsor: Wied, Tony [Rep.-R-WI-8]

Introduced: 03/14/2025

[H.R.2348](#) — **To direct the Secretary of Transportation to produce and distribute a national public safety messaging campaign, and for other purposes.**

Sponsor: Stauber, Pete [Rep.-R-MN-8]

Introduced: 03/25/2025

[H.R.2819](#) — **To prohibit the Administrator of the Federal Motor Carrier Safety Administration from issuing a rule or regulation requiring certain vehicles to be equipped with speed limiting devices.**

Sponsor: Brecheen, Josh [Rep.-R-OK-2]

Introduced: 04/10/2025

[H.R.2992](#) — **To amend title 23, United States Code, and the Infrastructure Investment and Jobs Act with respect to vehicle roadside crashes, work zone safety, and for other purposes.**

Sponsor: Carter, Troy A. [Rep.-D-LA-2]

Introduced: 04/24/2025

Executive Branch

Department of Transportation (DOT)

DOT [announced](#) that it had signed its first federal grant agreement under the Bridge Investment Program (BIP). The \$175 million grant was awarded to the South Carolina Department of Transportation for the replacement of bridges along a major East Coast freight artery. Notably, the DOT's announcement emphasizes that DOT is working "to address an unprecedented backlog of roughly 3,200 unobligated grants inherited from the

previous administration.” The Bridge Investment Program was established by the Infrastructure Investment and Jobs Act of 2021.

DOT [announced](#) that the Federal Railroad Administration (FRA) and Amtrak had agreed to a revised scope for a planned rehabilitation of a bridge located along one of the busiest sections of the Northeast Corridor. The estimated savings from the revised plan total up to \$140 million. The revised scope for rehabilitation removes “unnecessary aesthetic costs like enhanced lighting and defer some rehab work where structural elements still have a useful life.” This announcement signals DOT's priorities related to identifying potential savings in federally funded projects. Similar actions were taken on two rail projects in [New York City](#) and [Texas](#).

DOT [announced](#) the fiscal year (FY) 2025 Notice of Funding Opportunity (NOFO) for the Safe Streets and Roads for All (SS4A) program. The deadline for applications is June 26, 2025. The NOFO removes language related to climate justice and equity that had been included in previous fiscal years.

Federal Highway Administration (FHWA)

FHWA [published](#) a [final rule](#) repealing a Biden-era greenhouse gas measurement regulation that required metropolitan planning organizations and state DOTs to measure and report greenhouse gas emissions from transportation projects. The now-rescinded rule also established declining carbon dioxide targets and report on progress toward achieving those targets. In 2024, a district judge in Texas ruled that DOT lacked the legal authority to enact the rule.

National Highway Traffic Safety Administration (NHTSA)

NHTSA [released](#) an updated Automated Vehicle (AV) Framework as part of the DOT's new transportation innovation agenda. The AV framework has three principles: prioritize the safety of ongoing AV operations on public roads; unleash innovation by removing unnecessary regulatory barriers, and enable commercial deployment of AVs to enhance safety and mobility for the American public.

PLATINUM | ADVISORS

April 28, 2025

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Fiscal Outlook: Although residents of Los Angeles County are allowed to defer filing their state income taxes until October of this year, the income tax receipts for April hit the revenue target for the month. As of April 24th, a total of \$17.35 billion has been received by the state. The January revenue forecast for April is \$17.37 billion. This is a strong showing to date, but with the stock market turmoil the expectation is that the May Revise will significantly downgrade revenue projections resulting in a budget deficit.

Through the end of March revenues are tracking \$4-5 billion ahead of the January estimates. This small buffer will be critical as stock prices slide and the U.S. Dollar is devalued, and the possibility of a recession on the horizon. The state will have little capacity to backfill federal cuts or augment state programs above the Governor's January budget. Assembly Speaker Robert Rivas has stated in news articles that the budget adopted in June will likely need to be altered before the end of session, or later this fall as federal funding cuts become known.

Select Committees on Cost: Assembly Speaker Rivas announced four new select committees charged with examining the cost of living in California. Select committees do not hear or act on legislation, but the result of the informational hearings by these committees do result in future legislative proposals.

Speaker Rivas stated, *"Middle-class families earning \$125,000 a year are struggling to afford rent, childcare, and groceries. That's not sustainable. People across the state — working full-time and doing everything right — are still falling behind. When the middle class is squeezed this hard, our entire future is at risk."* To examine how to address this challenge the Speaker has created the following Select Committees:

- ***Select Committee on Child Care Costs:*** Assemblymember Cecilia Aguiar-Curry will chair this Select Committee. **The goal is** to focus on how to maximize existing programs and make zero-to-3 childcare universally accessible and affordable for California families.
- ***Select Committee on CalFresh Enrollment and Nutrition:*** *This committee will be co-chaired by Assemblymembers Mia Bonta and LaShae Sharp-Collins.* The

committee will focus on boosting CalFresh enrollment, improving access to fresh food, and ensuring every family can afford to eat with dignity.

- *Select Committee on Housing Finance and Affordability:* This committee will be co-chaired by Assemblymembers Anamarie Ávila-Farías and John Harabedian. This select committee will explore creative financing solutions to accelerate affordable housing production.
- *Select Committee on Transportation Costs and Impact of the Low Carbon Fuel Standard:* Assemblymembers Lori Wilson and David Alvarez will co-chair this committee. This select committee will look at whether the Low Carbon Fuel Standard is still delivering for California families as currently designed and administered.

Cap & Trade: Governor Newsom along with Speaker Rivas and Senate Pro Tem McGuire have publicly pledged to extend the cap & trade program this year. The urgency to extend the program is needed to provide greater legal protections for the program in light of the Trump Administration's pledge to examine how to block state and local laws that are viewed as impeding energy independence. An extension would also boost participation in the auction which has been waning. Governor Newsom did not specify whether it would be a simple extension of the sunset date or if the plan would overhaul how funds are allocated. He stated the details will be shared in the coming weeks, which points to the details likely being included in the May Revise.

Legislation:

AB 1070 (Ward): The author pulled AB 1070 from the Assembly Local Government Committee hearing on April 23rd. This makes it unlikely that this measure will move forward this year. AB 1070 proposed to require all transit districts created in state statute to add two non-voting members to their governing boards, as well as require all governing board members to demonstrate that they use the transit system in order to receive compensation for serving on the board.

AB 1250 (Papan): AB 1250 was gutted and amended on April 10th. As amended the bill would prohibit starting on January 1, 2027, a transit operator from requiring an individual who is eligible for paratransit services and whose condition is not expected to improve from having to recertify their eligibility. In addition, the bill would require temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, and it would prohibit renewal of temporary eligibility more than 6 consecutive times.

While there are no known transit operators that oppose the intent of this legislation, concerns have been raised regarding the need to maintain the accuracy of paratransit user data base. Requiring periodic recertification is one way to keep databases up to date. Discussions are underway with the author to address this concern.

SB 79 (Wiener): SB 79 was approved by the Senate Housing Committee over the objections of the chair, Senator Aisha Wahab. The bill will be heard next by the Senate Local Government Committee. The intent of SB 79 is to promote housing and mixed-use development projects near transit services, particularly on parcels owned or controlled by a transit operator. SB 79 also includes provisions that expand the definition of “agency’s use” within the Surplus Lands Act to include land leased to support public transit operations. The bill also exempts from CEQA any public or private residential, commercial, or mixed-used project located entirely or principally on land a public transit agency owns.

The goal is to not only promote housing near transit but also create a mechanism for these development projects to generate revenue for transit operators. The size and density of these development projects depends on the type of transit service located within ¼ mile of the project site.

SB 569 (Blakespear): The bill would allow Caltrans to establish a dedicated liaison to facilitate the removal of homeless encampments on Caltrans’ right-of-way and authorizes Caltrans to negotiate specified terms for Delegated Maintenance Agreements (DMA) with local jurisdictions. The DMA is a contract entered into by Caltrans and a local government, in which both work together to reduce and remove homeless encampments within Caltrans’ jurisdiction. This would allow local governments, under an executed DMA, to utilize local policies and procedures to streamline encampment abatement, as well as streamlining the permit process.

PLATINUM | ADVISORS

April 28, 2025

ATTACHMENT 3
TAC Item 9.4
May 1, 2025

TABLE 1: BOARD ACTION ITEMS

	Subject	Status	Recommended Position
<p>AB 1250 (Papan D) Transit operators: paratransit: recertification of eligibility.</p>	<p>AB 1250 was gutted and amended on April 10th. As amended the bill would prohibit starting on January 1, 2027, a transit operator from requiring an individual who is eligible for paratransit services and whose condition is not expected to improve from having to recertify their eligibility. In addition, the bill would require temporary eligibility to be valid for 180 days or until the date indicated by the person’s medical professional, and it would prohibit renewal of temporary eligibility more than 6 consecutive times.</p>	<p>Assembly Transp.</p>	<p>Watch</p>
<p>SB 79 (Wiener D) Local government land: public transit use: housing development: transit-oriented development.</p>	<p>SB 79 was approved by the Senate Housing Committee over the objections of the chair, Senator Aisha Wahab. The bill will be heard next by the Senate Local Government Committee.</p> <p>The intent of SB 79 is to promote housing and mixed-use development projects near transit services, particularly on parcels owned or controlled by a transit operator. SB 79 also includes provisions that expand the definition of “agency’s use” within the Surplus Lands Act to include land leased to support public transit operations. The bill also exempts from CEQA any public or private residential, commercial, or mixed-used project located entirely or principally on land a public transit agency owns.</p>	<p>Senate Local Gov.</p>	<p>Watch</p>

	Subject	Status	Recommended Position
<u>SB 569</u> (Blakespear D) Department of Transportation: homeless encampments.	The bill would allow Caltrans to establish a dedicated liaison to facilitate the removal of homeless encampments on Caltrans' right-of-way and authorizes Caltrans to negotiate specified terms for Delegated Maintenance Agreements (DMA) with local jurisdictions. The DMA is a contract entered into by Caltrans and a local government, in which both work together to reduce and remove homeless encampments within Caltrans' jurisdiction. This would allow local governments, under an executed DMA, to utilize local policies and procedures to streamline encampment abatement, as well as streamlining the permit process.	Senate Appr.	Support

TABLE 2: BOARD ADOPTED POSITIONS

	Subject	Status	Position
<u>AB 259</u> (Rubio, Blanca D) Open meetings: local agencies: teleconferences.	AB 259 was amended to extend the sunset date to January 1, 2030, rather than repealing the existing January 1, 2026, sunset. This bill would extend the existing authority allowing members of a legislative body to participate remotely if specific conditions are met.	ASSEMBLY FLOOR	Watch
<u>AB 394</u> (Wilson D) Crimes: public transportation providers.	This measure would expand existing law regarding battery of a transit operator or transit passenger to also include an employee or contractor of a public transit provider. AB 394 was amended to delete the process whereby a person convicted of battery may be subject to a prohibition order for up to 18 months. However, the amendments allow for a district-wide restraining order to be imposed.	ASSEMBLY APPR	Support
<u>AB 697</u> (Wilson D) Protected species: authorized take: State Route 37 improvements.	AB 697 authorizes select State Route 37 corridor projects to be evaluated under California Endangered Species Act (CESA) – which allows an incidental take permit so long as impacts to the species are fully mitigated, among other requirements. The bill also applies to the conservation standards and	Assembly Water, Parks & Wildlife Hearing set for April 29th	Support

	Subject	Status	Position
<u>AB 697</u> (cont.)	other permitting thresholds required by SB 147 (2023), which authorizes CDFW to issue fully protected species take permits under CESA for certain categories of transportation, renewable energy, and water infrastructure projects.		
<u>AB 954</u> (Bennett D) State transportation improvement program: bicycle highway pilot program.	This bill would require Caltrans to prepare a proposal for the development, including the selection of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California’s major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP.	Assembly APPR	Watch
<u>AB 1014</u> (Rogers D) Traffic safety: speed limits.	AB 1014 would expand existing law that allows cities and counties to reduce a speed limit below the 85 th percentile speed survey to also include Caltrans and the highways operated by the state.	Assembly Appr.	Watch
<u>AB 1070</u> (Ward D) Transit districts: governing boards: compensation: nonvoting members	Assemblymember Ward pulled AB 1070 from the Assembly Local Government Committee agenda. This will result in the bill becoming a two-year bill. This proposal would require ALL governing board members of “transit district” to demonstrate that they use public transit in order to receive compensation for serving on the transit board. In addition, the bill would require the addition of 2 non-voting members to governing boards. The seats would be reserved for a representative of transit user groups, and a seat represented by the labor organization representing the majority of employees. Both non-voting members would have two alternates each. The nonvoting members may be excluded from any discussions regarding labor negotiations	Assembly Loc Gov.	Watch

	Subject	Status	Position
AB 1207 (Irwin D) Climate change: market-based compliance mechanism.	AB 1207 is the Assembly's vehicle for reauthorizing the cap & trade auction program. The bill was amended to contain minor changes in order to meet the spot bill deadline, but the bills content remains nonsubstantive.	Assembly Nat. Res.	Watch
AB 1268 (Macedo R) Motor Vehicle Fuel Tax Law: adjustment suspension.	AB 1268 would authorize the Governor to suspend the annual inflation adjustment to the motor vehicle fuel tax upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.	Assembly Transp.	Oppose
AB 1340 (Wicks D) Metropolitan Transportation Commission: duties	AB 1340 was amended to allow Transportation Network Company (TNC) drivers the right to form, join, and participate in the activities of TNC driver organizations of their own choosing.	Assembly Transp.	Watch
SB 63 (Wiener D) San Francisco Bay area: local revenue measure: transportation funding.	<p>SB 63 would authorize a 10- to 15-year regional public transportation operations sales tax measure on the November 2026 ballot in the Counties of Alameda, Contra Costa, and San Francisco, with the option for the Counties of San Mateo and Santa Clara to be added.</p> <p>The Senate Transportation and the Revenue & Taxation Committee approved SB 63. Amendments were taken in both committees, but those amendments are not in print yet. The amendments include the following changes:</p> <ul style="list-style-type: none"> • Strike language relating to the Transit Operations Financial Responsibility and Implementation Plan. 	Senate Appr.	Watch

	Subject	Status	Position
<u>SB 63</u> (cont.)	<ul style="list-style-type: none"> Clarify that the provisions of the title only apply to the counties identified in the creation of the Transportation Revenue Measure District. Direct MTC to report to the Legislature by March 31, 2026 on its forecast of the impacts to ridership on AC Transit, BART, Caltrain, and Muni from planned transportation projects and strategies included in its adopted regional transportation plan, with an emphasis on rail connectivity projects that may increase ridership, reduce operating costs, or help with enhanced mobility. Adds a legislative finding and declaration that “the San Francisco Bay Area also needs to prioritize increasing ridership to ensure the region’s transit network is sustainable.” 		
<u>SB 71</u> (Wiener D) California Environmental Quality Act: exemptions: transit projects.	<p>SB 71 is pending in the Senate Appropriations Committee.</p> <p>SB 71 would repeal the sunset date on existing law that exempts certain transit, bicycle, and pedestrian projects from CEQA. In addition to making additional clarifying changes, SB 71 would add to the list of exemptions a transit comprehensive operational analysis, transit route readjustment, or other transit agency route addition, elimination, or modification. The bill defines a transit comprehensive plan to include a plan that redesigns or modifies a transit operator’s or local agency’s public transit service network, including the routing of fixed route and micro transit services</p>	Senate Appr.	Support
<u>SB 239</u> (Arreguín D) Open meetings: teleconferencing: subsidiary body.	<p>This bill would allow certain types of advisory or subsidiary bodies to meet using remote/teleconference participation if specified conditions are met. SB 239 would not apply to a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets.</p> <p>SB 239 was amended in the Senate Local Government Committee to include a sunset date of January 1, 2030.</p>	Senate Jud.	Watch

	Subject	Status	Position
SB 445 (Wiener D) Sustainable Transportation Project Permits and Cooperative Agreements.	SB 445 would establish a process to accelerate the permitting and construction of “sustainable transportation project,” which generally includes any transit, bike, or pedestrian project. In addition, for “large sustainable transportation projects,” the bill establishes a process and timeline for entering into a cooperative agreement. A large sustainable transportation project is a transit, bike or pedestrian project with a cost exceeding \$12 million.	Senate Appr.	Watch
SB 696 (Alvarado-Gil R) Sales and Use Tax Law: exemptions: firefighting equipment.	AB 696 would exempt from the sales & use tax law the purchase of firefighting equipment, including vehicles. While other exemptions only apply to the state portion of the sales tax, this bill would also exempt the application of local Bradely-Burns sales tax and locally imposed sales taxes.	Senate Rev. & Tax	Watch
SB 752 (Richardson D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill would extend by two years the sunset date on the existing state sales tax exemption on the purchase of zero emission transit buses. The current exemption is set to expire on January 1, 2026. This bill would push it back to January 1, 2028	Senate Rev & Tax	Support
SB 840 (Limón D) Greenhouse gases: market-based compliance mechanism.	SB 840 is the Senate bill that will be used to advance the Senate’s proposal on extending the Cap & Trade auction program. As currently drafted, the bill merely requires the LAO to continue to provide an annual report on the economic impacts and benefits of the GHG reduction targets.	Senate Enviro. Quality	Watch

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Agenda - Draft NVRTA Board of Directors - Tax Agency (NVRTA-TA)

Wednesday, May 21, 2025

1:00 PM

JoAnn Busenbark Board Room

- 1. Call to Order
- 2. Pledge of Allegiance
- 3. Board Member Remote Participation
- 4. Roll Call
- 5. Adoption of the Agenda
- 6. Public Comment
- 7. Chairperson’s and Board Members’ Update
- 8. Executive Director's Update

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.

9. CONSENT AGENDA ITEMS

- 9.1 Meeting Minutes of April 16, 2025 (Laura Sanderlin) (Pages xx)

Recommendation: Board action will approve the special meeting minutes of April 16, 2025.

Estimated Time: 1:05 p.m.

10. REGULAR AGENDA ITEMS

10.1 Measure U Master Agreement (Addrell Coleman) (Pages xx)

Recommendation: Board action will approve xxxx.

Estimated Time: 1:05 p.m.

10.2 Quarterly Sales Tax Update Newsletter (Antonio Onorato) (Pages xx)

Recommendation: Information only.

Estimated Time: 1:05 p.m.

11. FUTURE AGENDA ITEMS

12. ADJOURNMENT

11.1 The next Regular Meeting is _____.

I 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. by Friday, XXXX.

Laura M. Sanderlin, NVTA-TA Board Secretary

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Agenda - Draft NVRTA Board of Directors

Wednesday, May 21, 2025

1:00 PM

JoAnn Busenbark Board Room

1. Call to Order
2. Board Member Remote Participation
3. Roll Call
4. Adoption of the Agenda
5. Public Comment
6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update
7. Executive Director's Update
8. Caltrans' Update

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.

9. CONSENT AGENDA ITEMS

9.1 Meeting Minutes of April 14, 2025 (Laura Sanderlin) (Pages xx)

Recommendation: Board action will approve the minutes of the April 14th special meeting.

Estimated Time: 1:30 p.m.

9.2 Meeting Minutes of April 16, 2025 at 11:00am (Laura Sanderlin) (Pages xx)

Recommendation: Board action will approve the minutes of the April 16th special meeting.

Estimated Time: 1:30 p.m.

9.3 Meeting Minutes of April 16, 2025 at 3:00pm (Laura Sanderlin)
(Pages xx)

Recommendation: Board action will approve the minutes of the April 16th special meeting.

Estimated Time: 1:30 p.m.

9.4 Napa Valley Transportation Authority (NVTA) Services Agreement No. 25-P5060 with Remix Technologies (Rebecca Schenck) (Pages x)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve

Estimated Time: 1:30 p.m.

9.5 Updates to Policies, Practices, and Procedures Manual: Personnel (Laura Sanderlin) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve the revised NVTA Personnel Policies Manual.

Estimated Time: 1:45 p.m.

9.6 Updates to Policies, Practices, and Procedures Manual: Transit Policy (Libby Payan) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve the revised Transit Policy manual.

Estimated Time: 1:45 p.m.

9.7 Master U Agreement (Addrell Coleman) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve
xxxx

Estimated Time: 1:45 p.m.

9.8 Contract Award to Kleinfelder for CM services for the Redwood Park and Ride (Grant Bailey) (Pages x)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve
xxxxxx

Estimated Time: 3:30 p.m.

10. REGULAR AGENDA ITEMS**10.1 Employment Agreement No.xxxxx (Mark Joseph) (Pages x)**

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve
xxxxxx

Estimated Time: 3:30 p.m.

10.2 Retirement of Proterra Vehicles (Rebecca Schenck) (Pages x)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board xxxxxx

Estimated Time: 3:30 p.m.

10.3 TDA-3 Guidelines and Call for Projects (Patrick Band) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve
xxxx

Estimated Time: 1:45 p.m.

10.4 Contract Award for Bond Counsel (Antonio Onorato) (Pages x)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve xxxxxx

Estimated Time: 3:30 p.m.

10.5 ATNA Final Plan Adoption (Diana Meehan) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve xxxx

Estimated Time: 1:45 p.m.

10.6 Vine Transit Frequency Discussion (Rebecca Schenck) (Pages x)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board xxxxxx

Estimated Time: 3:30 p.m.

10.7 Federal and State Legislative Update (Kate Miller) (Pages x)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update and the State Legislative Update and take action on legislation included on the State Bill Matrix.

Estimated Time: 3:30 p.m.

11. FUTURE AGENDA ITEMS**12. CLOSED SESSION****12.1 CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION:**

Initiation of Litigation pursuant to Government Code Section 54956.9(d)(4) (1 potential case)

Estimated Time: 2:00 p.m.

13. ADJOURNMENT

13.1 The next Regular Meeting is June 18th.

I 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. by Friday, XXXX.

Laura M. Sanderlin (e-sign) month/day/year

Laura M. Sanderlin, NVTA Board Secretary