



February 6, 2025
NVTA Technical Advisory Committee (TAC)
Meeting Handout

1. Item 6.3 Caltrans' Report
2. Item 9.4 Legislative Report
3. Item 9.5 Draft February 19, 2025 NVTA-TA and NVTA Agendas
 - a. NVTA-TA Draft Agenda
 - b. NVTA Draft Agenda

Handed out at meeting:
February 26, 2025 Active Transportation Open House Flyer

PROJECT 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: 04/2026 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 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: 3/2025 PS&E: 3/2026 RWC: 4/2026 RTL: 5/2026

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RWC (Right of Way Certification)

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PSR (Project Study Report)

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EA 0J890

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

Scope: Intersection Improvement

Cost Estimate: \$7.9M Construction Capital (\$1.96M SHOPP Contribution)

Schedule: PAED: 7/2025 **PS&E:** 6/2026 **RWC:** 6/2026 **RTL:** 6/2026

A coop agreement is executed on 8/28/2023

DESIGN

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:** 11/2025 **RWC:** 12/2025 **RTL:** 01/2026

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:** 4/2025 **RWC:** 5/2025 **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:** 3/2025 **RWC:** 5/2025 **RTL:** 6/2025

EA 4J820

Tuluca 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:** 03/2025 **RWC:** 05/2025 **RTL:** 07/2025

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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: 3/2025 RWC: 03/2025 RTL: 03/2025

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: 3/2025 RWC: 11/2025 RTL: 11/2025

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: 3/2025 RWC: 8/2025 RTL: 9/2025

EA 4J990

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: 03/2025 RWC: 05/2025 RTL: 07/2025

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: 03/2025

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: 9/2026

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: 02/2025

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) and the State Legislative update (Attachment 2) prepared by Platinum Advisors. Information only

ATTACHMENTS

- 1) January 31, 2025 Federal Update (Platinum Advisors)
- 2) January 31, 2025 State Update (Platinum Advisors)

PLATINUM | ADVISORS

TO: Kate Miller, Executive Director
Napa Valley Transit Authority

FROM: Jessica Aune, Platinum Advisors

RE: Napa Valley Transit Authority January 2025 Monthly Report

DATE: Friday, January 31, 2024

State of Play and Congressional Update:

Following a vote on his re-election as the top leader in the House of Representatives, Speaker of the House Mike Johnson (R-LA) delivered a message to his republican colleagues on the importance of remaining unified in delivering an “American First agenda.” In the weeks following his leadership vote, the path forward in fulfilling the “mandate” from voters is uncertain.

Both Speaker Johnson and Senate Majority Leader John Thune (R-SD) have two conflicting views on how Congress can most quickly achieve President Donald Trump’s legislative priorities on immigration, domestic energy production, and taxes. While Senate and House leadership teams agree that reconciliation – a legislative procedure that bypasses the Senate’s 60-vote majority if certain requirements are met – is the only achievable way to pass such a package that doesn’t require buy-in from Democrats. However, while most of the House Republican conference wants one “Big, Beautiful Bill” that would include a significant tax package that extends many of the Tax Cuts and Jobs Act’s (TCJA) expiring provisions, the Senate is positioning itself to draft two reconciliation bills.

Speaker Johnson’s leadership team will have to work around the clock in the coming weeks to resolve any disagreements over the total cost of any reconciliation package if they’re to meet an ambitious late-February target. Negotiations to pass an FY 2025 spending bill ahead of the impending mid-March funding deadline will likely only serve to strain early conversations on reducing the deficit – a top priority for conservatives.

Senate Approves Sean Duffy as DOT Secretary

The Senate approved a slate of President Trump’s cabinet nominations, including former Congressman Sean Duffy to serve as Secretary of the Department of Transportation. Duffy will inherit the implementation of the Infrastructure Investment and

Jobs Act, commonly referred to as the Bipartisan Infrastructure Law. This includes oversight over the disbursement of billions of federal dollars authorized by the \$1.2 trillion package to update U.S. infrastructure and promote investment across a variety of sectors, such as transportation, broadband, clean energy, and water systems.

During his confirmation hearing earlier this month, Duffy promised the Senate Commerce, Science, and Transportation Committee that, under his leadership, DOT would work on solutions to transportation access issues in rural and coastal communities, such as expanding bus services or alternative transit options to better link these regions to existing rail systems. Duffy also told lawmakers he'd work to cut red tape slowing big infrastructure projects if confirmed, saying that the President told him that DOT is a "top priority" for his second administration.

Duffy was confirmed by the Senate along bipartisan margins. However, despite receiving unanimous support in the second-to-last procedural vote on his nomination, 22 Democrats ultimately withheld their support over protests of an Office of Management and Budget (OMB) directive that all federal agencies temporarily pause the obligation or disbursement of federal financial assistance.

OMB Impoundment Memorandum Sparks Confusion

On January 27th, OMB sent a memorandum to every federal agency ordering a halt on all "grant, loan, and other financial assistance." The memorandum marked an attempt by the Trump administration to challenge the status quo of how federal departments administer appropriated funds. Under current law, there is a procedure for how presidents can request that Congress rescind federal funding.

President Trump's attempt at circumventing the Impoundment Control Act signals a broader effort to identify and enact spending cuts across the entire federal government. In the Executive Order titled "Unleashing American Energy," federal agencies are directed to immediately pause the "disbursement" of funds made available by the Infrastructure Investment and Jobs Act of 2021 and the Inflation Reduction Act of 2022. Funds provided by these two laws will be disbursed only until the OMB Director and Assistant to the President for Economic Policy determine that such funding is "consistent with any review recommendations they have chosen to adopt."

Less than 24 hours after the OMB memorandum (and a second memorandum intended to clarify the scope of the first memorandum) was leaked, a federal judge in Washington, D.C. temporarily enjoined the OMB directive through 5:00 PM on Monday, February 3rd. The ruling prohibits the Trump administration from suspending disbursement of any congressional appropriated funds until then. While Department of Justice lawyers argued that additional guidance provided by the Trump administration

would alleviate concerns about the OMB directive cutting off essential programs, the White House ultimately rescinded the memorandum. It remains to be determined whether OMB will release a new memorandum enforcing President Trump's Day 1 EOs.

During an emergency meeting organized by House Democrats to discuss the OMB memorandum, House Minority Leader Hakeem Jeffries (D-NY) touted the court-ordered injunction as a victory for House Democratic lawmakers' strategy to counter President Trump's executive actions.

DOT Issues Policy Priority Memorandums

DOT [issued](#) two guidance documents aimed at clarifying and aligning the agency's policy priorities with those of the Trump administration. The [first memorandum implements](#) several Trump administration EOs and memoranda, including Executive Order 14148, *Initial Rescissions of Harmful Executive Orders and Actions*; Executive Order 14151, *Ending Radical and Wasteful Government DEI Programs and Preferencing*; and Executive Order 14154, *Unleashing American Energy*. These three presidential actions direct federal agencies to review all regulations and funding agreements that relate to climate change, emissions, racial equity, "DEI" goals, environmental justice, or the Justice 40 Initiative.

The [second order](#) signed by Secretary Duffy ensures that all DOT policies, grants, loans, and actions are based on "sound economic principles, positive cost-benefit analyses, and pro-economic growth priorities." More specifically, new agency-led cost-benefit analyses will henceforth more closely scrutinize any regulatory assessments reliant on decarbonization estimates. This order also stipulates that DOT grant programs won't be used to "further local political objectives or for projects and goals that are purely local in nature and unrelated to a proper Federal interest." The guidance includes language prioritizing communities with higher marriage and birth rates than the national average and compliance with federal immigration enforcement. Overall, there is a large emphasis on the impact that DOT-related activities have on the availability of economic opportunities for families and communities.

DOT Rescinds NHTSA Fuel-Economy Rule

After being sworn in as Secretary of Transportation, Sean Duffy signed a [memorandum](#) directing the National Highway Traffic Safety Administration (NHTSA) to immediately review and reconsider all existing [fuel-economy standards](#) for vehicles produced from the 2022 model year onward. Under Biden-era Corporate Average Fuel Economy (CAFE) standards, finalized in June 2024, light-duty vehicles must meet an average of

50.4 miles per gallon in 2031, a concession from an earlier proposal of close to 56 miles per gallon. Fuel economy must increase 2% per year for passenger cars from 2027 to 2031.

The new DOT memorandum references the administration's updated energy policy outlined in the "Unleashing American Energy" EO, which directs agencies to prioritize regulations that would promote the use of "reliable domestic energy supplies" and "true consumer choice" by "ensuring a level regulatory playing field for consumer choice in vehicles."

As recently as January 17th, DOT lawyers were defending the fuel-economy standards in federal court after a group of GOP-controlled states and business groups separately [challenged](#) the Biden administration's CAFE standards. Under Secretary Duffy's leadership, it is most likely that NHTSA will withdraw both the final regulations and its defense in pending litigation.

Marc Molinaro Floated as FTA Administrator

Former U.S. Rep. Marc Molinaro (R-NY) is reportedly being appointed by President Trump to head the Federal Transit Administration (FTA), which provides financial and technical assistance to local public transportation systems.

Earlier this year, New York's Metropolitan Transportation Authority received approval from the Biden administration for its congestion pricing plan. The plan is opposed by Molinaro, who could withdraw DOT support if confirmed by the Senate.

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

PLATINUM | ADVISORS

January 31, 2025

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

On January 10th, the Department of Finance unveiled Governor Gavin Newsom's proposed budget for the 2025-26 fiscal year. Framed against a backdrop of major wildfires and evolving economic uncertainties, the budget reflects a cautious approach.

Overall, Governor Newsom's proposed spending plan totals \$322.3 billion of general fund and special fund revenue, supported by \$16.9 billion in reserves. While revenues are up, growing commitments—particularly in areas like Medi-Cal, which faces an additional \$4.5 billion in costs next year—will require careful balancing to sustain long-term fiscal health.

General Fund revenue is projected to be approximately \$16.5 billion, or 2.7 percent, higher than assumed in the 2024 Budget Act. The main drivers of the upgrade were personal income tax (\$12.6 billion), corporation tax (\$2.5 billion) and pooled money interest (\$2.0 billion) higher than previously forecast. The stronger stock market and higher economic wage growth tied to technology sectors disproportionately affect high-income earners, leading to upgrades to the personal income tax forecast, notably through higher capital gains realizations and withholding receipts.

Trump Factor: Potential federal actions create substantial fiscal uncertainty for California particularly given the federal-state funding relationship in major health care programs such as Medi-Cal and the health insurance exchange. In addition, federal disaster aid remains a critical uncertainty. In his previous administration, President Trump threatened to withhold disaster assistance from California, and his return to the White House could complicate recovery efforts.

Although outgoing President Joe Biden approved California's major disaster declaration for the devastating Los Angeles-area wildfires, the state may still require additional federal funding. Furthermore, the Newsom administration has highlighted the potential for broader economic instability stemming from anticipated shifts in Trump's trade, immigration, and healthcare policies.

For example, of the \$261 billion the state spends annually on health care and social services, \$116 billion comes from federal contributions, most of which supports Medi-Cal (California's Medicaid program). Medi-Cal provides critical coverage to over one-third of Californians. However, Republican leaders in Washington have signaled their intent to overhaul Medicaid, potentially reducing federal support. Such changes could force the state to cut benefits, restrict eligibility, or take on significantly higher costs to maintain current levels of care.

In addition, President Trump recently imposed a 25% tariff on imports from Mexico and Canada, and an additional 10% tariff on Chinese goods. These are California's largest trading partners. This action will not only impact inflation, but could impact economic activity at California's ports and goods movement industry, as well as exports.

Fire Factor: Recovery from wildfires in Southern California has compounded financial uncertainties. The economic toll of the current Los Angeles-area fires is now estimated at over \$200 billion—exacerbating the urgency of securing robust disaster recovery funding and preparing for further impacts. As these factors evolve, they will shape the discussions leading to the May Revision and influence the state's final fiscal strategy for the year ahead.

As part of the special session that was expanded to include the LA wildfire recovery, the legislature approved and the Governor has signed into law two measures that allow the Department of Finance to utilize \$2.5 billion in state funds to accelerate recovery efforts, and response costs.

Reserve Funds: Accounting for withdrawals made in the current and approved for the 2025-26 fiscal year, the Budget reflects total reserve balances of approximately \$17 billion at the end of 2025-26. This includes \$10.9 billion in the Budget Stabilization Account (BSA or Rainy-Day Fund), \$4.5 billion in the Special Fund for Economic Uncertainties (SFEU), and \$1.5 billion in the Public School System Stabilization Account.

The Governor's proposal seeks to change existing law to increase the amount of revenue that can be set aside in reserves. Currently the interaction between Proposition 2's cap on mandatory deposits of 10 percent of General Fund revenues into the BSA and Proposition 4's (passed in 1979) State Appropriations Limit constrains how much revenue can be set aside. The Budget proposes to place a Constitutional amendment on the ballot that would increase the mandatory deposit level in the BSA from the current 10 percent to 20 percent of General Fund revenues and exempt deposits into the BSA from the State Appropriations Limit.

CARB Fees: The Department of Finance posted the first round of proposed trailer bills. These bills contain several policy proposals to implement the budget. One proposal would authorize the California Air Resources Board (CARB) to impose fees on ANY entity regulated by the Board. The fees could be set at a rate to cover the Board's reasonable cost of implementing and enforcing CARB's programs, including

administrative costs. The language does not exempt public entities from this fee authority.

Cap & Trade: The Administration will be working with the legislature on extending the cap & trade program. Although the current cap-and-trade program does not expire until 2030, the consensus is extending the program now would provide greater stability in the market.

While no specific changes are proposed in the budget, the budget summary states key to any conversation around extension is the usage of the proceeds from the cap-and-trade program. The Greenhouse Gas Reduction Fund must support Californians as the state makes the transition to a clean economy by investing in programs that deliver effective pollution reduction results, support clean transportation and communities, and help address energy affordability. The current allocation structure provides critical funding for zero emission demonstration programs and zero emission vehicle purchases. These funds are critical for schools, transit operators, and trucking companies to transition fleets to zero emission vehicles.

Housing & Transportation: The budget summary highlights the Administration's commitment to advance policies that reduce housing costs and enhance accountability for jurisdictions to meet their state housing obligations. Additionally, the budget summary mentions general policies the Administration intends to work with the legislature to implement. While no specific language or proposal was included in the budget summary, the summary mentions the Administration's intent to pursue a proposal that removes barriers to infill housing near transit, including efforts to align long-term housing and transportation planning, and further the ability to utilize housing as a mitigation strategy for infrastructure projects.

Transportation Funding: The Budget maintains the entirety of the transportation package included in recent budgets. The only new funding proposed is the allocation of \$25 million in general fund dollars to the Clean California Program. The following lists the previous funding commitments that are maintained in the 2025-26 budget proposal.

- \$7.7 billion for high-priority transit and rail infrastructure projects that will improve rail and transit connectivity between state and local/regional services that are designed to provide options to opt-out of traffic congestion and reduce greenhouse gas emissions. A portion of these funds can also be used to support transit operations.
- \$1.1 billion for Active Transportation Program projects, the Reconnecting Communities Highways to Boulevards Pilot program, and climate adaptation projects to advance equity and health outcomes.
- \$1.1 billion for the Zero Emission Transit Capital Program.
- \$150 million for grade separation projects that support critical safety improvements and improve traffic and rail movement by separating the vehicle roadway from the rail tracks.

Climate Funding: In sharp contrast to last year’s budget, which proposed \$4 billion in cuts and delays, the 2025-26 proposal largely keeps the state’s multi-year \$45 billion climate initiative intact. However, the governor proposes to cut General Fund dollars from some climate programs and backfill those investments with funds from California’s recently passed climate bond, Proposition 4.

In November of 2024, voters approved Proposition 4, which provides \$10 billion in bond funding for various climate programs. Unfortunately, Proposition 4 did not contain any funding for transportation programs. A major highlight of this year’s budget is the inclusion of \$2.6 billion in Proposition 4 funding for several programs including offshore wind investments, wildfire mitigation programs, and watershed investments.

After initial review of the budget bill, the Governor proposes to allocate cap & trade auction revenue for the following transportation related programs administered by the California Air Resources Board (CARB) and the California Energy Commission (CEC). These amounts are subject to negotiations with the legislature, and more information will become available after a more in-depth analysis of these programs.

CARB administered Cap & Trade Programs	\$465 million
Commercial Harbor Craft compliance for public & private ferries and commercial fishing vessels	\$20M
Drayage Truck HVIP funding	\$48M
Charge Ahead funding	\$100M
Emerging opportunity funds for zero emission vehicles and charging/refueling equipment	\$47M
Toxic Air Contaminant Program	\$195M
AB 619 Program	\$50M
Technical assistance grants to CBOs	\$5M
CEC administered Cap & Trade Programs	\$416.64M
Light duty vehicle charging infrastructure	\$130M
At-home vehicle charging	\$57M
Administrative costs for zero emission truck charging and hydrogen refueling infrastructure	\$47.5M
Zero emission truck charging and hydrogen refueling infrastructure	\$84.44M
Emerging opportunities for zero emission locomotives, marine vessels, and aviation, and vehicle grid integration efforts	\$43.7M
Long Duration Energy Storage Program	\$23.4M
Clean hydrogen grants	\$30.6M

Transit Funding: On February 6th, the Senate Budget Committee will hold a hearing on “Transit in California.” The agenda for this hearing is not complete yet, but will focus on transit funding and service. Speakers will include representatives from the California Transit Association, San Francisco MTA, and a professor from UCLA. This hearing is the start of discussions to provide additional transit funding in the budget. Senator Jesse Arreguin is expected to lead an effort to secure funding needed to push back the

fiscal cliff facing Bay Area operators until a regional funding measure is placed on the ballot.

Legislation: The deadline to introduce legislation is February 21st. After this deadline, our office will work with NVTa to review measures and identify bills to bring to the Board for consideration. The following are new measures we are currently tracking.

- **Transit Funding:** Senator Scott Wiener and Senator Jesse Arreguin have introduced SB 63. This is a spot bill that includes intent language on placing a revenue measure on the ballot to fund Bay Area transit service.
- **CEQA Exemption:** Senator Wiener has introduced SB 71 which 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 microtransit services.
- **Brown Act:** Two Brown Act bills have been introduced so far. AB 259 (Rubio) would repeal the sunset date on existing provisions that allow for remote participation by members of a legislative body under limited circumstances. In addition, SB 239 (Arreguin) would allow certain types of advisory or subsidiary bodies to meet using remote/teleconference participation.

Napa Valley Transportation Authority

3a

625 Burnell Street
Napa, CA 94559

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

Wednesday, February 19, 2025

1:00 PM

JoAnn Busenbark Board Room

1. Call to Order
2. Pledge of Allegiance
3. Approval of 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 December 18, 2024 (Laura Sanderlin) (Pages xx)**

Recommendation: Board action will approve the meeting minutes of December 18, 2024.

Estimated Time: 1:05 p.m.

10. REGULAR AGENDA ITEMS

10.1 Formation of the Measure U Independent Taxpayer Oversight Committee (ITOC) (Danielle Schmitz) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority - Tax Agency (NVTA-TA) Board adopt Resolution 25-01-TA forming the Measure U Independent Taxpayer Oversight Committee (ITOC), which will provide oversight for Measure U expenditures while continuing its oversight of Measure T until all Measure T projects are closed out.

Estimated Time: 1:05 p.m.

11. FUTURE AGENDA ITEMS

12. ADJOURNMENT

12.1 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

3b

625 Burnell Street
Napa, CA 94559

Agenda - Draft NVRTA Board of Directors

Wednesday, February 19, 2025

1:00 PM

JoAnn Busenbark Board Room

1. Call to Order
2. Approval of 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. PRESENTATIONS

- 9.1 **Appreciation for Bill Dodd on his retirement from the State Senate (Kate Miller)**

Recommendation: Information only

Estimated Time: 1:25 p.m.

9.2 NVTA Project Update (Grant Bailey)

Recommendation: Information only

Estimated Time: 1:25 p.m.

10. CONSENT AGENDA ITEMS**10.1 Meeting Minutes of December 18, 2024 (Laura Sanderlin) (Pages xx)**

Recommendation: Board action will approve the minutes of the December 18th regular meeting.

Estimated Time: 2:05 p.m.

10.2 Special Meeting Minutes of December 18, 2024 (Laura Sanderlin) (Pages xx)

Recommendation: Board action will approve the minutes of the December 18th special meeting.

Estimated Time: 2:05 p.m.

10.3 Purchase Order 25-P5039 with Cubic Transportation Systems for installation of the Clipper fare payment system (Rebecca Schenck) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director, or designee, to execute and make minor modifications to Purchase Order 25-P5039 with Cubic Transportation Systems (Cubic) for the rewiring and installation of the Clipper fare payment system for an amount not to exceed \$294,000.

Estimated Time: 3:00 p.m.

10.4 Resolution No. 25-02 Adopting the Transportation Fund for Clean Air (TFCA) Program Manager Expenditure Plan for Fiscal Year End (FYE) 2025 (Addrell Coleman) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 25-02 adopting the Fiscal Year End (FYE) 2025 Transportation Fund for Clean Air (TFCA) Program Manager Expenditure Plan.

Estimated Time: 3:00 p.m.

10.5 On-Call Task Order with TYLin (Grant Bailey) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director to execute and make minor modifications to Project Work Order No. 23-OCE12-E08 with T.Y. Lin International for environmental revalidation work on the State Route 29 and Airport Blvd Interchange project, for a total amount not to exceed \$113,455.

Estimated Time: 3:00 p.m.

10.6 Authorization to Execute and File Federal Transit Administration Grants (Antonio Onorato) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve Resolution 25-01 which authorizes the Executive Director or designee to execute and file applications for federal assistance on behalf of the NVTA with the Federal Transit Administration (FTA).

Estimated Time: 3:00 p.m.

10.7 Citizen Advisory Committee (CAC) Member Appointments (Laura Sanderlin) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve the re-appointment of members Ron Richardson and Michael Baldini for a two (2) year term.

Estimated Time: 1:15 p.m.

11. REGULAR AGENDA ITEMS**11.1 Napa Valley Transportation Authority (NVTA) Annual Financial Statement with Independent Auditor's Report for the Years Ended June 30, 2024 and 2023 and Single Audit Report of Uniform Guidance (Antonio Onorato) (Pages xx)**

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

(1) Accept and file the Financial Statements with Independent Auditor's Report for Fiscal Years Ending June 30, 2024 and 2023 and the NVTA Single Audit Report of the Uniform Guidance for the Year Ended June 30, 2024; and

(2) Return an allocation surplus of \$1,816,786 to the Local Transportation Fund (LTF) Trust Fund

Estimated Time: 3:00 p.m.

11.2 Vine Transit Report (Rebecca Schenck) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board receive the second quarter Fiscal Year (FY) 2024-25 Vine Transit update.

Estimated Time: 3:00 p.m.

11.3 Federal and State Legislative Update (Kate Miller) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update, State Legislative Update, and the State Bill Matrix.

Estimated Time: 3:00 p.m.

12. FUTURE AGENDA ITEMS**13. CLOSED SESSION**

13.1 PUBLIC EMPLOYMENT
(Pursuant to Government Code Section 54957(b)(1))
Title: Executive Director

Estimated Time: 1:30 p.m.

14. ADJOURNMENT

14.1 The next Regular Meeting is Wednesday, March 19th.

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 NVRTA 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, NVRTA Board Secretary



Acerca del Proyecto:

La Agencia de Transportación de Napa Valley (NVTA) está preparando un programa de transporte activo en el condado (Plan AT) donde el objetivo es promover y animar a nuestra comunidad andar en bicicleta, caminar más y usar autobuses de transporte locales de manera segura, conveniente y accesible para todos. El plan incluirá proyectos definidos, programas y pólizas para nuestras comunidades locales incluido el condado no incorporado de Napa, la ciudad de American Canyon, Calistoga, Napa, Santa Helena, y la ciudad de Yountville.

Metas del Proyecto:

- Apoyar la red de instalaciones para bicicletas y peatones en todo el condado
- Ayudar a que nuestras comunidades sean más seguras y accesibles para todos en las carreteras
- Identificar oportunidades para promover nuestro objetivo, reforzar la salud pública y reducir el tráfico

Como Participar

Casa Abierta en la Comunidad
Febrero 26, 2025, 5:30-7:30 p.m.
Colegio Napa Valley
Centro de Artes Visuales
2277 Napa Vallejo Hwy, Napa, CA 94558

Visítenos para hablar con nuestro equipo de planificación para conocer como se lleva este proceso y comparta con nosotros sus comentarios. Habrá bebidas y servicios de interpretación en español disponibles.



Visita **NapaATPlan.org** para más información y dejenos sus comentarios acerca de nuestro mapa visual.

Gestión de Proyecto:

HORARIO

Recopilación de Datos y Análisis de Condiciones Existentes
Participación Comunitaria y de Partes Interesadas
Infraestructura y Póliza/Recomendaciones del Programa
Desarrollo del Borrador de Plan AT
Adopción de Plan

GESTION

(APROXIMADAMENTE)

Agosto 2024 - Enero 2025
Enero - Julio 2025
Abril - Septiembre 2025
Abril - Octubre 2025
Diciembre 2025

Help shape the future of transportation for those who want to walk, roll, or ride throughout our community!



Project Background

The Napa Valley Transportation Authority (NVTA) is preparing a Countywide Active Transportation Plan (AT Plan) that aims to make walking & biking throughout our community safe, convenient, and accessible for all ages and abilities. The plan will include specific projects, programs, and policies for our local communities including unincorporated Napa County, the Cities of American Canyon, Calistoga, Napa, St. Helena, and the Town of Yountville.

Project Goals

The AT Plan will:

- Support a connected countywide network of bicycle and pedestrian facilities
- Help make our communities safer and more accessible for all roadway users
- Identify opportunities to encourage walking and biking, to support public health, reduce traffic, and more

Get Involved

Community Open House

February 26, 2025, 5:30–7:30 p.m.

Napa Valley College

Performing Arts Center Lobby

2277 Napa Vallejo Hwy, Napa, CA 94558

Stop by to speak with our planning team, learn about the plan process, and share your input through our interactive stations. Light refreshments will be provided and Spanish interpretation services will be available.



Visit **NapaATPlan.org** for more information or to provide comments on our interactive map.

Project Timeline

SCHEDULE

Data Collection & Existing Conditions Analysis
Community & Stakeholder Engagement
Infrastructure & Policy/Program Recommendations
Draft AT Plan Development
Plan Adoption

TIMELINE (ESTIMATED)

August 2024 – January 2025
January – July 2025
April – September 2025
April – October 2025
By December 2025