

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Wednesday, July 16, 2025
1:00 PM

JoAnn Busenbark Board Room

NVTA Board of Directors

All materials relating to an agenda item for an open session of a regular meeting of the NVTA Board of Directors are posted on the NVTA website at: <https://nctpa.legistar.com/Calendar.aspx>

This meeting will be conducted as an in-person meeting at the location noted above. Remote teleconference access is provided for the public's convenience and in the event a Board Member requests remote participation due to just cause or emergency circumstances pursuant to Government Code section 54953(f). Please be advised that if a Board Member is not participating in the meeting remotely, remote participation for members of the public is provided for convenience only and in the event that the Zoom teleconference connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access and take action on any agenda item.

The public may participate telephonically or electronically via the methods below:

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android: go to <https://zoom.us/join> and enter meeting ID 864 1754 4351
- 2) To join the Zoom meeting by phone: dial 1-669-900-6833, enter meeting ID: 864 1754 4351 If asked for the participant ID or code, press #.
- 3) Watch live on YouTube: <https://www.youtube.com/channel/UCrpfLcW9uRmA0EE6w-eKZyw?app=desktop>

The agenda will be posted 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the NVTA Board of Directors, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 4:30 p.m., except for NVTA holidays. Should the office be closed or staff is working remotely due to a declared emergency, you may email info@nvta.ca.gov to request a copy of the agenda.

Public records related to an agenda item that are distributed less than 72 hours before this meeting are

available for public inspection during normal business hours at the NVTa office at 625 Burnell Street, Napa, CA 94559 and will be made available to the public on the NVTa website at nvta.ca.gov. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 10:00 a.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 10 a.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment while attending via Zoom, click the "Raise Your Hand" button (click on the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to "Raise Your Hand" are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

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

The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

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

Information on obtaining the agenda in an alternate format is noted below:

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Laura Sanderlin, NVTa Board Secretary, at (707) 259-8633 during regular business hours, at least 48 hours prior to the time of the meeting.

Acceso y el Título VI: La NVTa puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8633. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTa ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTa-TA Board. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

1. Call to Order
2. Approval of Board Member Remote Attendance
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. PUBLIC HEARING

- 9.1 **Public Hearing and Federal Transit Administration (FTA) Section 5310 Grant Application to the California Department of Transportation (Caltrans) (Libby Payan) (Pages 9-16)**

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

(1) Hold a Public Hearing; and

(2) Approve Resolution No. 25-09 authorizing the Executive Director or designee to submit a FTA Section 5310 grant application to Caltrans seeking grant funding for American with Disabilities Act (ADA) replacement vehicles and volunteer driver program

Estimated Time: 1:20 p.m.

Attachments: [Staff Report](#)

10. PRESENTATION

10.1 Commute with Enterprise (Patrick Band)

Recommendation: That the Napa Valley Transportation Authority (NVTB) Board receive an overview of the new NVTB-sponsored vanpool subsidy program provided through Commute with Enterprise.

Estimated Time: 1:40 p.m.

11. CONSENT AGENDA ITEMS**11.1 Meeting Minutes of June 18, 2025 (Laura Sanderlin) (Pages 17-20)**

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

Estimated Time: 1:55 p.m.

Attachments: [Staff Report](#)

11.2 State Route 37 (SR 37) Memorandum of Understanding (MOU) Amendment No. 2 (Grant Bailey) (Pages 21-32)

Recommendation: That the Napa Valley Transportation Authority (NVTB) Board approve Amendment No. 2 to the Resilient State Route 37 Memorandum of Understanding (MOU), substantially in the form, updating segment naming for consistency with the Planning and Environmental Linkages (PEL) study and revising the funding plan for ongoing project activities within the SR 37 corridor.

Estimated Time: 1:55 p.m.

Attachments: [Staff Report](#)

11.3 Funding Agreement No. 25-C36 with the Solano Transportation Authority (STA) for the Solano-Napa Activity Based Model (SNABM) (Addrell Coleman) (Pages 33-44)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director, or designee to enter and make minor modifications to Agreement No. 25-C36 with the Solano Transportation Authority (STA) for the Solano-Napa Activity Based Model (SNABM) in an amount not-to-exceed \$150,000.

Estimated Time: 1:55 p.m.

Attachments: [Staff Report](#)

11.4 Measure U Master Agreement Execution with the Napa Valley Transportation Authority-Tax Agency (NVTA-TA) (Antonio Onorato) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve the Measure U Master Agreement with the NVTA-TA and authorize the Executive Director or designee to execute the agreement enabling NVTA to receive Measure U funds for use of capital investments and administration under the Regional Transportation Enhancement Program (RTEP).

Estimated Time: 1:55 p.m.

Attachments: [Staff Report](#)

11.5 Proposed Revisions to the Countywide Transportation Plan Goals and Objectives (Diana Meehan) (Pages 71-74)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve the revised Countywide Transportation Plan Goals and Objectives to ensure continued alignment with NVTA's programs, projects and policies.

Estimated Time: 1:55 p.m.

Attachments: [Staff Report](#)

11.6 Resolution of Commendation for Kate Miller (Mark Joseph) (Page 75)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 25-08 for recognition of Kate Miller's thirteen years of exemplary service as Executive Director. This item was presented at the June 18th Board meeting and could not be passed due to lack of quorum.

Estimated Time: 1:55 p.m.

Attachments: [Staff Report](#)

11.7 Resolution No. 18-02, Revised, Amending the Bylaws to the Citizen Advisory Committee (CAC) (Diana Meehan) (Pages 76-88)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 18-02, revised amending the Citizen Advisory Committee (CAC) Bylaws to change the name of the committee to Community Advisory Committee (CAC).

Estimated Time: 1:55 p.m.

Attachments: [Staff Report](#)

12. REGULAR AGENDA ITEMS

12.1 Travel Behavior Study Update (Danielle Schmitz) (Pages 89-91)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board receive an update and presentation on the 2025 Napa Valley Travel Behavior Study.

Estimated Time: 2:00 p.m.

Attachments: [Staff Report](#)

12.2 Vine Transit Update (Rebecca Schenck) (Pages 92-97)

Recommendation: That the Napa Valley Transportation Authority (NVRTA) Board receive a Vine Transit update.

Estimated Time: 2:15 p.m.

Attachments: [Staff Report](#)

12.3 Federal and State Legislative Update (Danielle Schmitz) (Pages 98-117)

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

Estimated Time: 2:30 p.m.

Attachments: [Staff Report](#)

12. FUTURE AGENDA ITEMS**13. CLOSED SESSION****13.1 CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION:**
Initiation of Litigation pursuant to Government Code Section 54956.9(d)(4) (1 potential case)

Estimated Time: 2:45 p.m.

14. ADJOURNMENT**14.1 The next Regular Meeting is Wednesday, September 17.**

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, July 11th.

Laura Sanderlin

Laura M. Sanderlin, NVRTA Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Public Hearing and Federal Transit Administration (FTA) Section 5310 Grant Application to the California Department of Transportation (Caltrans)

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board:

(1) Hold a Public Hearing; and

(2) Approve Resolution No. 25-09 authorizing the Executive Director or designee to submit a FTA Section 5310 grant application to Caltrans seeking grant funding for American with Disabilities Act (ADA) replacement vehicles and volunteer driver program

EXECUTIVE SUMMARY

Caltrans released a Call for Projects on June 30, 2025 for the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Approximately \$24.4 million dollars is available for small urban and rural areas statewide with applications due to Caltrans by September 3, 2025. The purpose of the public hearing is to ascertain that there are no eligible non-profit organizations that can provide ADA transit services currently provided by NVTA in Napa County.

FISCAL IMPACT

Is there a Fiscal Impact? Yes, the estimated cost to replace four (4) paratransit vehicles can be as high as \$841,200. Contributions from the City of Calistoga, PG&E's Fleet Ready Program, and Transportation Development Act funds will be used as the local match.

For the driver volunteer program, the estimated costs are up to \$100,000 for a three-year program, with \$50,000 in federal grant funds and \$50,000 in matching funds.



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Libby Payan – Senior Program Planner/Administrator
(707) 259-8782 / Email: lpayan@nvta.ca.gov
SUBJECT: Public Hearing and Federal Transit Administration (FTA)
Section 5310 Grant Application to the California Department of
Transportation (Caltrans)

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board:

(1) Hold a Public Hearing; and

(2) Approve Resolution No. 25-09 (Attachment 1) authorizing the Executive Director or designee to submit an FTA Section 5310 grant application to Caltrans seeking grant funding for American with Disabilities Act (ADA) replacement vehicles and volunteer driver program.

COMMITTEE RECOMMENDATION

None

BACKGROUND

The FTA Section 5310 competitive grant program provides funding for capital and mobility management projects to non-profit agencies for transportation services, seniors, and people with disabilities. These funds are available to non-profit organizations serving the elderly and/or people with disabilities or to government agencies. The goal of the program is to improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding transportation mobility options.

When no non-profit agencies are willing, able or eligible to provide the proposed grant funded services, in this case, complementary paratransit services, a public agency may seek funding. NVTa has been the recipient of FTA Section 5310 funds in the past, most recently for the purchase of four (4) paratransit vehicles back in Fiscal Year 2022-2023. After Caltrans announced the notice of funding availability in June, NVTa presented the information at its July 10, 2025 Paratransit Coordinating Council meeting and sent email communication to local non-profits and social service agencies with instructions on how to file an application directly to Caltrans.

The NVTa Board shall hold a public hearing to accept and authorize the Executive Director or designee to submit a FTA Section 5310 grant application to Caltrans to fund four new vehicles, including one electric vehicle to be used in Calistoga, that will replace paratransit vehicles that have outlived their useful lives and fund a mileage reimbursement program that would be for seniors and individuals with disabilities to reimburse the driver for providing the transportation. Drivers would be reimbursed at the federal mileage reimbursement rate, which is currently \$0.70 per mile in 2025. At this rate NVTa could provide reimbursement for 142,857 miles driven, which equates to 20 daily trips averaging 10 miles for two years.

The public has 30 days to comment on the FTA Section 5310 grant submittal from the time NVTa posts the public hearing notification.

ALTERNATIVES

Option #1: That the Board approve a reduced request that does not require a local match.

Option #2: That the Board forego the submission to replace four paratransit vehicles and seek other funding to replace the vehicles. This may result in not meeting the agency's replacement schedule as published in its Short Range Transit Plan.

Option #3: That the Board forego the submission of the grant.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 1 - Serve the transportation needs of the entire community regardless of age, income or ability – The 5310 program is specifically designed to enhance the mobility of some of the most vulnerable members of the community – seniors and persons with disabilities. Reinstating a mileage reimbursement program will provide seniors and people with disabilities additional options to obtain transportation services.

Goal 2 - Improve system safety in order to support all modes and serve all users - the replacement of transit vehicles after they have outlived their useful lives is called out in the Short Range Transit Plan.

Goal 5 - Minimize the energy and other resources required to move people and goods – replacing older paratransit vehicles with newer ones will minimize the number of breakdowns and mechanical work required to keep the older vehicles in operation.

ATTACHMENT(S)

Attachments: (1) Resolution No. 25-09
 (2) Public Hearing Notice – Press Democrat
 (2) Public Hearing Notice – Napa Valley Register

RESOLUTION No. 25-09

**A RESOLUTION OF THE NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5310 (49 U.S.C.
SECTION 5310) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital projects for non-urbanized public transportation systems under Section 5310 of the Federal Transit Act (FTA C 9070.1G); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5310 grants for transportation projects for seniors and individuals with disabilities; and

WHEREAS, the NVTA desires to apply for Section 5310 financial assistance to support its paratransit service and voucher programs that benefit seniors in Napa County; and

WHEREAS, the NVTA has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social services agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, that the NVTA does hereby

- 1) Authorize Executive Director or designated representative, to file and execute applications on behalf of the NVTA with the Department to aid in the financing of capital projects pursuant to Section 5310 of the Federal Transit Act (**FTA C 9070.1G**), as amended.
- 2) That Executive Director or designated representative is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.
- 3) That Executive Director or designated representative is authorized to provide additional information as the Department may require in connection with the application for the Section 5310 projects.
- 4) That Executive Director or designated representative is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5310 projects.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Napa Valley Transportation Authority, at a regular meeting held on July 16, 2025, by the following vote:

Mark Joseph, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

Laura Sanderlin, NVTA Board Secretary

APPROVED:

Osman Mufti, NVTA Legal Counsel

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA

County of Sonoma

I am a citizen of the United States and a resident of the county aforesaid: am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of The Press Democrat, a newspaper of general circulation, printed and published DAILY IN THE City of Santa Rosa, County of Sonoma; and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sonoma, State of California, under the date of November 29, 1951, Case number 34831, that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates to wit:

The Press Democrat - Legal Notices

07/05 - 07/05/2025

I certify (or declare) under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct

Dated 07/07/2025

at Santa Rosa, California



Stefanie Puckett

**NAPA VALLEY TRANSPORTATION AUTHORITY
NOTICE OF PUBLIC HEARING ON FEDERAL TRANSIT
ADMINISTRATION SECTION 5310
GRANT APPLICATION**

NOTICE IS HEREBY GIVEN, that on July 16, 2025 at 1:00 pm a public hearing will be conducted by the Napa Valley Transportation Authority (NVRTA) to consider the matter described below. The public is invited to participate telephonically or electronically via the methods below:

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android: go to <https://zoom.us/join> and enter meeting ID 864 1754 4351
- 2) To join the Zoom meeting by phone: dial 1-669-900-6833, enter meeting ID: 864 1754 4351 If asked for the participant ID or code, press #.
- 3) Watch live on YouTube: <https://www.youtube.com/channel/UCrpjLcW9uRmA0EE6w-eKZyw?app=desktop>

NVRTA is applying for a grant from the State pursuant to Title 49 U.S.C. Section 5310(a)(2) for the purpose of funding up to four (4) replacement Americans with Disabilities Act (ADA) paratransit compliant vehicles and fund a mileage reimbursement program that would be for seniors and individuals with disabilities to reimburse their friends, family members, neighbors or nonprofits for providing them transportation. Title 49 U.S.C. Section 5310(a)(2) provides that the State may allocate grant funds to a local governmental authority that: (1) is approved by the State to coordinate services for elderly individuals and individuals with disabilities; or (2) has certified that there are no non-profit organizations readily available in the area to provide complementary paratransit service.

All interested persons are invited to attend the hearing and comment on the proposal. Any questions regarding this hearing and the Federal Transit Administration Section 5310 program may be directed to Rebecca Schenck, Program Manager – Public Transit at 707-259-8636 or NVRTA at 625 Burnell Street Napa, California.

Dated: July 1, 2025

Rebecca Schenck, Program Manager – Public Transit
Napa Valley Transportation Authority

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235135 – Pub July 5, 2025

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Copy of newspaper
notice for the Napa
Valley Register on
July 1, 2025

//10 COL-CA-101270

**NAPA VALLEY TRANSPORTATION
AUTHORITY
NOTICE OF PUBLIC HEARING ON
FEDERAL TRANSIT ADMINISTRATION
SECTION 5310
GRANT APPLICATION**

NOTICE IS HEREBY GIVEN, that on July 16, 2025 at 1:00 pm a public hearing will be conducted by the Napa Valley Transportation Authority (NVTa) to consider the matter described below. The public is invited to participate telephonically or electronically via the methods below:

1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android: go to <https://zoom.us/join> and enter meeting ID 864 1754 4351

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NVTa is applying for a grant from the State pursuant to Title 49 U.S.C. Section 5310(a)(2) for the purpose of funding up to four (4) replacement Americans with Disabilities Act (ADA) paratransit compliant vehicles and fund a mileage reimbursement program that would be for seniors and individuals with disabilities to reimburse their friends, family members, neighbors or nonprofits for providing them transportation. Title 49 U.S.C. Section 5310(a)(2) provides that the State may allocate grant funds to a local governmental authority that: (1) is approved by the State to coordinate services for elderly individuals and individuals with disabilities; or (2) has certified that there are no non-profit organizations readily available in the area to provide complementary paratransit service.

All interested persons are invited to attend the hearing and comment on the proposal. Any questions regarding this hearing and the Federal Transit Administration Section 5310 program may be directed to Rebecca Schenck, Program Manager – Public Transit at 707-259-8636 or NVTa at 625 Burnell Street Napa, California.

Dated: July 1, 2025

Rebecca Schenck, Program Manager –
Public Transit

Napa Valley Transportation Authority
7/10 COL-CA-101269

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes NVTB Board of Directors

Wednesday, June 18, 2025

1:00 PM

JoAnn Busenbark Board Room

1. Call to Order

Chair Joseph called the meeting to order at 1:04pm.

2. Board Member Remote Participation

None

3. Roll Call

Scott Sedgley
Donald Williams
Kevin Eisenberg
Robin McKee
Bernie Narvaez
Liz Alessio
Margie Mohler
Mark Joseph
Paul Dohring
Amber Manfree
Non-Voting
Devereaux Smith
Absent:
Pierre Washington
Michelle Deasy

4. Adoption of the Agenda

Motion MOVED by MCKEE, SECONDED by SEDGLEY to APPROVE Item 4. Adoption of the Agenda. Motion passed.

Aye: 19 - Sedgley, Williams, Eisenberg, McKee, Narvaez, Mohler, Joseph, Dohring, and Manfree

Absent: 5 - Washington, Deasy, and Alessio

5. Public Comment

None

6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update

Director Manfree reported on recent MTC activities.

7. Executive Director's Update

Executive Director Miller reported:

- June 16 open house held by NVRTA to receive public comment on the countywide transportation plan
- Marketing and coordination efforts by staff for Bottlerock and La Onda coverage
- Agency participation in the Napa Valley Vine Trail Coalition fundraiser
- Impact of tariffs on transit bus purchase
- Ribbon Cutting for the Calistoga Shuttle is scheduled for June 26
- Project and funding updates for the State Route 37 improvement plan
- The Vine Late Night commuter program
- Staff member, Renee Kulick, retiring after working at NVRTA for over 15 years.

8. Caltrans' Update

Updates reported by Amani Meligy.

{Director Alessio entered the meeting at 1:17pm}

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. PUBLIC HEARINGS

Chair Joseph opened the public hearing at 1:20pm.

9.1 Public Hearing and Approval of Resolution No. 24-06 Revised, Amending the Fiscal Year (FY) 2024-25 and Fiscal Year 2025-26 Budgets (Antonio Onorato) (Pages 9-26)

Attachments: [Staff Report](#)

The Board identified a numerical error in the powerpoint presentation on slide 4 and requested staff to correct the information and distribute. The corrected presentation will be made publicly available.

Following a 10 minute recess, the Board reconvened and Chair Joseph closed the public hearing at 2:21pm.

Motion MOVED by ALESSIO, SECONDED by NARVAEZ to APPROVE Item 9.1 amending FY2024-25 and FY2025-26 budgets and appropriations limits in Resolution No. 24-06. Motion passed.

Aye: 21 - Sedgley, Williams, Eisenberg, McKee, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

Absent: 3 - Washington, and Deasy

10. CONSENT AGENDA ITEMS

Motion MOVED by SEDGLEY, SECONDED by DOHRING to APPROVE Consent Agenda Items 10.1 and 10.2. Motion passed.

Aye: 21 - Sedgley, Williams, Eisenberg, McKee, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

Absent: 3 - Washington, and Deasy

10.1 Meeting Minutes of May 21, 2025 (Laura Sanderlin) (Pages 27-31)

Attachments: [Draft Minutes](#)

10.2 Amendment No. 3 of Contract No. 23-C23 with Greendot Transportation Solutions (Addrell Coleman) (Pages 32-43)

Attachments: [Staff Report](#)

11. REGULAR AGENDA ITEMS

11.1 Annual Approval of Chair and Vice Chair Terms (Laura Sanderlin) (Pages 44-45)

Attachments: [Staff Report](#)

Public comment by resident Justin Hole in support of Chair Joseph to continue serving his term and gratitude to Executive Director Miller.

Motion MOVED by SEDGLEY, SECONDED by MCKEE to APPROVE Item 11.1 for current Chair and Vice Chair to serve the second of their two-year terms. Motion passed.

Aye: 21 - Sedgley, Williams, Eisenberg, McKee, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

Absent: 3 - Washington, and Deasy

11.2 Fiscal Year (FY) 2025-26 Salary Ranges for Napa Valley Transportation Authority (NVTA) Job Classifications (Laura Sanderlin) (Pages 46-58)

Attachments: [Staff Report](#)

Motion MOVED by SEDGLEY, SECONDED by EISENBERG to APPROVE Item 11.2 to adopt Resolution 25-06 FY2025-26 salary ranges for job classifications. Motion passed.

Aye: 21 - Sedgley, Williams, Eisenberg, McKee, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

Absent: 3 - Washington, and Deasy

11.3 Disposal of Two Proterra Battery Electric Buses and Obsolete Inventory (Rebecca Schenck) (Pages 59-66)

Attachments: [Staff Report](#)

Motion MOVED by ALESSIO, SECONDED by NARVAEZ to APPROVE Item 11.3 Resolution 25-07 authorizing the disposal of two Proterra buses and obsolete parts inventory. Motion passed.

Aye: 21 - Sedgley, Williams, Eisenberg, McKee, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

Absent: 3 - Washington, and Deasy

11.4 Proposed Revisions to the Countywide Transportation Plan Goals and Objectives (Diana Meehan) (Pages 67-71)

Attachments: [Staff Report](#)

The Board reviewed the proposed revisions and provided direction to staff on refining verbiage and design of the goals and objectives.

{Directors Sedgley and Narvaez departed at 3:15pm}

Motion FAILED due to lack of quorum.

11.5 Federal and State Legislative Update (Kate Miller) (Pages 72-90)

Attachments: [Staff Report](#)

Information only/No action taken

11.6 Resolution of Commendation for Kate Miller (Mark Joseph) (Pages 91-92)

Attachments: [Staff Report](#)

Motion FAILED due to lack of quorum.

12. FUTURE AGENDA ITEMS

None

13. CLOSED SESSION

The Board entered into closed session at 3:22pm.

13.1 CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION:

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

The Board returned to open session at 3:28pm with no reportable action.

14. ADJOURNMENT

Chair Joseph adjourned the meeting at 3:28pm.

14.1 The next Regular Meeting is Wednesday, July 16th.

Laura M. Sanderlin, NVTB Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

State Route 37 (SR 37) Memorandum of Understanding (MOU) Amendment No. 2

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve Amendment No. 2 to the Resilient State Route 37 Memorandum of Understanding (MOU), substantially in the form (Attachment 1), updating segment naming for consistency with the Planning and Environmental Linkages (PEL) study and revising the funding plan for ongoing project activities within the SR 37 corridor.

EXECUTIVE SUMMARY

NVTA, as a member of the SR 37 Policy Board alongside other North Bay County Transportation Agencies, has been an active partner in advancing the Resilient SR 37 program since executing the original MOU in 2019. This partnership with the Metropolitan Transportation Commission (MTC) and Caltrans aims to address the corridor's growing vulnerabilities to sea level rise and flooding while supporting regional mobility and goods movement.

As the project has evolved, Amendment No. 1 to the MOU expanded stakeholder involvement by formally including Sonoma-Marín Area Rail Transit in the Executive Steering Committee and Project Leadership Team to reflect the corridor's multimodal future.

Amendment No. 2 aligns the corridor's segment naming conventions with the Planning and Environmental Linkages (PEL) study adopted by Caltrans and updates the funding plan for upcoming phases of development. These updates are critical to maintaining project momentum and delivering near- and long-term improvements across the corridor.

FISCAL IMPACT

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVRTA Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Grant Bailey, Program Manager – Engineer
(707) 259-5951 / Email: gbailey@nvta.ca.gov
SUBJECT: State Route 37 (SR 37) Memorandum of Understanding (MOU) Amendment No. 2

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board approve Amendment No. 2 to the Resilient State Route 37 Memorandum of Understanding (MOU), substantially in the form (Attachment 1), updating segment naming for consistency with the Planning and Environmental Linkages (PEL) study and revising the funding plan for ongoing project activities within the SR 37 corridor.

COMMITTEE RECOMMENDATION

None

BACKGROUND

The Resilient SR 37 MOU was originally developed to formalize collaboration between the corridor partners and support implementation of planning, environmental, and capital improvements along SR 37 and was originally approved in 2019. The MOU was amended in 2023 to add the Sonoma-Marín Area Rail Transit (SMART) to the agreement.

Amendment No. 2 makes two key changes:

1. Segment Naming Update – Aligns corridor segments with the Planning and Environmental Linkages (PEL) study completed by Caltrans in December 2022.
2. Funding Plan Revision – Updates project funding commitments to reflect current priorities and project development status.

Prior to the PEL study, the corridor was divided into three broad segments (A–C). The PEL refined this into eight logical sections, based on independent utility and logical termini, running west to east as follows:

1. US 101/SR 37 Interchange (Marín County)

-
2. US 101 to Atherton Ave – Flood Reduction Project (Marin County)
 3. Atherton Ave to Petaluma River (Marin County)
 4. Petaluma River to East of San Pablo Bay National Wildlife Refuge HQ (Marin/Sonoma Counties)
 5. East of San Pablo Bay National Wildlife Refuge HQ to SR 37/SR 121 Interchange (Sonoma County)
 6. SR 37/SR 121 Interchange (Sonoma County)
 7. SR 37/SR 121 Interchange to SR 37/Walnut Ave Interchange at Mare Island (Sonoma/Solano Counties)
 8. SR 37/Walnut Ave Interchange to I-80 (Solano County)

Amendment No. 2 updates the MOU to reflect these refined segments and clarifies project roles and responsibilities among partner agencies.

The amendment also reflects revised funding allocations to support the next phase of project development for key segments. These revisions align with the corridor prioritization process undertaken over the past year and have been endorsed by the Project Leadership Team (PLT) and Executive Steering Committee (ESC). Updated allocations are as follows:

- **\$15 million** to STA for the Fairgrounds Interchange (no change)
- **\$50 million** to SCTA/MTC for near-term improvements from Sears Point to Mare Island (\$30 million increase)
- **\$10 million** to SCTA for environmental work related to long-term SR 37/SR 121 improvements (\$6 million increase)
- **\$25 million** to TAM for construction of the SR 37 Flood Reduction Project (\$22 million increase)

The roles and responsibilities of the Policy Committee, Executive Steering Committee (ESC), and Project Leadership Team (PLT) remain unchanged.

ALTERNATIVES

If not approved, the corridor would retain outdated segment references which would jeopardize the timely advancement of several critical SR 37 projects.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 5: Minimize the energy and other resources to move people and goods.

Goal 6: Prioritize the maintenance and rehabilitation of the existing system.

SR 37 is a vital transportation corridor in the North Bay and serves as an emergency evacuation route. It provides a critical east-west freight connection between two major trade corridors and runs through the ecologically rich San Pablo Baylands. Climate change-fueled storms periodically flood the route and, by 2050, portions of SR 37 are projected to be permanently inundated due to sea level rise.

ATTACHMENT(S)

- (1) Amendment No. 2 Resilient SR 37 Memorandum of Understanding

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART
Memorandum of Understanding
Resilient SR 37 Program
Amendment No. 2

SECOND AMENDED AND RESTATED MEMORANDUM OF
UNDERSTANDING

for
THE RESILIENT STATE ROUTE 37 PROGRAM
between
METROPOLITAN TRANSPORTATION COMMISSION
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
CALIFORNIA DEPARTMENT OF TRANSPORTATION
SOLANO TRANSPORTATION AUTHORITY
SONOMA COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION AUTHORITY OF MARIN
NAPA VALLEY TRANSPORTATION AUTHORITY
SONOMA-MARIN AREA RAIL TRANSIT DISTRICT

This Memorandum of Understanding (MOU) is entered into and effective as of the last date written below between the Metropolitan Transportation Commission ("MTC"), the Bay Area Infrastructure Financing Authority ("BAIFA"), the California Department of Transportation District 4 ("Caltrans"), the Solano Transportation Authority ("STA"), the Sonoma County Transportation and Climate Authority ("SCTA"), Transportation Authority of Marin ("TAM") and Napa Valley Transportation Authority ("NVTA") and Sonoma-Marin Area Rail Transit District ("SMART") referred to herein collectively as the "Parties" or individually as a "Party"), to cooperatively determine their mutual responsibilities in delivering the Resilient State Route 37 Program ("Program").

RECITALS

1. The Resilient SR 37 Program aims to address resiliency of transportation infrastructure to sea level rise and flooding, traffic congestion, and opportunities for habitat restoration, transit, multimodal use and public access along the SR 37 corridor from I-80 to US 101. The Program includes near- and longer-term improvements for a majority of the 20-mile corridor, including the long-term sea level rise vulnerability of several low-lying areas throughout the corridor.
2. The Resilient SR37 Baylands Restoration and Transportation Expanded Partnership was adopted in February 2024 by the SR37 Policy Committee. (See attachment A)
3. The SR 37 Policy Committee is composed of Board Members representing MTC/BAIFA, STA, SCTA, TAM, and NVTA, plus ex officio seats held by Congressional and State legislative officials and Tribal government chairs. Their responsibilities include:
 - a. Provide policy direction on how best to improve the SR37 corridor.
 - b. Receive regular reporting on transportation, equity, public access, and resource restoration projects.
 - c. Provide a venue for active public engagement.
 - d. Advocate for the project and support funding opportunities.

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART
Memorandum of Understanding
Resilient SR 37 Program
Amendment No. 2

- e. Meet a minimum of three times annually and select a Chair and Vice Chair every two years.
- 4. Under the Expanded Partnership the SR 37 Policy Committee, Leadership Committee, Executive Steering Committee ("ESC"), the Project Leadership Team ("PLT"), Interagency Regulatory Coordination group, project and program teams, and the Program Coordination Team have varying roles and responsibilities in the development and delivery of the Program.
- 5. The Executive Directors of MTC/BAIFA, Caltrans, SMART, STA, SCTA, TAM, and NVTA serve on the ESC to provide strategic direction to the Policy Committee and PLT. Responsibilities include:
 - a. Project level decision making.
 - b. Guide the identification, development, funding plan, and implementation of transportation and related projects through regular coordination.
 - c. Meet regularly and select a Chair every other year to lead the ESC meetings and perform duties related to organizing the meetings and representing the ESC on the Leadership Committee.
 - d. Approve the scope, schedule, budget, and funding plans for individual projects.
 - e. Oversee overall project progress and support reporting of status, risk assessment, costs, and schedule.
- 6. The staffs of MTC/BAIFA, Caltrans, SMART, STA, SCTA, TAM, and NVTA participate in the PLT to assist the ESC in performance of its duties and coordinate at a management level on funding, cost estimates, risk assessment, scope, schedule, budget, project delivery and reporting.
- 7. State and regional partners signed a Partnership Agreement in January 2023 supporting the near- and long-term SR37 projects. This agreement includes Partner commitments to:
 - a. Improve travel time reliability and prioritize high occupancy vehicles,
 - b. Introduce bus transit along SR 37,
 - c. Reduce inequities in transportation due to severe travel delays to and from more affordable housing in Solano and Napa counties to and from job opportunities across the four counties,
 - d. Become resilient by reducing existing and future vulnerability to flooding due to storm events and sea level rise,
 - e. Increase public non-motorized and bicycle access along the corridor,
 - f. Preserve a critical regional transportation corridor while integrating ecological resiliency which facilitates adaptation to sea level rise,
 - g. Conserve California's biodiversity and ecosystems,
 - h. Provide important ecosystem services such as improved water quality and flood risk reduction,
 - i. Enhance wildlife and ecological connectivity,
 - j. Reduce historic inequities by ensuring and increasing public recreational access for all,
 - k. Preserve historical and cultural resources, and
 - l. Build climate resiliency.

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART
Memorandum of Understanding
Resilient SR 37 Program
Amendment No. 2

8. The SR37 Planning and Environmental Linkages (PEL) Study was approved in December 2022 and identified a preferred alternative alignment for the long term SR37 alignment.
9. The SR 37 Transportation and Sea Level Rise Corridor Improvement Plan the section from Sears Point to the Mare Island Bridge bottleneck as the highest priority. On November 2, 2017, the SR 37 Policy Committee confirmed that Sears Point to Mare Island is the priority segment. Subsequently, a Project Initiation Document (PID) and CEQA/NEPA documents for this project were completed and approved by Caltrans as the lead agency.
- ~~10. On November 8, 2018, the SR 37 Policy Committee unanimously approved a funding plan and authorized the applicable sponsor(s) to submit Initial Project Reports to the MTC for funding consideration under Regional Measure 3, as follows:~~
 - ~~a. \$15 million to STA for Segment C Fairgrounds Interchange,~~
 - ~~b. \$20 million to SCTA for Interim Segment B Environmental and Design Phases,~~
 - ~~c. \$4 million to SCTA for Environmental Phase for SR 37/121 improvements,~~
 - ~~d. \$3 million to TAM for Segment A levee study, and~~
 - ~~e. \$58 million to SCTA and TAM for Ultimate Segment A and Segment B improvements.~~
11. Under the Second Amendment to this MOU in 2025 an amended funding plan will be submitted to MTC, as follows:
 - a. \$15 million to STA for Fairgrounds Interchange;
 - b. \$50 million to SCTA/MTC for near-term improvements from Sears Point to Mare Island;
 - c. \$10 million to SCTA for Environmental Phase for long-term SR 37/121 improvements;
 - d. \$25 million to TAM for Flood Reduction Project construction
12. The Parties wish to organize the delivery of the SR 37 Program wherein:
 - a. MTC, Caltrans, SMART, SCTA and TAM are assigned to and have purview over US 101 to SR121;
 - b. MTC, BAIFA, Caltrans, SCTA, SMART, STA and NVTA are assigned to and have purview over Sears Point to Mare Island Bridge; and
 - c. MTC, Caltrans, SMART and STA are assigned to and have purview over Mare Island Bridge to I-80.

The SR 37 Policy Committee, ESC and PLT continue to perform the same roles and responsibilities except for the technical work, discussions, actions and decisions of the individual Party would be targeted and applicable to the project segment for which that Party is assigned.

13. The Parties commit to continue to make progress on the delivery of the priority

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART
Memorandum of Understanding
Resilient SR 37 Program
Amendment No. 2

Sears Point to Mare Island near-term and long-term projects, while also performing feasibility studies, environmental studies, PIDs, and related studies with the goal of coordinating the longer-term delivery of the SR 37 Program.

14. The Parties acknowledge the likely need for funding above and beyond tolling and as such, intend to develop a financing and funding plan consisting of other traditional and untraditional funding sources to deliver the Program.
15. The Parties wish to work cooperatively to deliver the Program by exploring alternative project delivery methods (including, but not limited to, Construction Management / General Contractor or Design Build contracts), early habitat restoration, and funding and partnerships.
16. Caltrans is the owner of SR37.
17. SMART is the owner of the railroad corridor that is adjacent to portions of SR 37, including running parallel in Segment A and in the proximity of Segments B and C. The addition of SMART to the Resilient State Route 37 Program is a commitment to the multi-modal nature of the Program beyond bus transit and carpooling.
18. BAIFA has secured tolling authority between Sears Point and Mare Island from the California Transportation Commission.

TERMS

- I. Term
The term of this MOU shall commence when fully executed, and unless amended earlier, shall terminate at a date agreed upon by the Parties.
- II. SR 37 Program Delivery Organizational Structure
 - A. Executive Steering Committee (ESC)
 1. Role
The ESC shall guide the identification, development, funding plan and implementation of projects to improve State Route 37. The ESC will select a Chairperson. The Chairperson will rotate between the members every two years. The Chairperson shall preside over the meetings of the ESC and shall perform all other duties incident to the position or as assigned to her or him by the ESC.
 2. Members
 - a. Executive Director, MTC/BAIFA (or designee)
 - b. District 4 Director, Caltrans (or designee)

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART
Memorandum of Understanding
Resilient SR 37 Program
Amendment No. 2

- c. Executive Director, STA (or designee)
- d. Executive Director, SCTA (or designee)
- e. Executive Director, TAM (or designee)
- f. Executive Director, NVTA (or designee)
- g. General Manager, SMART (or designee)

3. Assignment

- a. US 101 to SR121: MTC, Caltrans, SMART, SCTA, TAM
- b. Sears Point to Mare Island Bridge: MTC, BAIFA, Caltrans, SMART, SCTA, STA, NVTA
- c. Mare Island Bridge to I-80: MTC, Caltrans, SMART, STA

4. Responsibilities

- a. Approve implementation and funding plan(s), which may include one or more projects.
- b. Define agency roles and responsibilities for individual projects, including project managers.
- c. Approve the scope, schedule, budget and funding plan for individual projects within funding levels approved by the MTC, BAIFA or other funding agencies, as applicable.
- d. Oversee overall project progress and reporting of project status, risk assessments, costs and schedule.
- e. Advise the MTC on contract matters.
- f. Review and approve project staffing plans.

5. Decision-making

The ESC will endeavor to make decisions on a consensus basis. To ensure public accountability, transparency and public disclosure, the decisions will be documented.

6. Meetings

Regular meetings of the ESC shall be held quarterly as otherwise determined by the ESC. Notice shall include an agenda of items on which the ESC will act. Each member of the ESC has the right to place a matter on the ESC's agenda for consideration. Meetings to be rotated between MTC, Caltrans, STA, SCTA, NVTA, TAM offices or at a location determined by the ESC.

B. Corridor Director of the ESC

- 1. The Corridor Director serves as staff to the ESC, represents all ESC members and works directly with member agency Executive Directors and their staffs.
 - a. MTC will select, with the ESC, and employ the Corridor Director.
 - b. MTC reserves the right to make decisions regarding hiring, promotion, termination, compensation, and removal of the Corridor Director, in

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART
Memorandum of Understanding
Resilient SR 37 Program
Amendment No. 2

- consultation with the ESC.
- c. The Corridor Director may serve the SR37 Corridor Policy Committee in a similar capacity.
- 2. The Corridor Director shall work with the Project Leadership Team, collaborate and provide direction to the project managers, as appropriate, to:
 - a. Develop an implementation plan(s) and funding plan(s), including delivery methods
 - b. Develop the scope, schedule, budget and funding plan for individual projects.
 - c. Report regularly to the ESC on project status, risks assessments, change, costs and schedule.
 - d. Develop project staffing plans.
 - e. Prepare agendas for ESC meetings.
 - f. Deliver progress reports to and consult with the SR 37 Corridor Policy Committee.
 - g. Deliver progress reports to ESC and Policy Committee.
 - h. Provide oversight and direction to project managers.

The Corridor Director will also advise the SR37 Corridor Policy Committee on the SR 37 program.

C. Project Leadership Team

1. Role

The ESC hereby establishes a Project Leadership Team (PLT) that shall assist the ESC in the performance of its duties. The members of the PLT shall advise the Corridor Director on matters that are to be brought before the ESC.

2. Members

- a. Deputy Executive Director, Operations, MTC (or designee)
- b. Chief Deputy Director, Caltrans District 4 (or designee)
- c. Director of Projects, STA (or designee)
- d. Deputy Executive Director, SCTA (or designee)
- e. Principal Project Delivery Manager, TAM (or designee)
- f. Director of Programs, Projects and Planning, NVTA (or designee)
- g. Chief Engineer, SMART (or designee)

3. Assignment

- US 101 to SR121: MTC, Caltrans, SMART, SCTA, TAM
- Sears Point to Mare Island Bridge: MTC, BAIFA, Caltrans, SMART, SCTA, STA, NVTA
- Mare Island Bridge to I-80: MTC, Caltrans, SMART, STA

4. Responsibilities

The PLT shall assist the Corridor Director and ESC in the performance of their

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART
Memorandum of Understanding
Resilient SR 37 Program
Amendment No. 2

duties for their assigned segments by

- a. Developing an implementation plan(s) and funding plan(s)
- b. Developing the scope, schedule, budget, and funding plan for individual projects.
- c. Reviewing cost estimates, risk assessments, and cash flow requirements.
- d. Reviewing project status, scope and budgets, expenditures, staffing and contractor services to anticipate, identify, evaluate, and report to the Corridor Director concerning any project issues.
- e. Developing project staffing plans and structures.
- f. Preparing other project related reports for ESC review.
- g. Performing such other assignments as appropriate.

5. Meetings

The PLT will meet on an as-needed basis as determined necessary by the members or by the Corridor Director.

III. GENERAL

A. Integration Clause

This MOU constitutes the complete and entire understanding among the Committee Members.

B. Amendments

This MOU may be amended in writing from time to time upon agreement of the Committee Members.

C. Counter Parts

This MOU may be executed in counterparts, each one of which will be an original or the equivalent thereof.

D. Miscellaneous

This MOU is intended solely as a guide to the obligations, intentions, and policies of the Committee Members. It does not constitute an authorization for funding a project nor does it constitute a legally binding MOU amongst the Agencies.

IN WITNESS WHEREOF, the Parties hereto have agreed to this MOU on the date opposite their respective names.

**ATTACHMENT 1
AGENDA ITEM 11.2
JULY 16, 2025**

**MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART
Memorandum of Understanding
Resilient SR 37 Program
Amendment No. 2**

District 4 Director
Caltrans

Sue Noack
Chair
Metropolitan Transportation Commission

Mitch Mashburn
Chair
Solano Transportation Authority

Lynda Hopkins
Chair
Sonoma County Transportation Authority

Eric Lucan
Chair
Transportation Authority of Marin

Mark Joseph
Chair
Napa Valley Transportation Authority

Chris Coursey
Chair
Sonoma Marin Area Rail Transit



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Funding Agreement No.25-C36 with the Solano Transportation Authority (STA) for the Solano-Napa Activity Based Model (SNABM)

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director, or designee to enter and make minor modifications to Agreement No. 25-C36 with the Solano Transportation Authority (STA) for the Solano-Napa Activity Based Model (SNABM) in an amount not-to-exceed \$150,000.

EXECUTIVE SUMMARY

NVTA and STA are partnering to update the SNABM. This effort will update the model's base year from 2015 to 2025 and incorporate new traffic counts, land use data, and network changes, while aligning with MTC's regional model and enhancing features such as active transportation and visitor modeling. The updated model will support long-range planning and project development across Napa and Solano Counties.

FISCAL IMPACT

Is there a fiscal impact? Yes, \$150,000-\$125,000 plus a \$25,000 contingency. The project is included in the NVTA's approved planning budget.



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Addrell Coleman, Associate Program Planner/Analyst
Phone: (707) 259-8235 / Email: acoleman@nvta.ca.gov
SUBJECT: Funding Agreement No. 25-C36 with the Solano Transportation Authority (STA) for the Solano-Napa Activity Based Model (SNABM)

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director, or designee to enter and make minor modifications to Agreement No. 25-C36 with the Solano Transportation Authority (STA) for the Solano-Napa Activity Based Model (SNABM) in an amount not-to-exceed \$150,000.

BACKGROUND

NVTA and STA jointly maintain the Solano-Napa Activity-Based Model (SNABM), a regional travel demand model used to support the Congestion Management Program (CMP) and forecast traffic volumes based on changes in land use and transportation infrastructure across Napa and Solano Counties. The model is currently calibrated to 2015 conditions and is due for an update to reflect today's travel patterns, growth trends, and completed infrastructure projects.

SNABM is a core tool used by both agencies for long-range planning, grant applications, and environmental analysis. It helps evaluate how land use and transportation investments may impact travel demand, providing a consistent, data-driven basis for decision-making. With upcoming regional and state planning efforts, such as MTC's 2026 Regional Transportation Plan (RTP) and Plan Bay Area 2060, a modernized and aligned model is critical to support policy development and secure future funding.

This update will bring the model forward to a 2025 base year and include new traffic count data, refreshed land use and network inputs, and enhancements such as active transportation and visitor modeling features. The project also includes a revised SNABM

user guide and technical coordination through a Model Technical Advisory Committee (TAC) made up of staff from NVTA, STA, Caltrans, and local jurisdictions in both counties.

STA will serve as the contracting agency and is contributing \$250,000 toward the project. A \$25,000 contingency brings NVTA's total not-to-exceed contribution to \$150,000. The project is slated to begin in Fall 2025 and take approximately 18 months to complete.

ALTERNATIVES

If the agreement doesn't receive approval, this could delay SNABM updates, hinder reliable travel forecasting, and risk inconsistency with regional planning requirements.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 2: Improve system safety in order to support all modes and serve all users

The updated model will strengthen multimodal analysis, helping agencies plan safer, more accessible transportation networks.

Goal 5: Minimize the energy and other resources required to move people and goods.

Improved data on travel demand and the transportation network will improve planning and design of highway projects.

ATTACHMENTS

1) Funding Agreement No. 25-C36 with STA for the SNABM Model Update

**FUNDING AGREEMENT
BETWEEN SOLANO TRANSPORTATION AUTHORITY
AND
THE NAPA VALLEY TRANSPORTATION AUTHORITY
FOR
THE SOLANO-NAPA ACTIVITY-BASED MODEL BASE YEAR UPDATE**

THIS FUNDING AGREEMENT ("**Agreement**") is made and entered into as of this ____ day of _____, 2025, by and between the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 65000 et seq. ("**STA**"), and the NAPA VALLEY TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. ("**NVTA**"), each individually referred to as a "**Party**" and collectively as the "**Parties**".

RECITALS

WHEREAS, STA was created in 1990 through a Joint Powers Agreement (JPA) between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Fairfield, Vallejo and the County of Solano to serve as the Congestion Management Agency (CMA) for Solano; and

WHEREAS, STA, as the CMA and the County Transportation Authority (CTA) pursuant to the Joint Powers Agreement (JPA) on the Organization and Functions of the Solano Transportation Authority dated September 1995 for the County of Solano, partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG) and Caltrans District 4, to set countywide transportation priorities and to coordinate the delivery of transportation projects in furtherance of the identified transportation priorities; and

WHEREAS, the Parties desire to maintain, operate, and upgrade the two-county centered traffic projection model ("**Solano-Napa Activity-Based Model**"); and

WHEREAS, the Parties have previously jointly financed the services of a professional traffic model consultant; and

WHEREAS, the Parties upgraded the current version of the Solano-Napa Activity-Based Model (SNABM) to the model structure compliant with MTC's regional model; and

WHEREAS, the Parties desire to jointly contribute to the work of maintaining, operating, and upgrading the model; and

WHEREAS, the main objective of updating the SNABM is to update its 2015 base year to 2025, which will factor in new traffic counts essential to validate the new base year; and

WHEREAS, STA received Board approval on April 9, 2025 to enter into a funding agreement with NVTA to fund the SNABM Base Year Update.

TERMS

NOW, THEREFORE, in consideration of the mutual promises of STA and NVTa contained herein, STA and NVTa agree as follows:

1. **Term of the Agreement.** The term of this Agreement shall cover the time period, **May 1, 2025 through December 31, 2026.**

2. **Use of Funds by STA.** STA hereby agrees to use all funds conveyed to STA by NVTa under this Agreement for the sole purpose of obtaining consultant services for the SNABM Base Year Update pursuant to the scope of work attached and incorporated as **Exhibit A.**

3. **Payment of Funds by NVTa to STA.** NVTa shall pay the STA:

(a) **One Hundred Twenty Five Thousand Dollars (\$125,000)** following STA's procurement of a consultant and for the provision of the services of this Agreement.

(b) All payments for compensation and reimbursement for expenses shall be made only upon presentation by STA to NVTa of a billing invoice in a form acceptable to the NVTa agent which indicates, at a minimum, STA's name, address, and Taxpayer Identification Number. STA shall submit invoices to the NVTa Planning Manager who, after review and approval as to form and content, shall submit the invoice to the NVTa Finance Manager no later than fifteen (15) calendar days following receipt. NVTa agrees to pay STA within thirty (30) days of receipt of invoice.

4. **Records and Monitoring.** STA shall maintain financial and statistical records which fairly reflect the activities of STA pertaining to the services described in Exhibit "A" and the actual costs thereof. Upon reasonable request by NVTa, STA shall make available for inspection and audit by representatives of NVTa all books, financial records, program information and other records pertaining to the overall operations of STA in relation to the services described in **Exhibit A,** and shall allow such representatives to review and inspect STA's facilities and program operations relating to the services described in **Exhibit A.**

5. **Independent Contractor.** STA shall perform this Agreement as an independent contractor. STA and the officers, agents, employees, and contractors of STA are not, and shall not be deemed, NVTa employees for any purpose, including workers' compensation. STA shall, at its own risk and expense, determine the method and manner by which the obligations of STA to NVTa under this Agreement shall be performed; provided however that NVTa may monitor the progress of the activities of STA and its officers, employees, agents and contractors in relation to completion of the Project. STA and its officers, employees, agents and contractors shall be entitled to none of the benefits accorded to an NVTa employee. NVTa shall not deduct or withhold any amounts whatsoever from the compensation paid to STA. As between STA and NVTa, STA alone shall be responsible for all such payments.

6. **Indemnification.** STA and NVTa shall each defend, indemnify and hold harmless each other as well as their respective officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any acts or omissions of that party or its officers, agents, or employees when performing any activities or obligations required of that party under this Agreement.

7. **Non-Discrimination Clause.**

(a) During the performance of this Agreement, STA and its subcontractors shall not deny the benefits thereof to any person on the basis of religion, color, ethnic group identification, sex, age, physical or mental disability, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex, or other protected status. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

(b) STA shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any State or local regulations adopted to implement any of the foregoing.

8. **Termination for Cause.** If either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement or otherwise breach this Agreement and fail to cure such failure or breach within ten (10) days of receipt of written notice from the other party describing the nature of the breach, the non-defaulting party may, in addition to any other remedies it may have, terminate this Agreement by giving five (5) days written notice to the defaulting party in the manner set forth in Paragraph 13 (Notices).

9. **Termination for Convenience.** This Agreement may be terminated by either party for any reason and at any time by giving no less than thirty (30) days written notice of such termination to the other party and specifying the effective date thereof. In the event this Agreement is terminated for convenience, NVTa agrees to pay STA for all reasonable expenses incurred under this Agreement up to the date of notice of termination.

10. **No Waiver.** Waiver by either party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

11. **Notices.** All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit,

whichever is earlier.

STA

Daryl K. Halls
Executive Director
423 Main Street
Suisun City, CA 94585

NVTA

Danielle Schmitz
Executive Director
625 Burnell Street
Napa, CA 94559

12. **Amendment/Modification.** Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of both parties.

13. **Compliance with Laws.** STA shall observe and comply with all applicable federal, State and local laws, ordinances, and codes, including, without limitation, all laws applicable to municipal corporations.

14. **Interpretation.** The headings used herein are for reference. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

15. **Severability.** If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

16. **Entirety of Contract.** This Agreement constitutes the entire agreement between the parties relating to the subject of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the parties with respect to the subject matter hereof.

17. **Counterpart and Electronic Signature.** As permitted under the U.S. Electronic Signatures in Global and National Commerce (ESIGN) Act of 2000, and the Uniform Electronic Transactions Act (UETA), the Parties hereby agree to conduct this transaction by electronic means. This Agreement may be executed through an electronic signature and may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The Parties agree that the electronic signatures appearing on this Agreement are intended by each Party using it to have the same force and effect as the use of a manual signature for the purposes of validity, enforceability, and admissibility.

18. **Signatory's Warranty.** Each Party warrants to the other Party that he or she is fully authorized and competent to enter into this Agreement in the capacity indicated by his or her signature and agrees to be bound by this Agreement.

[signatures on next page]

IN WITNESS WHEREOF, the duly authorized representatives of the Parties to this Agreement have executed it as of the date first above written.

SOLANO TRANSPORTATION AUTHORITY

NAPA VALLEY TRANSPORTATION AUTHORITY

By: _____
Daryl K. Halls, Executive Director

By: _____
Danielle Schmitz, Executive Director

Approved as to Form:

Approved as to Form:

By: _____
Megan J. Callaway, STA Legal Counsel

By: _____
Osman I. Mufti, Senior Counsel
Sloan Sakai Yeung & Wong LLP

EXHIBIT A

TRAFFIC MODELING CONSULTANT SCOPE OF WORK

Task 1. Project Management

Task 1.1 Kick-off Meeting

STA and NVTA staff will hold a kick-off meeting with the selected consultant to review the project scope, schedule, and anticipated milestones and deliverables.

Task 1.2 Project Check-in Meetings

Check-in meetings will be conducted with STA and NVTA staff. Meeting will be held at least biweekly for the duration of the project. The selected consultant will be taking the lead in the development of the agenda for each check-in.

Task 1.3 Project Management

This task will capture the ongoing project management responsibilities for Task 1-5.

Deliverable
1.1 Finalized budget and detailed project schedule. 1.2 Project Check-in Meeting Agenda and Notes 1.3 Project Management

Task 2. Evaluate Solano- Napa Activity Based Model (SNABM) Performance and Identify Recommendations

The selected Consultant will evaluate the performance of the current SNABM and assess how it compares to the latest modeling industry standards.

In consultation with the Metropolitan Transportation Commission (MTC), the Consultant will develop a set of recommendations along with associated costs to enhance the traffic model. The scope of the recommendations can include, but is not limited to, identifying improvements in the network, traffic analysis, zones, transit, active modes (walk/bike) and freight (goods movement), along with exploring the addition of new features to the model, such as an active transportation and/or Visitor Model for Napa. The proposed recommendations will be presented to the Model Technical Advisory Committee (TAC) for their review and feedback. The implementation of the recommendations will be captured under Task 3.

Deliverable
1) Memo Summarizing Current Model Conditions 2) Memo Summarizing Recommended Model Improvements and Associated Costs to Implement the Additional Improvements to the Model

Task 3. Update the Base Year of the SNABM from 2015 to 2025

The consultant will support STA and NVTA staff in updating the model's base year while maintaining consistency and documentation to align with MTC's regional model. This includes tracking regional model changes as MTC heads into their next 2026 RTP update effort. The data should reflect the latest information available.

Task 3.1 Traffic Counts Data Collection

This task includes collecting new traffic counts, which ideally should be scheduled to commence in Fall 2025 and if needed Spring 2026. Additional traffic count adjustments recommended under Task 2 may be included under this task. Consultant should first inquire of recent traffic counts taken that can be incorporated into the model before conducting traffic counts.

The traffic counts will be utilized for model calibration and validation purposes. This includes but is not limited to leveraging Performance Measurement System (PeMS) data, which will have to be analyzed carefully for completeness and accuracy. Additional data can be leveraged using older counts and analyzing trends in the Caltrans Traffic County database. To fill in missing data counts and to support the validation of the model, the Consultant will also identify a cost-effective approach to collecting new traffic counts, which includes accounting for turn movement counts.

Task 3.2 Socio-Economic Data

The primary task will be to update the socio-economic data of the model with the latest available household surveys and census data (e.g. CTPP, ACS) to develop the 2025 base year ensuring consistency MTC/ABAG household and employment forecasts. Additional land use adjustments and updated modeling guidelines recommended under Task 2 will be included under this task.

Task 3.3 Traffic Analysis Zones (TAZs)

The primary task will be to update, as needed, the boundaries of the Traffic Analysis Zones (TAZs) to reflect local zoning adjustments. Additional TAZ adjustments recommended under Task 2 will be included under this task.

Task 3.4 Network Improvements for 2025 and Forecast Year

The highway, transit, and bike/pedestrian networks will be updated to reflect services for the new 2025 base year and forecasted year. This task will also include the inclusion of transportation projects captured in MTC's Regional Network for both the new base year and forecast year. Additional network adjustments will be included under this task, which includes enhancing network granularity at the local level and/or additional improvements recommended under Task 2.

Task 3.5 Model Calibration, Validation, Forecast Year and Documentation

Model calibration will be conducted for all components of the model to the latest calibration coefficients as received from MTC. Calibration will also use the location-based data to ensure travel patterns in important corridors.

Model validation will be conducted to match the observed data such as traffic counts and transit ridership for the new base year and forecast year. A set of validation targets will be recommended by the consultant in coordination with the Model TAC/MTC staff. Once the validation targets are established all reasonable steps will be taken to meet the validation targets and the documentation needed to report to MTC and/or Caltrans staff. The Model needs to be consistent with MTC's regional model.

Deliverables
<ol style="list-style-type: none"> 1) Memo summarizing the changes to the SNABM (e.g. Land use, Traffic Analysis Zones, Network Improvements) 2) Memo summarizing Model Validation Process and Documentation 3) Memo summarizing land use and traffic volume trends for 2025 and forecast year 4) Memo summarizing traffic counts, broken down for Napa and Solano Jurisdictions for both new base year and forecasted year

Task 4. Stakeholders and Advisory Committee Outreach

Task 4.1 Working with Model TAC

The selected Consultant will be working closely with Solano-Napa member agencies through the Model TAC. The Model TAC will serve as the Project Leadership Team of the project and its role will be to provide feedback and recommend actions at key project phases. The Model TAC consists of public works staff from Napa and Solano jurisdictions and Caltrans staff. The selected Consultant will be expected to develop materials such as Memos, PowerPoints, and other collateral associated with delivering technical model updates to the Model TAC. The Consultant should plan for 3-6 Model TAC meetings that will be held virtually.

Task 4.2 STA and NVTa Technical Advisory Committee

Project updates will be provided to the STA TAC, composed of City and County Public Works Directors, to inform and seek feedback during key project phases pertinent to Solano jurisdictions. The Consultant can anticipate attending between 1-2 STA TAC meetings. The Consultant should also anticipate attending about 1-3 meetings each for the following policy committees 1) State Route 12 Corridor Subcommittee and 2) the Arterials, Highways and Freeways Committee. All three committees may be attended virtually.

Project updates will also be provided separately to the NVTa TAC, composed of City and County Public Works Directors, to inform and seek feedback during key project phases pertinent to Napa jurisdictions. The Consultant can anticipate attending between 1-3 NVTa TAC meetings.

The Consultant will be expected to develop tailored materials such as MEMOs, PowerPoints and other collateral associated with delivering model updates to the STA/NVTa TAC.

Task 4.3 STA and NVTa Board Meetings

Project updates will also be provided to the STA Board during key phases of project development and adoption. The Consultant can anticipate attending at least 1 STA Board meetings.

Project updates will also be provided to the NVTa Board during key phases of project development and adoption. The Consultant can anticipate attending at least 1 NVTa Board meetings.

The Consultant will also be expected to develop tailored materials such as PowerPoints and other collateral associated with delivering model updates to the STA/NVTa Board.

The Consultant will develop a Draft Final Report and Final Report for the SNABM Base Year Update Effort, summarizing the Model Update Effort and Documentation. This Report is a key deliverable that will be incorporated as part of the final approval process. The Report will be reviewed by STA/NVTa staff, the Model TAC, and STA/NVTa TAC. Feedback received by these committees will then be incorporated to develop a Final Report that will be taken to the

STA/NVTA Board for their adoption.

Task 4.3 Attend Meetings with MTC/Caltrans staff as needed/requested.

Deliverable
1) PowerPoint Materials and collateral associated with delivering technical model updates to the Model TAC, STA TAC, NVTA TAC and STA Board and NVTA Board.
2) Draft Final Report summarizing the SNABM Base Year Update Effort and Documentation
3) Final Report for the SNABM Base Year Update Effort and Documentation

Task 5. Update SNABM User Guide

Update the current SNABM user guide with the appropriate step-by-step process for a variety of scenarios, and troubleshooting tips, including the needed software and hardware requirements to be used by local staff to enable them to operate and change the model.

Deliverable
1) Updated SNABM User Guide



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Measure U Master Agreement Execution with the Napa Valley Transportation Authority Tax Agency (NVTA-TA)

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the Measure U Master Agreement with the NVTA-TA and authorize the Executive Director or designee to execute the agreement enabling NVTA to receive Measure U funds for use of capital investments and administration under the Regional Transportation Enhancement Program (RTEP).

EXECUTIVE SUMMARY

In order to receive and utilize Measure U funds, NVTA must enter into a Master Agreement with the NVTA-TA. This agreement will provide NVTA with \$1.2 million annually from FY 2025–26 through FY 2029–30, totaling \$6 million in funding to support regional projects under the Regional Transportation Enhancement Program (RTEP). Additionally, the agreement authorizes NVTA to access up to \$50 million in bond proceeds, should the agency choose to pursue bonding to expedite the delivery of RTEP projects.

FISCAL IMPACT

Is there a Fiscal Impact? No, not for this action. However, funding to NVTA for the Regional Transportation Enhancement Program is predicated on the execution of the Master Agreement.



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors

FROM: Danielle Schmitz, Executive Director

REPORT BY: Antonio Onorato, Director of Administration, Finance and Policy
(707) 259-8779 / Email: aonorato@nvta.ca.gov

SUBJECT: Measure U Master Agreement Execution with the Napa Valley Transportation Authority-Tax Agency (NVTA-TA)

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the Measure U Master Agreement with the NVTA-TA and authorize the Executive Director or designee to execute the agreement enabling NVTA to receive Measure U funds for use of capital investments and administration under the Regional Transportation Enhancement Program (RTEP).

BACKGROUND

In November 2024, Napa County voters approved Measure U, the Napa Valley Transportation Improvement Act. Measure U replaces Measure T, the Napa Countywide Road Maintenance Act passed in 2012. The measure continues a one-half cent sales tax to fund local and regional transportation improvements with additional provisions to June 30, 2055.

As the administrator of Measure U, NVTA-TA is responsible for administration, allocations, reporting, and oversight of sales tax revenues. To receive and expend Measure U funds, NVTA must execute a Master Agreement with NVTA-TA. Through this agreement, NVTA will receive \$1.2 million annually from FY 2025–26 through FY 2029–30, totaling \$6 million to support regional projects under the Regional Transportation Enhancement Program (RTEP). The agreement also authorizes NVTA to access up to \$50 million in bond proceeds should the agency pursue bonding to accelerate delivery of RTEP projects.

Compared to the jurisdictions that receive Measure U funds for Local Streets and Roads Maintenance, NVTA—as a jurisdiction—will receive sales tax revenues as an implementing agency for capital improvement projects that enhance regional mobility, improve intersection operations, and support emergency evacuation infrastructure.

Under the terms of the Master Agreement, NVTa is subject to the following reporting requirements:

- **Five-Year Project List:** NVTa must adopt and maintain a Five-Year Project List through a resolution approved by the Board every two years. This requirement was fulfilled in May 2025, when the Board approved NVTa's project list for FY 2025-26 through 2029–30.
- **7% Equivalent Funds Certification:** NVTa is required to annually certify its proportional contribution toward the Measure U requirement that at least 7% of total Local Streets and Roads allocations countywide are dedicated to Class I or Class IV active transportation projects, as outlined in the adopted Countywide Active Transportation Plan.

NVTa is not subject to the 20% Maintenance of Effort (MOE) requirement tied to local general fund spending on streets and roads, as it does not receive Local Streets and Roads Maintenance distributions.

ALTERNATIVES

The Board could not authorize the executive director to enter into this agreement which will delay eligibility for NVTa to spend regional funds under Measure U.

ATTACHMENT(S)

- 1) Measure U Master Agreement (NVTa-TA Agreement No. 2025-C01)

**MASTER AGREEMENT
OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY – TAX AGENCY

AND THE CITIES OF
AMERICAN CANYON, CALISTOGA, NAPA, ST. HELENA,
THE TOWN OF YOUNTVILLE, THE COUNTY OF NAPA,
AND
THE NAPA VALLEY TRANSPORTATION AUTHORITY**

NVTA-TA AGREEMENT NO. 2025-C01

CITY OF NAPA AGREEMENT NO. _____

COUNTY OF NAPA AGREEMENT NO. _____

CITY OF AMERICAN CANYON AGREEMENT NO. _____

CITY OF CALISTOGA AGREEMENT NO. _____

CITY OF ST. HELENA AGREEMENT NO. _____

TOWN OF YOUNTVILLE AGREEMENT NO. _____

NVTA AGREEMENT NO. _____

NVTA-TA Board of Directors Approval Date: July 16, 2025

Table of Contents

RECITALS	4
1. PURPOSE	4
2. TERM	4
3. ANNUAL AND NET RECEIPTS	4
4. FINANCING	5
5. COST OF DEBT SERVICE ON BONDS	5
6. PROJECT FUNDING SOURCES	5
7. PRIVATE SECTOR FUNDING	6
8. EXPENDITURE SUMMARY	6
9. EXPENDITURE PLAN PROCEDURES	8
10. MAINTENANCE OF EFFORT	8
11. COOPERATIVE FUNDING EXCHANGE AGREEMENTS	9
12. ALLOCATION & DISBURSEMENT OF MEASURE U RECEIPTS.....	9
13. ALLOCATION & DISBURSEMENT OF MEASURE T RECEIPTS	10
14. REGIONAL TRANSPORTATION ENHANCEMENT PROGRAM.....	11
15. COST ELIGIBILITY	11
16. BUDGET AND SCOPE.....	12
17. PROJECT MANAGEMENT	12
18. PROJECT OVERSIGHT	12
19. ATTRIBUTION AND SIGNAGE.....	12
20. COMPLIANCE WITH LAW	12
21. ENVIRONMENTAL COMPLIANCE	12
22. RECORDS.....	13
23. FINANCES.....	13
24. ELIGIBLE EXPENSES	13
25. AUDITS AND REVIEWS	13
26. PROJECT REPORTING AND CLOSEOUT PROCEDURES	14
27. INDEMNIFICATION	14
28. INTERGRATION.....	14
29. AMENDMENT	14
30. INDEPENDENT AGENCY.....	14
31. ASSIGNMENT	14

32. BINDING ON SUCCESSORS, ASSIGNERS OR TRANSFEREES	14
33. LEGAL EXPENSES	15
34. SEVERABILITY	15
35. ACCEPTANCE OF ALLOCATION.....	15
36. FEDERAL AVIATION ADMINISTRATION REVENUE POLICY	15
37. COMPLIANCE WITH TAX LAW REPORTING REQUIREMENTS	16
38. EXHIBITS	16
39. COUNTY OF NAPA SIGNATURE PAGE.....	17
40. CITY OF NAPA SIGNATURE PAGE	18
41. CITY OF ST. HELENA SIGNATURE PAGE	19
42. CITY OF AMERICAN CANYON SIGNATURE PAGE.....	20
43. TOWN OF YOUNTVILLE SIGNATURE PAGE	21
44. CITY OF CALISTOGA SIGNATURE PAGE.....	22
45. NAPA VALLEY TRANSPORTATION AUTHORITY SIGNATURE PAGE	23

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This Master Agreement (“Agreement”) commencing on **1st** day of **July, 2025**, by and between the Napa Valley Transportation Authority – Tax Agency, a local transportation agency authorized by the provisions of Division 19 of the California Public Utilities Code, hereinafter referred to as (“NVTa-TA”), and Cities of American Canyon, Calistoga, Napa, St. Helena, the Town of Yountville, the County of Napa (the “County”) and the Napa Valley Transportation Authority (“NVTa”), each individually an “Agency” and hereinafter collectively referred to as (“Jurisdictions”), to guide the distribution of revenues generated by the Napa Valley Transportation Improvement Act, commonly known as Measure U. NVTa-TA and Jurisdictions are hereinafter collectively referred to as the “Parties”.

RECITALS

WHEREAS, the voters of Napa County approved the Napa Valley Transportation Improvement Act (herein referred to as Measure U) at the General Election held on November 5, 2024; and

WHEREAS, Ordinance No. 2024-01, attached hereto as EXHIBIT A (Measure U), does hereby replace Ordinance No. 2012-01, Napa Countywide Road Maintenance Act (Measure T) effective July 1, 2025; and

WHEREAS, the sales tax proceeds generated as of July 1, 2025 will be used to pay for the projects eligible under Measure U, submitted by and allocated to the Jurisdictions, as set forth in Measure U and as approved by the Jurisdictions’ governing boards and by NVTa-TA; and

WHEREAS, the NVTa-TA Board of Directors approved this Agreement on July 16, 2025.

NOW, THEREFORE, in consideration of the foregoing and the mutual promises and covenants herein, the Parties agree as follows:

1. PURPOSE.

This Agreement is entered between NVTa-TA and Jurisdictions to document the funding conditions necessary for the Jurisdictions to receive Measure U sales tax disbursements.

2. TERM.

Thirty (30) years from the commencement date of July 1, 2025, unless amended.

3. ANNUAL AND NET RECEIPTS.

Proceeds available for the Local Streets and Roads Maintenance Program under the Expenditure Plan (herein referred to as “Local Streets and Roads Maintenance”) shall be allocated in accordance with Ordinance No. 2024-01 and any amendments made to Measure U. Net Receipts Available for Agency Distribution (as hereinafter defined), plus interest earned on unobligated balances, shall be apportioned to the Jurisdictions’ transportation improvement account on a quarterly basis in accordance with Ordinance No. 2024-01 and any amendments made to Measure U.

4. FINANCING.

"Pay-as-you-go" financing is the primary method used unless an Agency, with NVTa-TA's concurrence, determines and approves in advance that bond financing is a more appropriate alternative for the delivery of such Agency's own projects. The issuance of Agency Bonds (as hereinafter defined) may be subject to an Agency satisfying certain debt service coverage ratios that will be determined by the NVTa-TA Board prior to the issuance of the applicable Agency Bonds.

5. COST OF DEBT SERVICE ON BONDS.

In accordance with Measure U, the cost of debt issuance, debt service, and other costs relating to bonds or other evidence of indebtedness issued or incurred by NVTa-TA on behalf of an Agency for the purpose of financing such Agency's projects (the "Agency Bonds") will be borne by the individual Agency from Net Receipts Available for Agency Distribution otherwise apportioned to such Agency pursuant to Section 3 above. In addition, debt service on bonds or other evidence of indebtedness issued or incurred by NVTa-TA for purposes of financing Regional Transportation Enhancement Program projects (the "RTEP Bonds" and, collectively with the Agency Bonds, the "Bonds") will be deducted from Net Receipts (as hereinafter defined) in the manner described in Section 8 of this Agreement. Any Bonds or other financing instruments issued by NVTa-TA shall have priority in both lien and payment to the other applications of Net Receipts, as set forth in Section 12 of this Agreement.

6. PROJECT FUNDING SOURCES (7% Equivalent Funds).

Parties collectively must demonstrate that at least seven percent (7%) of the dollar amount of the allocations each year for the Local Streets and Roads Maintenance Program have been committed to the project development, construction, and maintenance of Class I and/or Class IV active transportation infrastructure project(s) identified in the adopted Countywide Active Transportation Plan (CTP), including any amendments thereof. This obligation may be fulfilled by local funding sources including unused balances carried over from the Measure T 6.67% requirement. NVTa will maintain and annually update a database of each jurisdiction's, including NVTa's, contributions towards the 7% Equivalent funds and calculate the collective commitment of funds.

Up to twenty percent (20%) of the requirement may be met by routine maintenance expenditures.

The base year for calculating the seven percent (7%) equivalent funds will be determined using the most recent audited year of Measure T revenues, FY2023-24 for each jurisdiction to calculate the Measure U 7% Equivalent Funds as seen in Table 1. Equivalent calculations for Measure U are based on the total proceeds received by each jurisdiction, less administrative costs, the Regional Transportation Enhancement Program, debt service, and other mandatory costs.

Funding for Class I and/or Class IV projects that are funded by philanthropy, state discretionary funding or federal discretionary funding shall not count toward the seven percent (7%).

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Table 1. Sales Tax Receipts

						---->>> MEASURE U		
Fiscal Year Ending June 30,	2022	2023	2024	2025	2026	2027	2028	
Forecast Year	-3	-2	-1	0	1	2	3	
Actual, Budget or Forecast	Actual	Actual	Actual	Projection	Projection	Projection	Projection	
Sales Tax Receipts & Interest Earnings	24,824,105	25,551,011	25,237,575	25,200,000	25,830,900	26,476,600	27,138,700	
Admin Costs - Sales Tax Program	0	0	0	0	(516,600)	(529,500)	(542,800)	
NVTA-TA RTEP (Years 1-5)	-	-	-	-	(1,200,000)	(1,200,000)	(1,200,000)	
Net Revenues For Distribution to Jurisdictions (Before Debt Service)	24,824,105	25,551,011	25,237,575	25,200,000	24,114,300	24,747,100	25,395,900	
				Measure T	Measure U -->			
Actuals/Forecast	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
City of Napa	9,987,077	10,280,245	10,152,878	10,173,200	9,718,100	9,973,100	10,234,500	
County of Napa	9,811,902	10,096,986	9,967,254	9,966,800	9,286,400	9,530,100	9,780,000	
American Canyon	1,905,632	1,961,376	1,936,684	1,920,400	1,962,900	2,014,400	2,067,200	
St. Helena	1,460,410	1,502,872	1,483,953	1,475,800	1,579,500	1,620,900	1,663,400	
Calistoga	668,273	687,914	679,540	666,400	722,600	741,500	761,000	
Yountville	668,273	687,914	679,540	666,400	844,000	866,100	888,900	
NVTA Admin	248,631	257,879	257,685	252,000	516,600	529,500	542,700	
NVTA RTEP	-	-	-	-	1,200,000	1,200,000	1,200,000	
ITOC	73,907	75,825	80,041	79,000	-	-	-	
	\$ 24,824,105	\$ 25,551,011	\$ 25,237,575	\$ 25,200,000	\$ 25,830,100	\$ 26,475,600	\$ 27,137,700	
				Total Proceeds	\$ 25,830,900	\$ 26,476,600	\$ 27,138,700	
				Net Proceeds	\$ 24,114,300	\$ 24,747,100	\$ 25,395,900	
Net Revenues For Distribution to Jurisdictions					\$ 1,758,935	\$ 1,767,540	\$ 1,735,786	
TOTAL	13,513,046	3,723,903	3,548,444	0				
Accumulated Balance			11,820,008	11,820,008	10,061,073	8,293,533	6,557,747	
Equivalent Calculation								

7. PRIVATE SECTOR FUNDING.

Revenues provided from Measure U, shall not be used to replace private developer funding that has been or will be committed for any project to help alleviate the direct traffic impacts of any new or redeveloped residential, commercial, or industrial development in Napa County or its cities/towns.

8. EXPENDITURE PLAN SUMMARY.

Improvements identified on the Expenditure Plan as “projects” and “programs” as prescribed in Measure U, shall be funded by one-half of one percent (1/2%) transactions and use tax under Measure U.

The Net Receipts available for distribution to each Agency for the Local Streets and Roads Maintenance Program must be used for maintenance, reconstruction or rehabilitation of local streets, roads, and infrastructure within the public right-of-way. Up to five percent (5%) (herein referred to as “5% Flex Funds”) of allocations distributed to each Agency may be used on other transportation projects including roadway capacity projects. The 5% Flex Funds is over the life of the Ordinance No. 2024-01 and will include all debt issuance costs associated with projects funded with the 5% Flex Funds.

The amount transmitted from the California Department of Tax and Fee Administration (“CDTFA”) to the NVTA-TA will consist of the Measure U sales tax receipts collected by CDTFA, less any deduction for CDTFA’s services in connection with the Measure U sales tax (“Net Receipts”).

Net Receipts remaining following the deduction of (i) debt service payments on any RTEP Bonds and any other costs related to the RTEP Bonds, (ii) all administrative costs, including an allocation of no more than two percent (2.0%) of Net Receipts for NVTAs administrative costs, and (iii) the RTEP Set-Aside amounts (the Net Receipts following such deductions are referred to herein as the “Net Receipts Available for Agency Distribution”) shall be allocated to the Jurisdictions as follows: (A) the Cities of American Canyon, Calistoga, Napa, St. Helena, and the Town of Yountville will be allocated a percentage distribution based on the proportionate sales tax generation in each respective Agency, calculated using the average of the three most recent audited years of sales tax generations per Ordinance No. 2024-01 and (B) the County will be allocated an amount based on fifty percent (50%) sales tax generation within the unincorporated County calculate using the average of the three most recent audited years of sales tax generations and fifty percent (50%) proportionate lane miles in the unincorporated County.

An Agency will receive no less than three percent (3%) of the Local Streets and Roads Maintenance revenues. Once the percentage distributions are calculated, an adjustment will be applied to normalize the total annual program to one hundred percent (100%) of the revenues available for distribution to the Jurisdictions.

Local Street and Road Example Formula

Table 2. LSR Example Formula

Column Number	A	B	C	D	E	F	G
Jurisdiction	Return to Source Amount		Lane Miles		Sub-total	Final Distribution	3% Floor
	Value (in 1,000s)	%	Value	%	County = (B+D)/2; Cities=B	Normalize to 100%	
American Canyon	\$ 3,261	8.9%	112.8	7.5%	8.9%	8.0%	8.0%
City of Napa	\$ 16,493	45.0%	467.6	31.0%	45.0%	40.3%	40.2%
Yountville	\$ 1,401	3.8%	16.6	1.1%	3.8%	3.4%	3.4%
St. Helena	\$ 2,703	7.4%	51.5	3.4%	7.4%	6.6%	6.6%
County of Napa	\$ 11,665	31.8%	828.7	55.0%	43.4%	38.9%	38.8%
Calistoga	\$ 1,131	3.1%	30.6	2.0%	3.1%	2.8%	3.0%
Total	\$ 36,654	100.0%	1,507.8	100.0%	111.6%	100.0%	100.0%

The above Local Streets and Road Formula is an illustrative example of the formula calculation and is subject to change upon the five-year update. See EXHIBIT F for FY26-FY30 Formula.

Total Sales Tax Data is derived from NVTAs consultant reports of the total sales tax generations in a quarter. The total sales tax is also known as the 1% Bradley Burns local sales and use tax. Transactional or other local taxes are not used in the formula calculations. The NVTAs will use the total sales taxes for FY 2024, FY 2023, and FY 2022 for the FY 2026-30 LSR Example percentage calculation.

Net Receipts Available for Agency Distribution shall be deposited in a special fund (the “Special Revenue Fund”), used solely for the identified improvements as prescribed in Measure U, and made available to the Jurisdictions responsible for the improvements in the Expenditure Plan.

9. EXPENDITURE PLAN PROCEDURES.

By January 1 each year NVTa-TA will provide the jurisdictions with a 5-year estimate of Measure U receipts. Biennially each Agency shall develop and submit to NVTa-TA a five-year list of projects to be funded with revenues made available for the Local Streets and Roads Maintenance Program and other transportation projects funded by 5% Flex Funds, in accordance with Measure U (each, an “Agency Expenditure Plan”).

Each Agency shall conduct a public meeting and adopt a resolution substantially in the form of the resolution included as EXHIBIT C: Project List Adoption Resolution Template, in support of the proposed list of projects before submitting the project list to NVTa-TA. Jurisdictions must also identify in the five-year project list, those projects that require funds to be advanced through bonding, borrowing and/or funding exchange.

Prior to NVTa-TA approval, the Independent Taxpayer Oversight Committee (ITOC) shall consider each Agency’s biennial five-year list of projects (EXHIBIT B) and make a finding that such projects are consistent with the intent of Measure U and make a recommendation on which of the items on those project lists should be approved to NVTa-TA. An Agency Expenditure Plan may be amended by an Agency by conducting a public meeting and adopting a revised resolution with the amended Agency Expenditure Plan.

Parties will be encouraged to purchase goods and services for the project(s) from Contractors/Consultants/Suppliers based in Napa County, unless restricted by regulations guiding other funding sources included in the project funding. Parties must also fully consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all planning, maintenance, construction, operations, and project development activities and products. Projects funded in full or in part with NVTa-TA revenues shall endeavor to not remove or reduce existing facilities for bicycling or pedestrians.

10. MAINTENANCE OF EFFORT.

To meet the Maintenance of Effort (MOE) requirement prescribed in Measure U, each Agency will expend, at a minimum, twenty percent (20%) of the Agency’s most recent audited year local streets and roads sales tax revenue in local general fund revenues.

In each subsequent year after the initial year, the Agency must allocate 20% of its most recent audited fiscal year’s receipts, not to increase by more than two percent (2%) of the prior year’s MOE amount. The initial year of the MOE calculation is based on Measure T proceeds to the jurisdictions in the year ended June 30, 2024.

The 20% MOE calculation will be based on the most recent audited fiscal year available at the time of annual certification deadline by May 15th. This calculation accounts for deductions made before Net Receipts are allocated to the Jurisdictions, including NVTa’s administrative allocation of up to 2% of Net Receipts, the \$1.2 million per year for the first five years of the Regional Transportation Enhancement Program (\$6 million total), and RTEP Bond related costs and debt service payments for up to \$50 million aggregate principal amount of RTEP Bonds issued to deliver the Regional Transportation Enhancement Program.

Any Agency that does not meet its local MOE requirement for a five-year average period shall have its funding for the next year reduced by the amount the Agency did not meet its required average MOE level for the five years prior. Any funds not allocated due to the failure to meet the MOE requirement shall be reserved for the Agency until all MOE expenditures are fulfilled.

11. COOPERATIVE FUNDING EXCHANGE AGREEMENTS.

To maximize the effectiveness of the proceeds provided from Ordinance No. 2024-01, NVT-A-TA and/or Agency may loan proceeds received, allocated or granted to any public agency party to this agreement provided that the percentage of proceeds allocated as provided is maintained over the duration of the Ordinance. Any exchange or loan agreement must include detailed repayment provisions, including appropriate interest earnings based upon the current treasury rate of interest. All loans and/or exchanges must be approved by NVT-A-TA by a majority vote and shall be consistent with all rules approved by NVT-A-TA relating thereto.

12. ALLOCATION & DISBURSEMENT OF MEASURE U RECEIPTS.

In accordance with Measure U, the Net Receipts received from the CDTFA will be disbursed in the following order:

1. Bonds: In the event that any Bonds are issued by NVT-A-TA and for so long as any Bonds remain outstanding, costs related to the Bonds shall be paid and debt service on the Bonds shall be paid or set-aside at the times and in the amounts set forth in the indenture or other document pursuant to which such Bonds were issued or incurred or as set forth in any document relating to the Bonds, including any credit or liquidity facility documents.
 - A. RTEP Bonds: As set forth in Section 8 of this Agreement, debt service on any RTEP Bonds and any costs related to the RTEP Bonds shall be deducted from Net Receipts for purposes of determining Net Receipts available for Agency distribution. The debt service payment schedule for RTEP Bonds will be determined prior to the time of issuance.
 - B. Agency Bonds: In the event that an Agency causes NVT-A-TA to issue Agency Bonds for the purpose of financing such Agency's projects, payments for costs associated with such Agency Bonds, other costs of financing and debt service on such Agency Bonds shall be deducted from the applicable Agency's annual Local Streets and Road Maintenance Allocation and such debt service costs will not be deducted from Net Receipts for purposes of determining the total amount of Net Receipts Available for Agency Distribution. The distribution of the Local Streets and Roads Allocation set forth in 4 below to an Agency that has any outstanding Agency Bonds will be net of the costs relating to such Agency Bonds and actual debt service paid or set-aside in accordance with the indenture or other documents relating to such Agency Bonds. The debt service payment schedule with respect to an issue of Agency Bonds will be determined prior to the time of issuance and must comply with the covenants and requirements within the indenture or other bond documents.

2. NVT Administration: A deduction of two percent (2%) of Net Receipts will be withheld for administration purposes.
3. Regional Transportation Enhancement Program (RTEP Set-Aside)- Year 1 (FY2026) to Year 5 (FY2030): A deduction of \$1,200,000 per year distributed in monthly installments for the five fiscal years beginning in Fiscal Year 2025-26 and ending in Fiscal Year 2029-30 for a total amount of \$6,000,000.
4. Local Streets and Roads Maintenance Allocation: Following the disbursements outlined above, the remaining Net Receipts Available for Agency Distribution will be allocated—though not immediately distributed—to each Agency according to the current Local Streets and Roads funding formula, which is updated every five years. For an Agency that has opted to participate in bond issuance, distribution of funds will occur after debt service on the Agency Bonds has been paid or set-aside in accordance with the indenture or document pursuant to which such Agency Bonds were issued.

No other allocation shall occur.

The County Auditor-Controller (or bond trustee, if applicable) will receive Net Receipts from CDTFA on a monthly basis or as determined by CDTFA methodology for the distribution of receipts. The NVT-TA will allocate the funds based on the current Measure U disbursement methodology stated in this Section and provide the County Auditor-Controller with a claim specifying the disbursement amounts for each jurisdiction. Jurisdictions will receive a quarterly letter indicating the full allocation of the Net Receipts available for Agency distribution and the amount of proceeds that each Agency will receive; net of any portion of an Agency's allocation of Net Receipts available for Agency distribution withheld for debt service and/or other mandatory fees relating to any Agency Bonds issued on behalf of such Agency.

Funds will be allocated to the Jurisdictions, as directed by NVT-TA, on a calendar quarterly basis. Disbursements, including any accrued interest, will be made in a timely manner, but no later than the end of the following quarter. Each agency must deposit its Measure U revenues into a separate, interest-bearing Special Revenue Fund.

NVT will provide the jurisdictions a five-year funding projection annually prior to the commencement of the new fiscal year.

In the event that any Bonds are issued, NVT-TA may enter into an agreement with the CDTFA to provide for the direct transmittal of Net Receipts to the bond trustee for the Bonds. The bond trustee for any Agency Bonds or RTEP Bonds shall be the same institution.

13. ALLOCATION & DISBURSEMENT OF MEASURE T RECEIPTS.

Sales tax remittances from the CDTFA for the tax reporting period ending June 30, 2025, along with any interest earned for monies kept in the Treasury through June 30, 2025, will be allocated in accordance with the Measure T agreement. Subsequent collections and interest earnings beginning with sales tax remittances from CDTFA for tax periods starting July 1, 2025, will be allocated in accordance with this Agreement.

14. REGIONAL TRANSPORTATION ENHANCEMENT PROGRAM.

Regional funds may be used on any of the Regional Transportation Enhancement Programs and/or projects and may not exceed \$56 million for both the RTEP Set Aside and RTEP Bonds, excluding Low-Income Transit Subsidies, which will be paid for out of NVRTA-TA's administrative allocation.

<u>Project Name</u>	<u>Amount</u>
SR 29/SR 12 – Intersection Improvements at SR 29 and Jameson Canyon/Airport Road and SR 12/Kelly Road	Costs for capital projects funded by the Napa Valley Transportation Improvement Act may not exceed \$56 million.
SR 29-American Canyon – Operational Improvements on SR 29 between Napa Junction and American Canyon Road	
SR 29-SR 12/121 – Intersection Improvements at SR 29/Carneros Highway	
Highway Operations and Emergency Evacuation—may include highway system adaptive messaging signs and Vine Transit emergency evacuation operations, or other transportation projects related to emergency evacuation routes.	
Low Income Transit Subsidies	
Fares for Veterans, Persons with Disabilities, Seniors, and Students	Estimated annual cost of \$10,000 and funded from NVRTA-TA's 2% administrative allocation or other NVRTA-TA revenues not derived from Measure U.

The distribution of funding for the Local Streets and Roads Maintenance Program percentage for FY26 to FY30 is based on Transaction and Use Tax for Fiscal Years 2021-22 (FY22), 2022-23 (FY23), and 2023-24 (FY24).

Project	Percentage Distribution
American Canyon	8.14%
Calistoga	3.00%
City of Napa	40.30%
Napa County	38.51%
St. Helena	6.55%
Yountville	3.50%
Total	100.0%

15. COST ELIGIBILITY.

Cost eligibility shall be determined by NVRTA-TA based upon Jurisdictions' approved five-year project list. Funds may be expended only for streets and roads project(s) and 5% Flex Fund projects included on the Jurisdictions' approved five-year project list. Flex Fund projects must be

included in an Agency's approved five-year project list and approved by the NVTa-TA Board to be eligible.

16. BUDGET AND SCOPE.

Jurisdictions shall maintain a project(s) or program budget. Jurisdictions shall carry out the project(s) and shall incur obligations against and make disbursements of Measure U sales tax receipts in conformity with the requirements of this Agreement and the budget.

17. PROJECT MANAGEMENT.

Jurisdictions shall be responsible for the project(s) and provide for the management of consultant and contractor activities for which Jurisdictions' contracts, including responsibility for schedule, scope, and budget.

18. PROJECT OVERSIGHT.

Jurisdictions shall cooperate with NVTa-TA staff or its consultants for project information and financial information necessary to fulfill the requirements outlined in Measure U.

19. ATTRIBUTION AND SIGNAGE.

If any portion of Measure U sales tax revenues is used for production of reports, acknowledgment of the NVTa-TA's role shall be included in the documents. If any project(s) funding receives \$250,000 or more, Jurisdictions shall, upon initiation of field work or at the earliest feasible time, thereafter, install and maintain a sign or signs at the construction site, utilizing the adopted Measure U logo and text, identifying the Agency and NVTa-TA.

Jurisdictions shall demonstrate compliance with attribution and signage requirements as an indispensable condition for authorization of future Measure U allocations. Jurisdictions are encouraged, but not required to provide signage for projects with a value of less than \$250,000.

20. COMPLIANCE WITH LAW.

In the performance of its obligations pursuant to this Agreement, Jurisdictions shall keep fully informed of the Federal, State, and local laws, ordinances and regulations in any manner affecting the performance of this Agreement, and must at all times comply with such laws, ordinances, and regulations as they may be amended from time to time.

21. ENVIRONMENTAL COMPLIANCE.

Jurisdictions shall comply with the requirements under the California Environmental Quality Act (California Public Resources Code Sections 21000 *et seq.*; as implemented through California Code of Regulations Title 14, Chapter 3, Sections 15000 *et seq.*). Prior to commencement of any project included in the Expenditure Plan, any necessary environmental review required by CEQA shall be completed. Estimated costs in the Expenditure Plan include the cost of such environmental review.

22. FINANCES.

All costs charged to the project(s) shall be supported by properly prepared and documented time records, invoices, vouchers, or other documentation evidencing in detail the nature and propriety of the charges.

Jurisdictions shall provide a system generated general ledger, trial balance report and other detailed expenditure listing for the Special Revenue Fund. The reporting period for the trial balances will be September 30, December 31, March 31, and June 30. The Jurisdictions will provide the Trial Balances upon the quarterly close, or 30 days thereafter, whichever comes first.

23. RECORDS.

All checks, payrolls, invoices, contracts, vouchers, journal entries, work orders, or other accounting documents pertaining in whole or in part to the project(s) shall be maintained by the Jurisdictions for a period of five (5) years after project(s) closeout or termination of this Agreement. Such project(s) documents shall be clearly identified, readily accessible, and, to the extent feasible, kept separate and apart from all other similar documents not pertaining to the project(s).

24. ELIGIBLE EXPENSES.

Jurisdictions shall expend funds only on eligible direct expenses as follows: operating costs, direct staff time (salary and benefits), material costs related to construction of improvements, consultants; right of way engineering and acquisition costs (including permitting), and competitively bid construction contracts. Indirect costs (as defined by OMB Circular A-87) will not be considered an eligible expense. Funds shall also be expended according to the applicable provisions of Measure U and of the Public Utilities Code Section 180000 et seq.

If during an audit or a semi-annual expenditure review it is determined that an ineligible expense(s) was made, the Jurisdictions will be required to transfer the amount of ineligible expense into the Special Revenue Fund from any source other than Measure U Funds.

NVTA-TA shall provide notice to Jurisdictions of any audit determination if any expenditure made by Jurisdiction(s) is found not to comply with this Agreement, the Expenditure Plan or Measure U promptly after NVTA-TA becomes aware of any such finding.

25. AUDITS AND REVIEWS

Jurisdictions shall cooperate with and allow NVTA-TA's financial auditor, or any of its duly authorized representatives, to inspect all work, materials, payrolls, and other financial or operational data and records regarding the Measure U projects, and to audit the books, records, and accounts of the Jurisdictions and its contractors for financial or operational compliance, if requested. Jurisdictions are subject to Accounting, Reporting and Auditing Guidelines (EXHIBIT G).

NVTA-TA reserves the right to request an informal review or formal financial, compliance, project or performance audit of other third-party contracts for any reason related to Measure U, the MOE methodology and calculation, or Equivalent Funds provisions. Copies of reviews or audits performed in fulfillment of such requirements will be provided from the NVTA-TA to the jurisdiction.

26. PROJECT REPORTING AND CLOSEOUT PROCEDURES.

Jurisdictions shall provide to NVTA-TA a Semi-Annual Update on Expenditures as outlined in Accounting, Reporting and Auditing Guidelines (EXHIBIT G).

27. INDEMNIFICATION.

To the fullest extent permitted by law, NVTA-TA and Jurisdictions shall each defend, indemnify and hold harmless each other as well as their respective officers, agents, employees, volunteers or representatives from and against any and all liability, claims, actions, proceedings, losses, injuries, damages or expenses of every name, kind and description, including litigation costs and reasonable attorney's fees incurred in connection therewith, arising out of or connected with any acts or omissions of that party or its officers, agents, employees, volunteers, or contractors or their subcontractors, when performing any activities or obligations required of that party under this Agreement.

Each party shall notify the other party immediately in writing of any claim or damage related to activities performed under this Agreement. The Parties shall cooperate with each other in the investigation and disposition of any claim arising out of the activities under this Agreement, providing that nothing shall require either party to disclose any documents, records or communications that are protected under peer review privilege, attorney-client privilege, or attorney work product privilege.

28. INTEGRATION.

This Agreement represents the entire agreement of the Parties with respect to the subject matter thereof. No representations, warranties, inducements, or oral agreements have been made by any of the Parties except as expressly set forth herein, or in other contemporaneous written agreements.

29. AMENDMENT.

Except as otherwise provided herein, this Agreement may not be changed, modified or rescinded except in writing, signed by all Parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.

30. INDEPENDENT AGENCY.

Agency performs the terms and conditions of this Agreement as an entity independent of NVTA-TA. None of Jurisdictions' agents or employees shall be agents or employees of NVTA-TA. No third parties have any rights or remedies under this Agreement.

31. ASSIGNMENT.

The Agreement may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

32. BINDING ON SUCCESSORS, ASSIGNEES OR TRANSFEREES.

This Agreement shall be binding upon the successor(s), assignee(s) or transferee(s) of NVTA-TA or Jurisdictions, as may be the case. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this Agreement other than as provided above.

33. LEGAL EXPENSES.

Each party shall be solely responsible for and shall bear all of its own respective legal expenses in connection with any dispute arising out of this Agreement and the transactions hereby contemplated. Jurisdictions may not use Measure U funds, or other NVTa-TA or NVTa programmed funds, for the aforementioned purpose.

34. SEVERABILITY.

Should any part of this Agreement be declared unconstitutional, invalid, or beyond NVTa-TA of either party to enter into or carry out, such decisions shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect; provided that the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the Parties.

35. ACCEPTANCE OF ALLOCATION.

Each Agency does hereby declare that all written statements, representations, covenants, and materials submitted as a condition of this Agreement are true and correct and does hereby accept NVTa-TA's allocations and agrees to all the terms and conditions of this Agreement. The Parties have executed this Agreement as of the date first written above, and it shall remain in effect until such time as no Measure U revenues remain available for expenditure, or until this Agreement is rescinded in accordance with this Agreement. For any disputes or difference in interpretation, the Ordinance shall supersede this Agreement and/or the Process and Procedures Manual.

36. FEDERAL AVIATION ADMINISTRATION REVENUE POLICY.

The Parties agree that Measure U sales tax collected on the sale of jet fuel at the Napa County Airport must be expended in compliance with Federal Aviation Administration's (FAA) Revenue Use Policy. The Parties responsibilities related to said compliance are set forth below:

The County's responsibilities:

- Allocate a portion of the Measure U funds as those funds are received by the County in an amount at least equivalent to the Measure U sales tax revenue on jet fuel at the Napa County Airport towards rehabilitation and maintenance of public roads that will meet the requirements of the FAA's Revenue Use Policy and Measure U.
- Report to NVTa-TA Measure U sales tax revenues generated on the sale of jet fuel at the Napa County Airport.

NVTa-TA's responsibilities:

- Submit reports to FAA when expressly requested by FAA in coordination with the NVTa Auditor on the use of Measure U funds in compliance with the FAA's Revenue Use Policy.

37. COMPLIANCE WITH TAX LAW REPORTING REQUIREMENTS

The Jurisdiction agrees to comply with all applicable state and federal tax laws, regulations, and reporting requirements, including but not limited to the timely filing of required tax forms, information returns, and disclosures. This includes compliance with Internal Revenue Service (IRS) reporting obligations, state tax reporting and disclosure requirements, federal tax reporting and disclosure requirements, and any other applicable governmental tax reporting standards. The Jurisdiction shall maintain accurate records and provide any documentation necessary to demonstrate such compliance upon request by the NVT-A-TA. An Agency shall trace the proceeds and interest earnings on any Agency Bond proceeds received by it and comply with all tax covenants required by NVT-A-TA or the Agency to ensure the interest on any tax-exempt bonds is excluded from gross income for federal and state income tax purposes.

38. EXHIBITS.

The following Exhibits are hereby referenced to provide guidance to the jurisdictions and Measure U Program Manual:

EXHIBIT A - Measure U Ordinance and Expenditure Plan

EXHIBIT B - Five-Year Project List Template

EXHIBIT C - Project List Adoption Resolution Template

EXHIBIT D - Progress Report Template

EXHIBIT E – Maintenance of Effort Certification Resolution Template

EXHIBIT F – Local Streets and Roads Funding Formula for FY26-FY30

EXHIBIT G – Accounting, Reporting, and Auditing Guidelines

EXHIBIT H – Equivalent Funds Certification Resolution Template

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39. SIGNATURE PAGE- COUNTY OF NAPA

Napa Valley Transportation Authority – Tax Agency

By: _____ Date: _____
Name: Danielle Schmitz, NVTa-TA Executive Director

ATTEST:

By: _____ Date: _____
Name: Laura Sanderlin, NVTa-TA Board Secretary

APPROVED:

By: _____ Date: _____
Name: Osman Mufti, NVTa-TA General Counsel

"JURISDICTION"

By: _____ Date: _____
Ryan Alsop, County Executive Officer

ATTEST:

By: _____ Date: _____
Name: _____ County Clerk

APPROVED:

By: _____ Date: _____
Name: Thomas Zeleny, County of Napa Counsel

40. SIGNATURE PAGE- CITY OF NAPA

Napa Valley Transportation Authority – Tax Agency

By: _____ Date: _____
Name: Danielle Schmitz, NVTA-TA Executive Director

ATTEST:

By: _____ Date: _____
Name: Laura Sanderlin, NVTA-TA Board Secretary

APPROVED:

By: _____ Date: _____
Name: Osman Mufti, NVTA-TA General Counsel

"JURISDICTION"

By: _____ Date: _____
Name: _____ Mayor or City Manager

ATTEST:

By: _____ Date: _____
Name: _____ City Clerk

APPROVED TO FORM:

By: _____ Date: _____
Name: _____, Legal Counsel

41. SIGNATURE PAGE- CITY OF ST. HELENA

Napa Valley Transportation Authority – Tax Agency

By: _____ Date: _____
Name: Danielle Schmitz, NVTa-TA Executive Director

ATTEST:

By: _____ Date: _____
Name: Laura Sanderlin, NVTa-TA Board Secretary

APPROVED:

By: _____ Date: _____
Name: Osman Mufti, NVTa-TA General Counsel

"JURISDICTION"

By: _____ Date: _____
Name: _____ Mayor or City Manager

ATTEST:

By: _____ Date: _____
Name: _____ City Clerk

APPROVED:

By: _____ Date: _____
Name: Ethan Walsh, Legal Counsel

42. SIGNATURE PAGE- CITY OF AMERICAN CANYON

Napa Valley Transportation Authority – Tax Agency

By: _____ Date: _____
Name: Danielle Schmitz, NVTA-TA Executive Director

ATTEST:

By: _____ Date: _____
Name: Laura Sanderlin, NVTA-TA Board Secretary

APPROVED:

By: _____ Date: _____
Name: Osman Mufti, NVTA-TA General Counsel

"JURISDICTION"

By: _____ Date: _____
Name: _____ Mayor or City Manager

ATTEST:

By: _____ Date: _____
Name: _____ City Clerk

APPROVED:

By: _____ Date: _____
Name: David Schwarz, Legal Counsel

43. SIGNATURE PAGE- TOWN OF YOUNTVILLE

Napa Valley Transportation Authority – Tax Agency

By: _____ Date: _____
Name: Danielle Schmitz, NVTa-TA Executive Director

ATTEST:

By: _____ Date: _____
Name: Laura Sanderlin, NVTa-TA Board Secretary

APPROVED:

By: _____ Date: _____
Name: Osman Mufti, NVTa-TA General Counsel

"JURISDICTION"

By: _____ Date: _____
Name: _____ Mayor or Town Manager

ATTEST:

By: _____ Date: _____
Name: _____ Town Clerk

APPROVED:

By: _____ Date: _____
Name: _____, Legal Counsel

44. SIGNATURE PAGE- CITY OF CALISTOGA

Napa Valley Transportation Authority – Tax Agency

By: _____ Date: _____
Name: Danielle Schmitz, NVTA-TA Executive Director

ATTEST:

By: _____ Date: _____
Name: Laura Sanderlin, NVTA-TA Board Secretary

APPROVED:

By: _____ Date: _____
Name: Osman Mufti, NVTA-TA General Counsel

CITY OF CALISTOGA

By: _____ Date: _____
Name: Laura Snideman, City Manager

ATTEST:

By: _____ Date: _____
Name: Yudiana Galvan, City Clerk

APPROVED:

By: _____ Date: _____
Name: Michelle M. Kenyon, Legal Counsel

45. SIGNATURE PAGE- Napa Valley Transportation Authority

Napa Valley Transportation Authority- Tax Agency

By: _____ Date: _____
Name: Danielle Schmitz, NVTA-TA Executive Director

ATTEST:

By: _____ Date: _____
Name: Laura Sanderlin, NVTA-TA Board Secretary

APPROVED:

By: _____ Date: _____
Osman Mufti, NVTA-TA General Counsel

Napa Valley Transportation Authority (NVTA)

By: _____ Date: _____
Name: Danielle Schmitz, NVTA Executive Director

ATTEST:

By: _____ Date: _____
Name: Laura Sanderlin, NVTA Board Secretary

APPROVED:

By: _____ Date: _____
Name: Osman Mufti, NVTA General Counsel



NAPA VALLEY TRANSPORTATION AUTHORITY

COVER MEMO

SUBJECT

Proposed Revisions to the Countywide Transportation Plan Goals and Objectives

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the revised Countywide Transportation Plan Goals and Objectives to ensure continued alignment with NVTA's programs, projects and policies.

EXECUTIVE SUMMARY

Each of the nine Bay Area County Transportation Agencies (CTAs) is required to adopt a Countywide Transportation Plan (CTP) every four years, which aligns with the regional Plan Bay Area initiative to address local transportation priorities and financial needs. CTPs also serve as essential building blocks for the development of MTC's larger regional transportation plan. The current CTP- "Advancing Mobility 2045", was adopted in 2021. The CTP update process should be completed by early 2026, ensuring it is prepared in time for the next regional transportation planning cycle.

At the June 18th Board of Directors meeting, the Board reviewed the proposed goals and objectives and provided feedback to staff. Staff have incorporated the feedback on a final draft and recommends the proposed revisions to the CTP goals and objectives for Board approval.

FISCAL IMPACT

No



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Principal Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Proposed Revisions to the Countywide Transportation Plan Goals and Objectives

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve revised Countywide Transportation Plan Goals and Objectives to ensure continued alignment with NVTA's programs, projects and policies.

COMMITTEE RECOMMENDATION

None

BACKGROUND

The CTP is part of a regional planning process that culminates in the publication of a Regional Transportation Plan (RTP) by the Metropolitan Transportation Commission (MTC). Programs and projects submitted to MTC for inclusion in the RTP, known as "Plan Bay Area", must be fiscally constrained. The CTP also includes projects and programs where funding has not been identified (unconstrained plan) allowing them to advance should additional funding be identified. Projects must be included in the plan to move to be eligible for certain federal, state and regional funds. As part of the planning effort, Goals and Objectives are defined to help guide staff, member agencies, and the public to frame projects and programs that are included in the plan.

Goals and objectives developed in the current CTP, Advancing Mobility 2045, were based on concepts that still hold relevance today. These include:

- **Transportation Limitations:** Napa County faces physical and environmental constraints that restrict the expansion of highways and roads, limiting the ability to reduce traffic congestion through infrastructure growth.

- **Commuter and Visitor Impact:** Peak traffic congestion is intensified by both tourism and regional commuting (pass-through trips). However, a significant portion of the traffic stems from Napa County employees commuting in from outside the area and residents commuting out for work.
- **Commuting Habits:** The majority of Napa County commuters drive alone. Only a small percentage of commuters take transit, carpool or vanpool, bike or walk to work, indicating limited use of alternative transportation modes.
- **Housing Affordability:** High housing costs in Napa County create challenges in developing enough affordable housing to accommodate the county's workforce.

At the June 18th Board meeting, the Board reviewed the proposed revisions to the Goals and Objectives and provided final feedback to staff. Attachment 1 includes the proposed revisions to the Goals and Objectives and the Board adopted Goals and Objectives from the previous CTP.

ALTERNATIVES

The Board can decide to retain the existing Goals and Objectives or provide revisions to the newly proposed Goals and Objectives.

STRATEGIC GOALS MET BY THIS PROPOSAL

The Countywide Transportation Plan serves as the foundation for all strategic goals guiding transportation improvements countywide. Updating the strategic goals and objectives ensures continued alignment with the programs, projects, and policies implemented by NVTa.

ATTACHMENT(S)

- 1) Revised Goals and Objectives Matrix

Category	Goal-Former	Objectives-Former	Goal-Revised	Objectives-Revised
Equity	Serve the transportation needs of the entire community regardless of age, income, or ability	1. Provide safe access to jobs, schools, recreation and other daily transportation needs for Napa’s residents and visitors 2. Endeavor to serve the special transportation needs of senior, children and the disabled 3. Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible 4. Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community	Distribute resources to ensure all community members have equal access to jobs, services, and education.	1. Address the unique transportation needs of seniors, children, individuals with disabilities and other vulnerable populations 2. Offer affordable and sustainable transportation options to support economic opportunity and community well-being.
System Safety	Improve system safety in order to support all modes and serve all users	1. Design roadways and other transportation facilities to enhance coexistence of all modes. 2. Educate all roadway users so they may safely coexist 3. Work with Napa Jurisdictions to adopt safety strategies such as vision zero that address their needs and requirements 4. Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the ordinance, to benefit all transportation modes 5. Promote projects that expand travel options for cyclists and pedestrians as well as those projects that reduce congestion and improve safety for vehicles, pedestrians and cyclists	Improve Transportation System Safety for all users	1. Ensure roadways and other transportation facility design provides for the safe and efficient coexistence of all travel modes. 2. Educate all transportation system users on safe behavior to reduce conflicts and prevent injuries. 3. Support and prioritize projects that expand safe travel options for vulnerable system users.
Strong Stewardship of Public Funds	Use Taxpayer dollars efficiently	1. Continue to prioritize local streets and road maintenance, consistent with Measure T 2. Invest in timely and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone 3. Identify innovative alternative solutions that minimize costs, maximize system performance, and reduce congestion 4. Explore new transportation funding sources, including fees associated with new development 5. Foster partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC), and Napa’s state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County	Optimize financial resources by building on federal, state, and regional relationships.	1. Leverage local funding to draw new federal and state funding to the region. 2. Advocate for funding to provide direct and frequent bus service and infrastructure to make public transit a competitive and sustainable transportation alternative 3. Pursue cost-effective, innovative solutions that improve system performance, reduce congestion, and make efficient use of available resources
Economic Vitality	Support Napa County’s economic sustainability	1. Identify and improve key goods movement routes 2. Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites 3. Improve transportation services aimed at visitors, including alternatives to driving 4. Support policies that shift travel from peak to non-peak hours	Improve the movement of people and goods.	1. Identify and improve key goods movement routes 2. Coordinate with employers to implement travel demand management objectives 3. Improve transportation services aimed at visitors, including alternatives to driving
Energy	Minimize the energy and other resources required to move people and goods	1. Prioritize projects that reduce greenhouse gases 2. Increase mode share for transit, walking and bicycling 3. Reduce vehicle miles traveled (VMT) 4. Encourage the provision of alternative fuel infrastructure 5. Invest in improvements to the transportation network that serve land use, consistent with SB 375 6. Identify revenues that support investments in Priority Development Areas (PDAs) and Priority Production Areas (PPAs)	Reduce the impacts of transportation on the environment, including climate change and emissions.	1. Support projects that increase the mode share of transit, walking and biking 2. Support infrastructure that reduces the consumption of fossil fuels and reduces vehicle miles traveled. 3. Encourage mixed use development and affordable housing around transit centers.
Maintenance and Rehabilitation	Prioritize the maintenance and rehabilitation of the existing system	1. Deliver Measure T projects effectively 2. Focus funding on maintenance priorities	Improve and modernize the existing transportation system	1. Prioritize maintenance of the existing system 2. Implement emerging technologies that improve system effectiveness and efficiencies

RESOLUTION No. 25-08

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
EXPRESSING APPRECIATION FOR THE EXEMPLARY
SERVICE OF EXECUTIVE DIRECTOR KATE MILLER**

WHEREAS, Kate Miller has served as Executive Director of the Napa Valley Transportation Authority (NVTA) since 2012; and

WHEREAS, Kate Miller made history as the first woman to lead the agency and was instrumental in passing two sales tax measures, delivering hundreds of millions in dollars of capital projects; and expanding the organization to a team of 18 full-time employees; and

WHEREAS, under her leadership, Kate Miller lead the agency in a time of crises with courage and resilience through the 2014 Napa Earthquake, the 2017 Tubbs Fire, the 2020 Glass Fire and the COVID-19 pandemic, overseeing the pivotal role of the Vine Transit system as it provided first response during the state of emergencies; and

WHEREAS, Kate Miller consistently brought vision and innovation to her role, propelling NVTA to take on new leadership in the community; and

WHEREAS, Kate Miller has built and sustained effective partnerships with agencies, elected officials, stakeholders in Napa County, the San Francisco Bay Area, the State of California, and the United States enhancing the agency's reach and impact; and

WHEREAS, NVTA has flourished under Kate Miller's leadership and mentorship of staff with clarity and purpose;

WHEREAS, throughout her tenure with NVTA, Kate Miller has exemplified the highest standards of professionalism, served with vision, tenacity, integrity, foresight and unwavering dedication.

NOW THEREFORE BE IT RESOLVED:

That the Napa Valley Transportation Authority does hereby express its deepest appreciation for the thirteen years of outstanding service given by Kate Miller as the Executive Director and acknowledges her lasting contributions to the agency, the community, and the future of transportation in the Napa Valley.

Passed and Adopted the 16th day of July 2025.

Chair Joseph, NVTA Chair

Ayes:

ATTEST:

Laura Sanderlin, NVTA Board Secretary

APPROVED:

Osman Mufti, NVTA Legal Counsel



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Resolution No. 18-02, Revised, Amending the Bylaws to the Citizen Advisory Committee (CAC)

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board approve Resolution No. 18-02, revised amending the Citizen Advisory Committee (CAC) Bylaws to change the name of the committee to Community Advisory Committee (CAC).

EXECUTIVE SUMMARY

On December 15, 2015 the NVRTA Board approved the formation of the Citizen Advisory Committee (CAC) to serve in an advisory capacity by providing the Agency with advice, comments and suggestions pertaining to multimodal plans, programs and projects administered by NVRTA of interest to the community of Napa County. Per the established bylaws, the name of the committee was designated as the Citizen Advisory Committee.

Board approval of Resolution No. 18-02, revised, will amend the CAC bylaws to reflect the proposed name as Community Advisory Committee.

FISCAL IMPACT

Is there a Fiscal Impact? No



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Planning Manager
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Resolution No. 18-02, Revised, Amending the Bylaws to the Citizen Advisory Committee (CAC)

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 18-02, revised (Attachment 1) amending the Citizen Advisory Committee (CAC) Bylaws to change the name of the committee to Community Advisory Committee (CAC).

COMMITTEE RECOMMENDATION

At its July 2, 2025 meeting, the CAC approved submitting a letter prepared by CAC Chair Baldini to NVTA Chair Joseph asking to amend the bylaws and change the name of the committee to the Community Advisory Committee (CAC).

BACKGROUND

NVTA periodically updates its committee bylaws and all changes must be adopted by the NVTA Board of Directors. The last update to the CAC bylaws was in 2018 (Attachment 2) and staff is now requesting to amend the bylaws to reflect a change in the section: *Article 1 – Name*. Board adoption of Resolution 18-02, revised, will amend the name of the CAC to the Community Advisory Committee.

ATTACHMENT(S)

- (1) Resolution No. 18-02, revised
- (2) Resolution No. 18-02
- (3) Letter from CAC Chair to NVTA Board Chair

RESOLUTION No. 18-02, revised

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVRTA)
AMENDING THE BYLAWS OF CITIZEN ADVISORY COMMITTEE**

WHEREAS, the NVTA Board created the Citizen Advisory Committee (CAC) to address all modes of transportation and to include a broader representation and membership; and

WHEREAS, NVTA periodically updates its committee bylaws to be consistent with current agency directives and state and federal law; and

WHEREAS, the CAC bylaws require changes to be adopted by the NVTA Board; and

WHEREAS, NVTA wishes to amend Citizen Advisory Committee (CAC) bylaws to update the name of the committee which would better reflect the broad spectrum of member interests; and

WHEREAS, current CAC members and NVTA suggests updating the committee name to the Community Advisory Committee (CAC); and

NOW THEREFORE BE IT RESOLVED that the Napa Valley Transportation Authority hereby amends the bylaws for the Citizen Advisory Committee to read in full as set forth in Exhibit "A" attached hereto and incorporated by reference herein and the attached provisions of Exhibit "A" shall become effective immediately.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Napa Valley Transportation Authority, at a regular meeting held on July 16, 2025, by the following vote:

Ayes:

Mark Joseph, NVTA Chair

Nays:

Absent:

ATTEST:

Laura Sanderlin, NVTA Board Secretary

APPROVED:

Osman Mufti, NVTA General Counsel

EXHIBIT “A”

Community Advisory Committee

BYLAWS

Article I - NAME

The name of this committee shall be the Community Advisory Committee (CAC). Establishment of the committee is authorized under section 4.4.4 of the Joint Powers Agreement of the Napa Valley Transportation Authority.

Article II - OBJECTIVE

The CAC serves to provide the Napa Valley Transportation Authority with advice, comments and suggestions pertaining to multi-modal plans, programs, and projects administered by NVTA of interest to the community of Napa County. The committee shall serve in an advisory capacity. Its objective will be to assist NVTA staff in developing plans and programs to address traffic congestion within a multi-modal framework. The functions of the committee shall include, but are not limited to the following:

1. Advise NVTA staff and the NVTA Board on plans including but not limited to Countywide Transportation Plans, Short Range Transit Plans, Active Transportation Plans, and project specific plans.
2. Advise NVTA staff and the NVTA Board on consumer issues related to the design of the VINE system, and its ancillary systems/services, performance, policies, marketing and communications.

Article III - COMPOSITION-QUALIFICATION AND TERMS

All CAC members shall be appointed by the Napa Valley Transportation Authority, and shall serve at the pleasure of the Napa Valley Transportation Authority. Members representing specific jurisdictions (*) will be nominated by their respective jurisdiction. The NVTA Board will strive to appoint Committee members that represent the diverse make-up of Napa Valley community including members of underrepresented groups. If specific representations cannot be filled, after the position opening has been posted and two (2) months have passed, the NVTA Board may fill the position with a member at large.

The CAC will consist of nineteen (19) members. NVTA will make every attempt to fill CAC members based on a diverse representation of the following factions:

Interest	Number of Members
American Canyon resident*	1
City of Napa resident *	1
County of Napa resident *	1
Town of Yountville resident *	1
City of St. Helena resident *	1
City of Calistoga resident *	1
Chamber Member	1
Vintner Member	1
Agriculture Member	1
Hospitality Member	1
Member Representing Environmental Interests	1
Member representing Senior Population	1
Member Representing Students	1
Non-profit organization and/or Education Field	1
Member representing Active Transportation Interests	1
Member representing Low Income Housing Interests	1
Member of the Paratransit Coordination Council	1
Member representing Health and Human Service interest and/or Healthcare field	1
Member at Large	1

Priority will be given to filling the committee with members listed above but if a specific seat cannot be filled, after the position opening has been posted and two (2) months have passed, a member at large may fill an open spot. If specific jurisdictional representation cannot be filled, after the position opening has been posted and two (2) months have passed, that spot may also be filled with a member at large. All members, while understanding that they may have been appointed by virtue of a particular position or interest they hold or represent, must also understand that they represent all members of the community as advisory committee members.

Initial appointments to the Committee shall be six for a one-year term, seven for a two-year term and six for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for two years, which may be renewed. Members shall draw lots to determine term of initial appointment.

Article IV - MEMBERSHIP WITHDRAWAL

Membership may be withdrawn for any of the following reasons at the direction of the NVTa Executive Director:

1. Three (3) consecutive unexcused absences or five (5) absences in an eighteen month period.
2. Misrepresentation at time of appointment with respect to personal use of NVTa's service.

3. If member does not reside in Napa County or ceases to represent the constituency to which the member was assigned

Article V - OFFICERS AND DUTIES

The committee members will elect a committee Chair and Vice-Chair by a majority of the members present at the last meeting of the calendar year. A quorum is necessary to hold the elections. Offices will be held for one year or until their successors are elected.

The Chair will preside at all meetings. Should the Chair be absent, the Vice-Chair will preside. In the unlikely event both Chair and Vice-Chair are absent; the remaining members will select an alternate member to preside.

The Chair may appoint ad hoc committees on an as-needed, non-scheduled basis to accomplish a specific task and report back to the full CAC. Ad hoc committees must have less than a quorum of CAC members and are exempt from the requirements of the Brown Act. The CAC may not direct the ad hoc committee on how to fulfill its function or when it should meet.

NVTA staff will provide the administrative support for the committee including providing minutes, mailing agendas to members, and any other related duties.

Article VI - MEETINGS

The CAC shall meet bi-monthly at a date, time and place set by committee approval at the last meeting of each calendar year, unless otherwise scheduled by the majority of a quorum. Additional meetings may be required to address time sensitive matters.

All CAC meetings will be held in accordance the Ralph M. Brown Act (Government Code section 54950 et seq.). Agenda items will be agreed upon by the Chair and the NVTA staff representative, or upon motion of the committee. Any committee member may make recommendations for the agenda.

Each member shall have one (1) vote and a quorum shall consist of a majority of filled positions present. A majority vote of the quorum shall be necessary to present an issue to the Executive Director and to the NVTA Board of Directors.

All actions of the committee shall require the approval of a majority of the quorum present.

Article VII - PARLIAMENTARY PROCEDURE

The rules contained in "Standard Code of Parliamentary Procedure", by A. Sturgis, shall govern the Council in all cases to which they are applicable, and not inconsistent with the Bylaws of the Council.

Public Notice of all meetings shall be given pursuant to the Brown Act in compliance with the 72-hour posting deadline for regular meetings and the 24-hour deadline for special meetings.

Article VIII - PROHIBITED ACTIVITIES

No individual member shall represent the CAC to the general public or at a NVTA Board meeting without majority vote of a quorum at a CAC meeting prior to the representation.

No CAC member will represent NVTA to the general public without consent of the Executive Director (or designee) prior to the representation.

Article IX. IMPERTINENCE-DISTURBANCE AND MEETING

Any person, including committee members, making personal, impertinent or indecorous remarks while addressing the Committee may be barred by the chairperson from further appearance before the Committee at that meeting, unless permission to continue is granted by an affirmative vote of the Committee. The chairperson may order any person, including committee members, removed from the Committee meeting who causes a disturbance or interferes with the conduct of the meeting, and the chairperson may direct the meeting room cleared when deemed necessary to maintain order.



RESOLUTION No. 18-02

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVRTA)
AMENDING THE BYLAWS OF CITIZEN ADVISORY COMMITTEE**

WHEREAS, the NVRTA Board created the Citizen Advisory Committee (CAC) to address all modes of transportation and to include a broader representation and membership; and


WHEREAS, NVRTA periodically updates its committee bylaws to be consistent with current agency directives and state and federal law; and

WHEREAS, the CAC bylaws require changes to be adopted by the NVRTA Board; and

WHEREAS, NVRTA wishes to amend Citizen Advisory Committee (CAC) bylaws to soften the language around committee membership allowing for more members at-large if specific seats cannot be filled;

NOW THEREFORE BE IT RESOLVED that the Napa Valley Transportation Authority hereby amends the bylaws for the Citizen Advisory Committee to read in full as set forth in Exhibit "A" attached hereto and incorporated by reference herein and the attached provisions of Exhibit "A" shall become effective immediately.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Napa Valley Transportation Authority, at a regular meeting held on January 17, 2018, by the following vote:


Peter White, NVRTA Chair

Ayes: Garcia(2), Joseph(2),
Barnes(1), Canning(1),
Techel(5), Pedroza(2),
Ramos(2), Galbraith(1),
White(1), Dorman(1),
Dunbar(1)

Nays: None

Absent: Gentry(5)

ATTEST:


Karalyn E. Sanderlin, NVRTA Board Secretary

APPROVED:


Vicky A. Clayton, NVRTA General Counsel

EXHIBIT "A"**Citizen Advisory Committee****BYLAWS****Article I - NAME**

The name of this committee shall be the Citizen Advisory Committee (CAC). Establishment of the committee is authorized under section 4.4.4 of the Joint Powers Agreement of the Napa Valley Transportation Authority.

Article II - OBJECTIVE

The CAC serves to provide the Napa Valley Transportation Authority with advice, comments and suggestions pertaining to multi-modal plans, programs, and projects administered by NVTA of interest to the citizens of Napa County. The committee shall serve in an advisory capacity. Its objective will be to assist NVTA staff in developing plans and programs to address traffic congestion within a multi-modal framework. The functions of the committee shall include, but are not limited to the following:

1. Advise NVTA staff and the NVTA Board on plans including but not limited to Countywide Transportation Plans, Short Range Transit Plans, Active Transportation Plans, and project specific plans.
2. Advise NVTA staff and the NVTA Board on consumer issues related to the design of the VINE system, and its ancillary systems/services, performance, policies, marketing and communications.

Article III - COMPOSITION-QUALIFICATION AND TERMS

All CAC members shall be appointed by the Napa Valley Transportation Authority, and shall serve at the pleasure of the Napa Valley Transportation Authority. Members representing specific jurisdictions (*) will be nominated by their respective jurisdiction. The NVTA Board will strive to appoint Committee members that represent the diverse make-up of Napa Valley community including members of underrepresented groups. If specific representations cannot be filled, after the position opening has been posted and two (2) months have passed, the NVTA Board may fill the position with a member at large.

The CAC will consist of nineteen (19) members. NVTA will make every attempt to fill CAC members based on a diverse representation of the following factions:

Interest	Number of Members
American Canyon resident*	1
City of Napa resident *	1
County of Napa resident *	1
Town of Yountville resident *	1
City of St. Helena resident *	1
City of Calistoga resident *	1
Chamber Member	1
Vintner Member	1
Agriculture Member	1
Hospitality Member	1
Member Representing Environmental Interests	1
Member representing Senior Population	1
Member Representing Students	1
Non-profit organization and/or Education Field	1
Member representing Active Transportation Interests	1
Member representing Low Income Housing Interests	1
Member of the Paratransit Coordination Council	1
Member representing Health and Human Service interest and/or Healthcare field	1
Member at Large	1

Priority will be given to filling the committee with members listed above but if a specific seat cannot be filled, after the position opening has been posted and two (2) months have passed, a member at large may fill an open spot. If specific jurisdictional representation cannot be filled, after the position opening has been posted and two (2) months have passed, that spot may also be filled with a member at large. All members, while understanding that they may have been appointed by virtue of a particular position or interest they hold or represent, must also understand that they represent all the citizens of the community as advisory committee members.

Initial appointments to the Committee shall be six for a one-year term, seven for a two-year term and six for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for two years, which may be renewed. Members shall draw lots to determine term of initial appointment.

Article IV - MEMBERSHIP WITHDRAWAL

Membership may be withdrawn for any of the following reasons at the direction of the NVTA Executive Director:

1. Three (3) consecutive unexcused absences or five (5) absences in an eighteen month period.
2. Misrepresentation at time of appointment with respect to personal use of NVTA's service.

3. If member does not reside in Napa County or ceases to represent the constituency to which the member was assigned

Article V - OFFICERS AND DUTIES

The committee members will elect a committee Chair and Vice-Chair by a majority of the members present at the November/December meeting. A quorum is necessary to hold the elections. Offices will be held for one year or until their successors are elected.

The Chair will preside at all meetings. Should the Chair be absent, the Vice-Chair will preside. In the unlikely event both Chair and Vice-Chair are absent; the remaining members will select an alternate member to preside.

The Chair may appoint ad hoc committees on an as-needed, non-scheduled basis to accomplish a specific task and report back to the full CAC. Ad hoc committees must have less than a quorum of CAC members and are exempt from the requirements of the Brown Act. The CAC may not direct the ad hoc committee on how to fulfill its function or when it should meet.

NVTA staff will provide the administrative support for the committee including providing minutes, mailing agendas to members, and any other related duties.

Article VI - MEETINGS

The CAC shall meet bi-monthly at a date, time and place set by resolution of the NVTA effective January 2016, unless otherwise scheduled by the majority of a quorum. Additional meetings may be required to address time sensitive matters.

All CAC meetings will be held in accordance the Ralph M. Brown Act (Government Code section 54950 et seq.). Agenda items will be agreed upon by the Chair and the NVTA staff representative, or upon motion of the committee. Any committee member may make recommendations for the agenda.

Each member shall have one (1) vote and a quorum shall consist of a majority of filled positions present. A majority vote of the quorum shall be necessary to present an issue to the Executive Director and to the NVTA Board of Directors.

- * All actions of the committee shall require the approval of a majority of the quorum present.

Article VII - PARLIAMENTARY PROCEDURE

The rules contained in "Standard Code of Parliamentary Procedure", by A. Sturgis, shall govern the Council in all cases to which they are applicable, and not inconsistent with the Bylaws of the Council.

Public Notice of all meetings shall be given pursuant to the Brown Act in compliance with the 72-hour posting deadline for regular meetings and the 24-hour deadline for special meetings.

Article VIII - PROHIBITED ACTIVITIES

No individual member shall represent the CAC to the general public or at a NVT Board meeting without majority vote of a quorum at a CAC meeting prior to the representation.

No CAC member will represent NVT to the general public without consent of the Executive Director (or designee) prior to the representation.

Article IX. IMPERTINENCE-DISTURBANCE AND MEETING

Any person, including committee members, making personal, impertinent or indecorous remarks while addressing the Committee may be barred by the chairperson from further appearance before the Committee at that meeting, unless permission to continue is granted by an affirmative vote of the Committee. The chairperson may order any person, including committee members, removed from the Committee meeting who causes a disturbance or interferes with the conduct of the meeting, and the chairperson may direct the meeting room cleared when deemed necessary to maintain order.

Napa Valley Transportation Authority
625 Burnell St. Napa CA 94559

July 02, 2025

Dear Board Chair Joseph:

The Napa Valley Transportation Authority (NVTa) Citizen Advisory Committee Members are requesting to be known and recognized as the NVTa ***Community Advisory Committee***.

The NVTa functions as a planning and congestion management agency for Napa Valley a community of inhabitants, short term, and truly short term, interacting at times randomly and with purpose and intent to go from one place to others safely, timely and efficiently.

The heretofore Citizens Advisory Committee view our task as voicing community needs and concern delivered respectfully and thoughtfully. The present roster of Citizens Advisory Committee Members provides diverse, insight and dynamic comment through their myriad of life and career experiences in service to the NVTa.

Reflective of the nature and vitality of this unique treasure in Napa Valley, the Committee Members are volunteers spanning the width and breath of this Napa Valley – covering business sectors such as health care, agricultural, warehousing, construction, transportation, hospitality, and manufacturing.

We believe that the NVTa Community Advisory Committee most accurately captures the broad spectrum of interests that come together to advise the NVTa on best practices, user concerns, decisions, and actions necessary to assist NVTa on mission.

On behalf of and with unanimous support from our Membership, we ask for Your immediate consideration to our request.

Respectfully,
Michael J Baldini
Chair, Citizen Advisory Committee



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Travel Behavior Study Update

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive an update and presentation on the 2025 Napa Valley Travel Behavior Study.

EXECUTIVE SUMMARY

Napa Valley Transportation Authority's 2025 Travel Behavior Study is nearing completion and builds on data collected in 2018 and 2019 to better understand current travel patterns throughout Napa County. The study compares pre-pandemic and post-pandemic patterns and will help inform updates to regional transportation plans and models.

FISCAL IMPACT

Is there a Fiscal Impact? No



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Addrell Coleman, Associate Planner/Analyst
(707) 259-8235 / Email: acoleman@nvta.ca.gov
SUBJECT: Travel Behavior Study Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive an update and presentation on the 2025 Napa Valley Travel Behavior Study.

BACKGROUND

The current Travel Behavior Study builds upon the data collected during the 2020 study while incorporating new technologies and methodologies to better understand how people move throughout Napa County. The study focuses on work, school, non-work, and visitor trips; identifies entry and exit points, trip volumes, and destinations; and evaluates predominant travel modes, vehicle occupancies, and peak travel times. Additionally, the study considers seasonal variation and includes both weekday and weekend travel.

NVTA hired a consultant, RSG, to collect traffic count data in early November at key gateway intersections and roadway segments throughout the County. They also accessed signal data from the City of Napa's Miovision-equipped intersections. Additional travel pattern data was gathered from Replica and StreetLight. Replica uses anonymous mobile data and land use information to estimate why, how, and when people travel. StreetLight uses data from smartphones and vehicles to show where people are going and how they get there. To supplement these efforts, NVTA conducted an employer survey focused on travel days, times, and routes, with comparisons to pre-pandemic patterns to better understand peak travel patterns and commuting habits across different areas of the county. The survey was promoted through multiple channels and received nearly 700 responses.

The collected data was analyzed to identify key travel trends and changes since the 2020 study. The study examines trip origins and destinations, Napa County pass-through traffic, most-traveled destinations, mode share, mode shift, commute times, and vehicle miles traveled (VMT) to evaluate where people live and work, and how they travel.

Key findings from the Study Include:

- **Inter-county trips decreased by approx. 12%:** These are trips that either begin or end outside Napa County—this decline suggests less regional commuting or travel across county lines.
- **Internal trips within Napa County increased by 5%, and average trip lengths decreased:** More people are traveling within the county, but their trips are shorter on average, indicating more local activity.
- **Decrease of 9% in Napa County-generated VMT:** With fewer and shorter trips, total vehicle miles traveled by Napa County residents dropped, which may reflect changes in commute habits or trip purpose.
- **Overall traffic remained steady due to 10% increase in pass-through traffic:** Although local travel decreased, traffic volumes stayed the same because more drivers are simply passing through Napa County without stopping.
- **Population and employment each declined by approx. 5%:** This reflects a modest drop in the number of people living and working in Napa County since the last study.
- **Remote work increased from 5% to 12%:** A growing share of the workforce is working from home, which affects commute patterns and transportation demand.
- **Napa County imported 2,000 fewer workers:** Fewer people are commuting into Napa County for work, likely due to job reductions or increased remote work.
- **Napa County exported 5,000 fewer workers:** Fewer Napa residents are commuting to jobs outside the county, suggesting shifts in employment, mode choice, or remote work adoption.

ATTACHMENT

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Cover Memo

SUBJECT

Vine Transit Update

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive a Vine Transit update.

EXECUTIVE SUMMARY

This report includes information on recent and upcoming schedule changes, marketing efforts, ridership numbers for BottleRock and LaOnda, an update on the Request for Information (RFI) for Computer Aided Dispatch/Automatic Vehicle Location and finally a six-month report out on the results of the Napa Valley College Pass Program.

FISCAL IMPACT

Is there a Fiscal Impact? No



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Rebecca Schenck, Program Manager – Public Transit
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board receive a Vine Transit update.

BACKGROUND

Recent Schedule Changes

The most recent schedule change was implemented on Sunday June 8, 2025 to coincide with the conclusion of the 2024-2025 school year. The following changes went into effect:

- Paused the school trippers in American Canyon and St Helena
- Route 11 time adjustments to weekday trips and to made Saturday & Sunday schedules align
- Changed weekday trips on Route D to accommodate the Camille Creek Community School's Summer School schedule
- Adjusted the Route 21 schedule to incorporate extra trip time in the run

Future Schedule Changes

The next schedule change will occur on Sunday August 10th to coincide with the start of the 2025-2026 school year. The following changes are currently being drafted:

- Resuming the school trippers in American Canyon and St Helena

- Reimagining Route 11X into a more expediated version of Route 11 that serves the most popular Route 11 stops including the Redwood Park and Ride, Soscol Gateway Transit Center, Napa Valley College, American Canyon Park & Ride, the Sereno Transit Center in Vallejo and the Vallejo Ferry Terminal
- Adjusting the Route D schedule to accommodate the Camille Creek Community School's fall and spring school schedule
- Adjusting the first three northbound Route 10 trips to start at Napa Valley College (currently, the first three northbound Route 10 trips start at the Soscol Gateway Transit Center, skipping the Napa Valley College and Soscol/Kansas bus stops)
- Adding Saturday service on Route 29 with nine round trips with financial support from Napa County for a 10-month pilot period.

BottleRock and La Onda Ridership

Vine Transit once again partnered with Latitude 38 and Visit Napa Valley to provide free rides on BottleRock and La Onda weekends to all passengers, regardless of their destination. Vine Transit operated extra service during the day and a special late night post-concert service to safely transport attendees. Table 1 below highlights the BottleRock ridership from 2024 and compares it to 2025. Regular Service Riders highlights how many riders took regularly scheduled Vine Transit Routes. Special Hours Riders includes how many riders took any trips on routes that only operated during the festival weekends. Specifically, the Special Hours Riders include riders on late night post-concert trips, the Sunday service on local routes and the Route 29 weekend trips. The data shows an increase in ridership during BottleRock weekend and a slight decline on La Onda ridership. It's worth noting that overall there were fewer attendees at La Onda this year compared to last year. Staff is keeping a running list of suggestions/improvements to consider for next year with the goal of continuing to offer safe transportation to more attendees next year.

Table 1: BottleRock Ridership 2024 vs 2025

	Total Riders	Regular Service Riders	Special Hours Riders
2024	5,610	4,698	912
2025	6,135	4,992	1,143
% change	+9%	+6%	+25%

Table 2: La Onda Ridership 2024 vs 2025

	Total Riders	Regular Service Riders	Special Hours Riders
2024	2,666	1,838	828
2025	2,567	1,862	705
% change	-4%	+1%	-15%

Marketing Efforts

Staff has made a concerted effort to attend more outreach events this year to raise general awareness of Vine Transit services, promote NVTA planning efforts and programs. Events that NVTA staff has attended since the previous Vine Transit report in May include:

- Napa County Office of Education Resource Fair (April 9)
- Napa Earth Day (April 12)
- Napa Valley College Career Day (April 30)
- St Helena Farmer's Market (May 2)
- Napa Valley BikeFest (May 4)
- American Canyon Middle School Career Fair (May 8)
- Bike to Wherever Day (May 15)
- Calistoga Safety Day (May 17)
- Health and Human Services Career Fair (May 27)
- Older Adult Health and Wellness Fair (May 28)
- Seniors Against Financial Exploitation Event (June 4)
- Meet Me in the Street – American Canyon (June 11)
- BBQ Dinner at Las Casitas Mobile Home Park in American Canyon (June 13)
- Rohlf's Manor Health and Wellness Fair (June 27)

Computer Aided Dispatch/Automatic Vehicle Location and On-Demand Automated Dispatching Update

NVTA released a Request for Information (RFI) for CAD-AVL and On-Demand Automated Dispatching on March 26, 2025, as both contracts for these existing services are set to expire on or around June 30, 2026. NVTA received twelve (12) responses from firms interested in this project by the May deadline. A team of three people from NVTA's Public Transportation Planning team reviewed each response to this RFI and found them all to be very viable solutions for NVTA's needs. NVTA invited six of the firms to do oral presentations and answer questions related to their proposed solutions. The following firms were chosen for interviews:

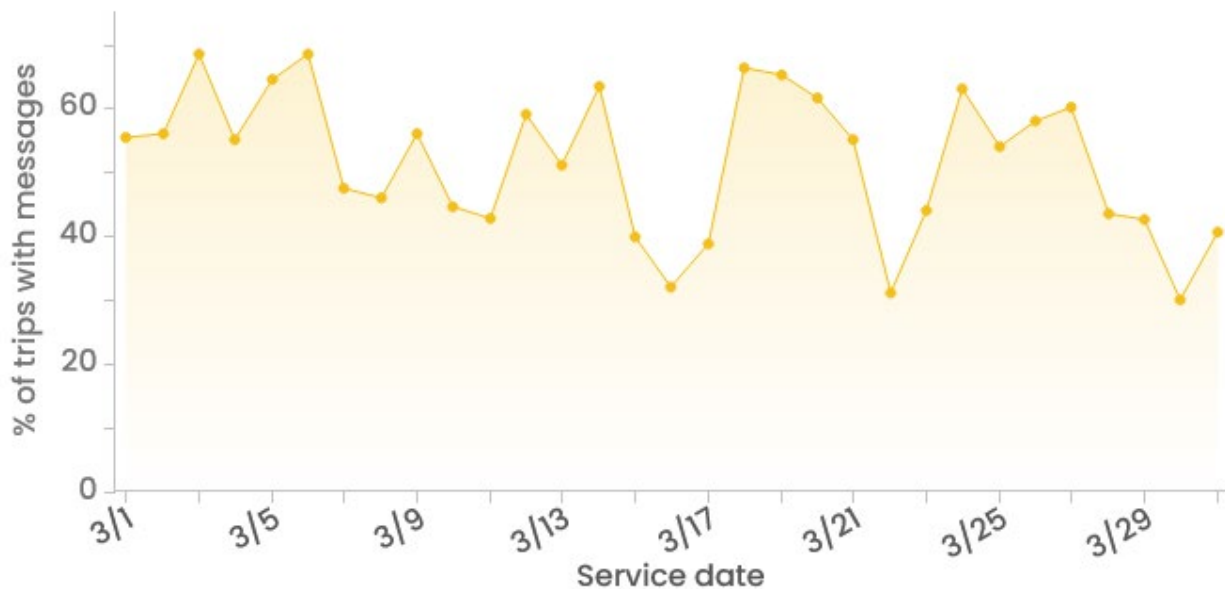
- HBBS Connect Corp.
- ETA Transit
- Connexionz

- Passio Technologies
- Equans along with Spare

The interviews will take place in late June and early July, after which NVTA will decide whether to proceed with a Request for Proposals (RFP) for CAD-AVL and On-Demand Automated Dispatching combined or to issue separate RFPs for each service.

While NVTA looks for alternatives, NVTA has had a full new CAD/AVL system installed on 18 buses including the four new cutaways and 14 new Gillig Electric Buses. These installations include CradlePoint Routers, instead of Digi Routers, and were tested by a third-party inspector from First Transit at the Gillig plant to ensure quality installation. Finally, NVTA continues to track the percentage of trips sending real-time messages. The most recent complete month published by the Cal ITP shows that on weekdays between 68.4% and 42.75% of trips report real-time data. NVTA and Transdev have retrained and monitored weekend dispatchers since March to increase weekend trip completeness and on June 15th, the most recent Sunday 90% of trips were reporting real-time location.

Table 3: Trip Completeness by Day, March 2025



Napa Valley College Student Bus Pass Program

The Napa Valley College Student Bus Pass came into effect on January 1st, 2025. This program allows NVC students to ride Vine Transit buses for free after paying a per semester fee of roughly \$8 for full-time students and approximately \$4 for part-time students as part of their normal student fees. NVC students receive a sticker on their ID cards showing they have paid their fees for that semester. Since the implementation of this program, NVTA has seen Napa Valley College stop ridership increase by an average of 53%. This is based on comparing the first six months of 2024 (January to June) to the first six months of 2025 (January to June).

Table 4: NVC Bus Stop Ridership, Comparing January to June 2024 to 2025

2024	On	Off	2025	On	Off	% Increase	ON	OFF
Jan-24	535	475	Jan-25	927	844	Jan 24-25	73%	78%
Feb-24	904	776	Feb-25	982	849	Feb 24-25	9%	9%
Mar-24	711	601	Mar-25	1329	1265	Mar 24-25	87%	110%
Apr-24	833	690	Apr-25	1128	1051	Apr 24-25	35%	52%
May-24	763	614	May-25	802	849	May 24-25	5%	38%
Jun-24	304	310	Jun-25	534	506	Jun 24-25	76%	63%

In the first six months of 2024, the average monthly ridership (boardings/alightings) at Napa Valley College was 626 passengers across all routes. In the first six months of 2025, the average monthly ridership was 922 passengers across all routes. The greatest increase was in March 2025, where alightings increased by 110% from March 2024. There were no months in 2025 where we saw a decrease in riders at Napa Valley College compared to 2024.

Using their valid student ID, NVC students can ride for free on all routes and not just those serving the college. Once the program has been in place for a year, NVTA will report out on the Napa Valley College Student Bus Pass Program in more detail on trips taken throughout the transit system.

In addition, starting August 1, 2025, NVTA along with the Solano Transportation Authority (STA) and its transit partners will allow NVC students to ride Soltrans, Vacaville City Coach and FAST routes and Solano Community College to ride Vine Routes using their valid student IDs. This should lead to additional ridership increases as more Solano County-based students travel to/from NVC.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY **COVER MEMO**

SUBJECT

Federal and State Legislative Update

STAFF RECOMMENDATION

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

EXECUTIVE SUMMARY

Attached are the memos from NVTA's State and Federal advocacy firms, Platinum Advisors Sacramento and Washington DC, summarizing recent federal and state legislative activities respectively.

FISCAL IMPACT

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Danielle Schmitz, Executive Director
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Federal and State Legislative Update

RECOMMENDATION

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

BACKGROUND

Federal Update:

Congress passed the “Big Beautiful Bill” which was signed into law by President Trump on July 4, 2025. The Bill includes \$12.5 billion for modernization of air traffic control systems, including radar replacement, telecommunications upgrades, and new air traffic control centers. Other transportation provisions include:

- Elimination of credits to purchase EVs and hybrid vehicles
- Rescission of \$60 million from the Diesel Emissions Reduction Act (DERA) Program
- Requires agencies to produce expedited environmental assessments within six months of an environmental impact statement, if a project sponsor pays a fee totaling 125% of agency’s anticipated costs.
- Rescinds unobligated funds from several Inflation Reduction Act (IRA) transportation programs, including Federal Highway Administration (FHWA) Neighborhood Access and Equity (NAE) Grants, Environmental Review Implementation Funds and Low-Carbon Transportation Materials Grants.

State Update:

Budget: Governor Newsom issued a press release on June 27th stating he has signed all the budget bills sent to his office. However, in an unusual move, the Governor stated at the end of the press release that his signature on the state budget was contingent on the

legislature approving AB 130 and SB 131 on June 30th. This tactic created a situation where the passage of the entire budget hinged on accepting politically sensitive environmental reforms contained in the bills.

AB 130 was amended to remove the controversial provisions on wages. Paving the way to pass both AB 130 and SB 131. SB 131 would establish the next round of funding for the Homeless Housing, Assistance, and Prevention (HHAP) program. In particular, the bill incorporates most of the provisions in SB 607 (Wiener) that would exempt many housing projects from CEQA.

Legislation:

- AB 697 (Wilson), which the NVTB Board approved a support position, passed unanimously on the Assembly floor. It is now making its way through Senate committees. The Committee of Natural Resources and Water passed the bill on July 8th, so it will head to Senate Appropriations. AB 697 would permit the issuance of the incidental take permit for the Highway 37 near-term project which will accelerate project delivery and reduce costs.
- SB 79 (Weiner) for which the NVTB Board took a watch position, was moved off the Suspense File and approved by the Senate, however, the bill was amended to delete the proposed changes to the Surplus Lands Act. The bill is intended to promote housing and mixed-used development projects around major transit stops. The bill is now moving through the Assembly and will go to the Housing and Community Development committee.

ATTACHMENTS

- 1) June 30, 2025 Federal Update (Platinum Advisors)
- 2) July 1, 2025 State Update (Platinum Advisors)
- 3) July 1, 2025 State Bill Matrix (Platinum Advisors)

PLATINUM | ADVISORS

TO: Danielle Schmitz, Executive Director
Napa Valley Transit Authority

FROM: Jessica Aune, Platinum Advisors

RE: Napa Valley Transit Authority June 2025 Monthly Report

DATE: Monday, June 30, 2025

State of Play and Congressional Update:

After a weekend procedural vote to begin debate on the *One Big, Beautiful Bill*, Republicans' massive tax-and-spending package, the Senate is now in the middle of its "vote-a-rama" – a process unique to the upper chamber where senators can introduce an unlimited number of amendments on a budget reconciliation measure. This is an opportunity for Senate Democrats to challenge various provisions that would restrict Medicaid coverage, rescind clean energy tax credits, and cut federal food assistance programs. Even though a handful of Senate Republicans share concerns on these proposals, the reconciliation bill is expected to pass the upper chamber. It's expected that Sens. Rand Paul (R-KY) and Thom Tillis (R-NC) will be the only GOP lawmakers to join their Democratic colleagues in opposing the legislation after several holdouts reached compromises with Senate GOP leadership.

It's unclear when the Senate will vote on final passage, and the degree to which the legislation could change between now and when the House reconvenes for its own floor vote on the amended legislation. President Donald Trump has placed pressure on Congressional Republicans to pass the *One Big, Beautiful Bill* by July 4th. This gives Speaker of the House Mike Johnson (R-LA) mere days to secure enough votes for passage. Fiscal hawks have issued warnings that the Senate version doesn't make the necessary spending cuts to offset any increase in the deficit. Meanwhile, there's a handful of House GOP moderates who have said they won't support expanded Medicaid cuts included in the Senate version.

Transportation-Related Provisions: The Transportation and Infrastructure title of the House-passed reconciliation package included a provision that would establish a new annual fee of \$250 for EV owners and \$100 for hybrid vehicle owners. The funds made available from these fees would be redirected towards the Highway Trust Fund – a central component of congressional lawmakers' upcoming surface transportation reauthorization legislation. The Senate's version did not include these provisions.

The House version also proposed to repeal unobligated funds authorized by the *Inflation Reduction Act*, including those used for environmental reviews of surface transportation programs and grant programs that supported the development and purchase of low-carbon transportation materials. The Senate version includes these provisions.

The Senate version proposes to end the current \$7,500 tax credit on new EV sales and leases on September 30 as well as the \$4,000 tax credit for used EVs. It also includes a provision to eliminate fines for failing to meet Corporate Average Fuel Economy (CAFE), which was originally intended to incentivize the manufacturing of EVs over gas-powered vehicles.

Trump Blocked From Linking Transportation Grants to Immigration

This month, a federal district judge in Rhode Island [issued a temporary injunction](#) blocking the Department of Transportation (DOT) from conditioning transportation grant funding on cooperation with federal immigration enforcement actions. The lawsuit was brought forth by 20 Democratic-led states that claimed they would face irreparable harm if the DOT's new requirements were implemented. The judge not only agreed with the states' argument but also found that "the Government does not cite to any plausible connection between cooperating with ICE enforcement and the congressionally approved purposes of the Department of Transportation."

California, States Sue EPA Over Revoked Car Rules

California Attorney General Rob Bonta, along with 10 other state attorneys general, filed a lawsuit against the Trump administration's actions to block California's restrictions on the sale of gas-powered cars. The complaint targets three *Congressional Review Act* disapproval resolutions, signed into law by President Trump earlier this month, that rescinded *Clean Air Act* waivers allowing California to set its own vehicle emission standards. California was able to set these separate regulations thanks to special carve-outs in the federal *Clean Air Act*, which allows the state to set its own, more stringent rules that other states can adopt. The lawsuit says the EPA violated the *Congressional Review Act* and the *Clean Air Act*.

White House Rejects GAO Report on Federal EV Charging Infrastructure Money

The White House's Office of Management and Budget issued a memo directing the Department of Transportation (DOT) to disregard a ruling by the Government Accountability Office (GAO) that the Trump administration illegally delayed funding for electric vehicle infrastructure. Last month, the GAO issued a report that the Trump administration violated the *Impoundment Control Act* by delaying the disbursement of \$5 billion in electric-vehicle grants authorized under the 2021 bipartisan infrastructure law. The GAO report focused on a February 6 memorandum issued by the Federal Highway Administration (FHWA) announcing the cancellation of all previously issued guidance for

the National Electric Vehicle Infrastructure (NEVI) Formula Program and the suspension of all state plans previously submitted under the program.

The GAO, an independent agency, has increasingly been criticized by both the White House and Congressional Republicans for launching investigations into the Trump administration's pause on the disbursement of funds from a variety of grant programs. "GAO has become a partisan actor, issuing opinions based on double standards designed to undermine President Trump's historic and lawful spending reforms," wrote Mark Paoletta, general counsel at the Office of Management and Budget. In its report, GAO said the White House needed to send a formal rescissions request to Congress to make changes to funding mandates already in law.

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

[S. 1696](#) — To prohibit the Administrator of the Federal Motor Carrier Safety Administration from issuing a rule or promulgating a regulation requiring certain commercial motor vehicles to be equipped with speed limiting devices, and for other purposes.

Sponsor: Daines, Steve [Sen.-R-MT]

Introduced: 05/08/2025

[S.1733](#) — Highway Funding Transferability Improvement Act

Sponsor: Cramer, Kevin [Sen.-R-ND]

Introduced: 05/13/2025

[H.R.3360](#) — Driver Technology and Pedestrian Safety Act of 2025

Sponsor: Mullin, Kevin [Rep.-D-CA-15]

Introduced: 05/13/2025

[H.R.3440](#) — Traffic Safety Enhancement Act of 2025

Sponsor: Gillen, Laura [Rep.-D-NY-4]

Introduced: 05/15/2025

[H.R.3449](#) — Stronger Communities through Better Transit Act

Sponsor: Johnson, Henry C. "Hank" [Rep.-D-GA-4]

Introduced: 05/15/2025

[H.R.3459](#) — Empty Lots to Housing Act

Sponsor: Mullin, Kevin [Rep.-D-CA-15]

Introduced: 05/15/2025

[H.R.3572](#) — To make projects in certain counties eligible for funding under the rural surface transportation grant program, and for other purposes.

Sponsor: Valadao, David G. [Rep.-R-CA-22]

Introduced: 05/21/2025

[H.R.3932](#) — Rural Upgrades for Road Access and Local Growth Act of 2025

Sponsor: Scholten, Hillary J. [Rep.-D-MI-3]

Introduced: 06/11/2025

[H.R.3972](#) — Highway Funding Flexibility Act of 2025

Sponsor: Johnson, Dusty [Rep.-R-SD-At Large]

Introduced: 06/12/2025

[H.R.4170](#) — To require that certain aspects of bridge projects be carried out by certified contractors, and for other purposes.

Sponsor: Garamendi, John [Rep.-D-CA-8]

Introduced: 06/26/2025

Executive Branch

Department of Transportation (DOT)

DOT [announced](#) that it approved 529 previously unobligated infrastructure grants, totaling more than \$2.9 billion, that had been announced more than three years ago. DOT Secretary Sean Duffy has made clearing the agency's backlog of unobligated grants a top priority. DOT has approved 1,065 projects worth roughly \$10 billion since the start of the Trump administration.

Federal Highway Administration (FHWA)

FHWA [announced](#) an agreement with the Texas Department of Transportation (TxDOT) to help the state build infrastructure projects faster. The agreement would allow Texas to take more ownership of environmental permitting requirements as permissible under FHWA's National Environmental Policy Act Assignment Program. This partnership is intended to serve as a model for other states seeking to implement DOT Secretary Duffy's "America is Building Again" agenda.

FHWA [announced](#) nearly \$4.9 billion in available funding for major bridge projects through the Bridge Investment Program, and up to \$500 million for repairing or replacing bridges in rural areas through the Competitive Highway Bridge Program. The funding opportunity removes Biden-era guidance on certain climate justice and equity initiatives

National Highway Traffic Safety Administration (NHTSA)

NHTSA [announced](#) that it is overhauling its approvals process for autonomous vehicles by streamlining the Part 555 exemption process. The exemption would continue to allow

manufacturers to sell up to 2,500 motor vehicles per year that do not fully comply with the Federal Motor Vehicle Safety Standards. This includes vehicles that do not have traditional steering wheels, driver-operated brakes, or rearview mirrors. Manufacturers must demonstrate that their vehicles provide an equivalent safety level as compliant vehicles, and that the exemption is in the public interest.

NHTSA [published](#) a final rule, “Resetting the Corporate Average Fuel Economy Program.” The rule would bring the CAFE program in accordance with the White House’s “Unleashing American Energy” Executive Order and the DOT Secretary’s “Fixing the CAFE Program” Memorandum. While the rule doesn’t rescind Biden-era CAFE standards, NHTSA will exercise its enforcement authority regarding all existing CAFE and medium- and heavy-duty standards in accordance with the interpretation set forth in the final rule.

PLATINUM | ADVISORS

July 1, 2025

TO: Danielle Schmitz, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Budget: Since the passage of a skeletal budget bill, SB 101, on June 13th, the Governor and legislative leadership held behind closed doors negotiations on the final budget. Early last week the radio silence on negotiations was broken when an agreement was reached. Amendments to 22 budget bill juniors and implementing trailer bills were put in print on Tuesday, and the legislature approved almost all of these measures on Friday June 27th, with a couple more approved on June 30th.

Governor Newsom issued a press release on June 27th stating he has signed all the budget bills sent to his office. However, in an unusual move, the Governor stated at the end of the press release that his signature on the state budget was contingent on the legislature approving AB 130 and SB 131 on June 30th. This tactic created a situation where the passage of the entire budget hinged on accepting politically sensitive environmental reforms contained in SB 131 and AB 130

AB 130 was amended to remove the controversial provisions on wages. Paving the way to pass both AB 130 and SB 131. SB 131 would establish the next round of funding for the Homeless Housing, Assistance, and Prevention (HHAP) program. In particular, the bill incorporates most of the provisions in SB 607 (Wiener) that would exempt many housing projects from CEQA.

AB 130 was the more controversial housing measure aimed at accelerating housing development in the state. Given the stiff backlash from labor and environmental groups this proposal did not move forward last week. This proposal would have exempted most housing projects from CEQA, would have created a statewide vehicle miles traveled (VMT) mitigation bank, and would have established a specific minimum wage for construction workers on certain types of residential projects. This new minimum wage is seen as undercutting existing prevailing wage rates, and was loudly and angrily opposed by labor representatives when the Assembly and Senate Budget Committees heard this subject. AB 130 was amended on Friday to remove the new minimum wage provisions.

At a press conference marking the signing, Governor Newsom, joined by legislative leaders, emphasized the critical urgency of tackling California's ongoing housing crisis,

stating, "too much demand chasing too little supply... It's not complicated. This is econ 101, supply, demand imbalance." He further underscored that these reforms were vital to the state's economic vitality and quality of life, noting that past abuses of CEQA had significantly hindered essential projects.

The budget agreement closes a \$12 billion deficit while delaying some of the steep cuts to Medi-Cal and other safety net programs proposed by Newsom. Legislators have proposed staving off Newsom's proposed cuts, and rely instead on deferrals and borrowing from state reserves. The plan is banking on the state's economic outlook improving in future years, allowing the state to reduce the severity of the reductions. However, California's economic outlook remains uncertain. It is anticipated potential further budget revisions (perhaps in special session this fall), especially given the uncertainty surrounding federal funding and potential cuts from the current federal administration.

A key point of contention and compromise revolves around Medi-Cal. Newsom initially proposed significant reductions for undocumented immigrants, including higher monthly premiums and an enrollment freeze. The agreement reached reduces the premiums from \$100 to \$30, includes a three-month "grace period" for re-enrollment, allowing undocumented immigrants who had their coverage lapse to re-enroll, and a freeze on new undocumented adult enrollment starting in 2026.

While negotiations continue on other parts of the budget, namely the allocation of cap & invest revenue and Proposition 4 bond funds, the bulk of the budget agreement has been approved, and signed by the Governor. The following summarizes key transportation provisions in the budget agreement.

- Includes budget bill language to provide up to \$750 million in loans for specified Bay Area transit operators. The specified operators include BART, AC Transit, MUNI, and Caltrain. The budget bill language includes provisions stating the loans are contingent on passage of a trailer bill specifying the terms and structure of these loans. In addition, the budget bill language makes these loans contingent on the passage of legislation authorizing a regional measure to support the long-term financial stability of the transit operators.
- The agreement includes a commitment to restore \$1.1 billion in funds for transit projects. The source of this funding is primarily cap & invest auction revenue. The details of this agreement will be included in a future trailer bill on the extension and allocation of the cap & invest program.
- More money is shifted from cap-and-trade auction funds to the General Fund. A total of \$1 billion in 2025-26, up to \$1.25 billion in 2026-27, \$500 million in 2027-28, and \$500 million in 2028-29. Future year fund shifts may not be necessary if the condition of the General Fund improves, and final Greenhouse Gas Reduction Fund [GGRF] appropriations are planned for August or September

budget action. Reauthorization of the GGRF cap and trade mechanism continues to be deferred to later consideration via the “policy bill process.”)

- Approves the Cap and Invest May Revision Finance Letter but approves only a \$500 million annual fund shift in 2025-26 and 2026-27 for CalFIRE baseline operations, with remaining Greenhouse Gas Reduction (GGRF) dollars to be appropriated later. The Governor proposed shifting \$1.5 billion to CalFIRE.
- Cuts \$42.8 million General Fund for the Offshore Wind infrastructure program from 2022-23, which is backfilled with Proposition 4 funding.
- Adopts trailer bill language establishing the Games Route Network for the LA 2028 Olympics and Paralympics.
- Provides \$25 million General Fund on a one-time basis in 2025-26 to establish a new Clean California Community Cleanup and Employment Pathways Grant Program.
- Appropriates \$27,709,000 in operating expenses in Public Transportation Account funds for the maintenance and overhaul of passenger rail equipment for Fiscal Year (FY) 2025- 26.
- Appropriates \$17.6 million one-time from the State Highway Account in 2025-26 and 92 positions to plan and design a seamless transportation network that supports the Los Angeles 2028 Olympics and Paralympics Games.

PLATINUM | ADVISORS

July 1, 2025

ATTACHMENT 3
NVTB Board Item 12.3
July 16, 2025

TABLE 1: BOARD ADOPTED POSITIONS

	Subject	Status	Position
AB 259 (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.	Senate Judiciary	Watch
AB 394 (Wilson D) Crimes: public transportation providers.	The Senate Public Safety Committee unanimously approved AB 394. However, amendments are being negotiated that would limit the duration of a restraining order. 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.	Senate Judiciary	Support
AB 697 (Wilson D) Protected species: authorized take: State Route 37 improvements.	AB 697 was approved by the Assembly with a vote of 70-0. This bill authorizes the State Route 37 corridor project 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 other permitting thresholds required by SB 147 (2023), which authorizes California Department of Fish and Wildlife (CDFW) to issue fully protected species take permits under CESA for certain categories of transportation, renewable energy, and water infrastructure projects.	Senate Natural Resources July 8 th	Support

	Subject	Status	Position
<u>AB 954</u> <u>(Bennett D)</u> 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 Interregional Transportation Improvement Program (ITIP) and would require the department to perform all other actions necessary for the pilot program to be programmed in the State Transportation Improvement Program (STIP).	Senate Transp	Watch
<u>AB 1014</u> <u>(Rogers D)</u> 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.	Senate Approps	Watch
<u>AB 1070</u> <u>(Ward D)</u> Transit districts: governing boards: compensation: nonvoting members	<p>Assemblymember Ward pulled AB 1070 from the Assembly Local Government Committee agenda. This will result in the bill becoming a two-year bill.</p> <p>This proposal would require ALL governing board members of a "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</p>	Assembly Loc Gov. Two-Year Bill	Watch
<u>AB 1207</u> <u>(Irwin D)</u> 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.	Senate Enviro Quality	Watch

	Subject	Status	Position
<u>AB 1250</u> <u>(Papan D)</u> Transit operators: paratransit: recertification of eligibility.	<p>AB 1250 originally 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>As amended on June 30th, AB 1250 would require transit operators to establish a streamlined process for recertification for those individuals whose condition is not expected to improve. The streamlined process shall <i>utilize a telephone interview, mail-in form, or online survey.</i></p>	Senate Rules	Watch
<u>AB 1268</u> <u>(Macedo R)</u> Motor Vehicle Fuel Tax Law: adjustment suspension.	<p>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.</p>	Assembly Transp. Two-Year Bill	Oppose
<u>AB 1340</u> <u>(Wicks D)</u> Transportation network company drivers: labor relations.	<p>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.</p>	Senate Transp.	Watch

	Subject	Status	Position
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>As approved by the Senate Appropriations Committee, the bill was amended to push back the deadline for Santa Clara and San Mateo to make a decision on whether to the join the effort. The deadline was moved from July 31st to August 11th.</p> <p>As SB 63 moves to the Assembly, we expect significant amendments to be made.</p>	Assembly Transp.	Support
SB 71 (Wiener D) California Environmental Quality Act: exemptions: transit projects.	<p>The Senate unanimously approved SB 71.</p> <p>SB 71 would repeal the sunset date on existing law that exempts certain transit, bicycle, and pedestrian projects from CEQA. I Specifically, this bill</p> <ul style="list-style-type: none"> • Removes the January 1, 2030, sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects. • Expands these exemptions to include, among others, Tier 4 or cleaner locomotives, shuttles and ferries and projects outside of urbanized areas or clusters. • Retains a January 1, 2032, sunset for transportation projects using near-zero emission, natural gas, or low- nitrogen oxide (NOx) technology. 	Assembly Natural Resources	Support

	Subject	Status	Position
SB 79 (Wiener D) Local government land: public transit use: housing development: transit-oriented development.	<p>The Senate narrowly approved SB 79.</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 was amended to remove the provisions that expand the definition of “agency’s use” within the Surplus Lands Act to include land leased to support public transit operations.</p> <p>In general, SB 79 makes housing development an allowable use within a ½ mile radius of a major transit stop, as defined, and allows transit agencies to adopt objective standards for both residential and commercial developments proposed to be constructed on transit-oriented land owned by the transit agency or on which the transit agency has a permanent operating easement.</p>	Assembly Housing	Watch
SB 239 (Arreguín D) Open meetings: teleconferencing: subsidiary body.	<p>The provisions in SB 239 will be added to SB 707, which is a comprehensive overhaul of Brwon Act provisions related to remote participation.</p> <p>SB 239 proposed to 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>	Senate Floor Inactive File	Watch
SB 445 (Wiener D) Sustainable Transportation Project Permits and Cooperative Agreements.	<p>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.</p> <p>As amended, SB 455 would enact the Sustainable Transportation Project Delivery Reform Act. The bill would authorize the CalSTA Secretary to grant a waiver to a local agency, as defined, that is seeking to design and construct from any standards, criteria, specifications, requirements, or other</p>	Assembly Transp.	Watch

	Subject	Status	Position
SB 445 (<i>cont</i>)	conditions of a third party, defined as a local agency or utility, applicable to the sustainable transportation project if the secretary determines that granting the waiver will assist the local agency in delivering the sustainable transportation project in a cost-efficient and timely manner.		
SB 569 (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.	Assembly Transp.	Support
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. SB 696 was amended to apply the exemption only to the state's portion of the sales tax.	Senate Approps Held on Suspense File	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 Approps Held on Suspense File	Support

	Subject	Status	Position
SB 840 (Limón D) Greenhouse gases: market-based compliance mechanism.	<p>SB 840 is the Senate bill that will be used to advance the Senate's proposal on extending the Cap & Trade auction program.</p> <p>As currently drafted, the bill merely requires the Legislative Analyst's Office (LAO) to continue to provide an annual report on the economic impacts and benefits of the greenhouse gas (GHG) reduction targets.</p>	Assembly Natural Resources	Watch