

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

**Wednesday, June 18, 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/UCrpiLcW9uRmA0EE6w-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](mailto: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](http://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](mailto: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](mailto: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. Board Member Remote Participation
3. Roll Call
4. Adoption of the Agenda
5. Public Comment
6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update
7. Executive Director's Update
8. Caltrans' Update

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

## **9. PUBLIC HEARINGS**

- 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)**

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

- (1) Hold a Public Hearing to amend the FY2024-25 budget and increase the appropriations limit to \$57,983,700 and FY2025-26 budget to \$42,461,500; and
- (2) Approve Resolution 24-06, REVISED amending the FY2024-25 budget and appropriation limit to \$57,983,700 and amending the FY2025-26 budget and appropriation limit to \$42,461,500;

**Estimated Time:** 1:15 p.m.

**Attachments:** [Staff Report](#)

## **10. CONSENT AGENDA ITEMS**

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

**Recommendation:** Board action will approve the minutes of the May 21 regular meeting.

**Estimated Time:** 1:30 p.m.

**Attachments:** [Draft Minutes](#)

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

**Recommendation:** That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director or designee to execute Amendment No. 2 with GreenDot Transportation Solutions for Phase 3 work for the Measure T/Measure U Database and a 3-year extension for operations and maintenance in an amount not to exceed \$65,800 dollars.

**Estimated Time:** 1:30 p.m.

**Attachments:** [Staff Report](#)

**11. REGULAR AGENDA ITEMS****11.1 Annual Approval of Chair and Vice Chair Terms (Laura Sanderlin) (Pages 44-45)**

**Recommendation:** That the Napa Valley Transportation Authority (NVTA) Board approve Chair Mark Joseph and Vice Chair Paul Dohring to serve the second year of their two-year term.

**Estimated Time:** 1:40 p.m.

**Attachments:** [Staff Report](#)

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

**Recommendation:** That the Napa Valley Transportation Authority (NVTB) Board approve Resolution No. 25-06 adopting the FY 2025-26 Salary Ranges for NVTB Job Classifications.

**Estimated Time:** 1:50 p.m.

**Attachments:** [Staff Report](#)

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

**Recommendation:** That the Napa Valley Transportation Authority (NVTB) Board:

- 1) Declare the Proterra buses as non-performing assets, and
- 2) Approve the disposal of obsolete parts inventory according to NVTB policy; and
- 3) Approve Resolution No. 25-07 authorizing the disposal the two Proterra buses and inventory according to the Policies, Practices, and Procedures Chapter 7- Financial Management, Section 7.3: Asset Management and other pertinent regulations concerning the disposal of such assets.

**Estimated Time:** 2:00 p.m.

**Attachments:** [Staff Report](#)

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

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

**Estimated Time:** 2:15 p.m.

**Attachments:** [Staff Report](#)

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

**Recommendation:** That the Napa Valley Transportation Authority (NVTA) 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](#)

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

**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.

**Estimated Time:** 2:45 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:** 3:00 p.m.

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

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA Offices, 625 Burnell Street, Napa, CA by 5:00 p.m. by Thursday, June 12th.

  
\_\_\_\_\_  
Laura M. Sanderlin, NVTA Board Secretary

## Glossary of Acronyms

<b>AB 32</b>	Global Warming Solutions Act	<b>FAS</b>	Federal Aid Secondary
<b>ABAG</b>	Association of Bay Area Governments	<b>FAST</b>	Fixing America's Surface Transportation Act
<b>ACFR</b>	Annual Comprehensive Financial Report	<b>FHWA</b>	Federal Highway Administration
<b>ADA</b>	American with Disabilities Act	<b>FTA</b>	Federal Transit Administration
<b>APA</b>	American Planning Association	<b>FY</b>	Fiscal Year
<b>ATAC</b>	Active Transportation Advisory Committee	<b>GHG</b>	Greenhouse Gas
<b>ATP</b>	Active Transportation Program	<b>GGRF</b>	Greenhouse Gas Reduction Fund
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>GTFS</b>	General Transit Feed Specification
<b>BAB</b>	Build America Bureau	<b>HBP</b>	Highway Bridge Program
<b>BART</b>	Bay Area Rapid Transit District	<b>HBRR</b>	Highway Bridge Replacement and Rehabilitation Program
<b>BATA</b>	Bay Area Toll Authority	<b>HIP</b>	Housing Incentive Program
<b>BIL</b>	Bipartisan Infrastructure Law (IIJA)	<b>HOT</b>	High Occupancy Toll
<b>BRT</b>	Bus Rapid Transit	<b>HOV</b>	High Occupancy Vehicle
<b>CAC</b>	Citizen Advisory Committee	<b>HR3</b>	High Risk Rural Roads
<b>CAP</b>	Climate Action Plan	<b>HSIP</b>	Highway Safety Improvement Program
<b>CAPTI</b>	Climate Action Plan for Transportation Infrastructure	<b>HTF</b>	Highway Trust Fund
<b>Caltrans</b>	California Department of Transportation	<b>HUTA</b>	Highway Users Tax Account
<b>CASA</b>	Committee to House the Bay Area	<b>HVIP</b>	Hybrid & Zero-Emission Truck and Bus Voucher Incentive Program
<b>CBTP</b>	Community Based Transportation Plan	<b>IFB</b>	Invitation for Bid
<b>CEQA</b>	California Environmental Quality Act	<b>ITIP</b>	State Interregional Transportation Improvement Program
<b>CIP</b>	Capital Investment Program	<b>ITOC</b>	Independent Taxpayer Oversight Committee
<b>CMA</b>	Congestion Management Agency	<b>IS/MND</b>	Initial Study/Mitigated Negative Declaration
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program	<b>JARC</b>	Job Access and Reverse Commute
<b>CMP</b>	Congestion Management Program	<b>LCTOP</b>	Low Carbon Transit Operations Program
<b>CalSTA</b>	California State Transportation Agency	<b>LIFT</b>	Low-Income Flexible Transportation
<b>CTA</b>	California Transit Association	<b>LOS</b>	Level of Service
<b>CTP</b>	Countywide Transportation Plan	<b>LS&amp;R</b>	Local Streets & Roads
<b>CTC</b>	California Transportation Commission	<b>LTF</b>	Local Transportation Fund
<b>CY</b>	Calendar Year	<b>MaaS</b>	Mobility as a Service
<b>DAA</b>	Design Alternative Analyst	<b>MAP 21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
<b>DBB</b>	Design-Bid-Build	<b>MPO</b>	Metropolitan Planning Organization
<b>DBE</b>	Disadvantaged Business Enterprise	<b>MTC</b>	Metropolitan Transportation Commission
<b>DBF</b>	Design-Build-Finance	<b>MTS</b>	Metropolitan Transportation System
<b>DBFOM</b>	Design-Build-Finance-Operate-Maintain	<b>ND</b>	Negative Declaration
<b>DED</b>	Draft Environmental Document	<b>NEPA</b>	National Environmental Policy Act
<b>EIR</b>	Environmental Impact Report	<b>NOAH</b>	Natural Occurring Affordable Housing
<b>EJ</b>	Environmental Justice	<b>NOC</b>	Notice of Completion
<b>EPC</b>	Equity Priority Communities	<b>NOD</b>	Notice of Determination
<b>ETID</b>	Electronic Transit Information Displays		

## Glossary of Acronyms

<b>NOP</b>	Notice of Preparation	<b>SHA</b>	State Highway Account
<b>NVTA</b>	Napa Valley Transportation Authority	<b>SHOPP</b>	State Highway Operation and Protection Program
<b>NVTA-TA</b>	Napa Valley Transportation Authority-Tax Agency	<b>SNTDM</b>	Solano Napa Travel Demand Model
<b>OBAG</b>	One Bay Area Grant	<b>SR</b>	State Route
<b>PA&amp;ED</b>	Project Approval Environmental Document	<b>SRTS</b>	Safe Routes to School
<b>P3 or PPP</b>	Public-Private Partnership	<b>SOV</b>	Single-Occupant Vehicle
<b>PCC</b>	Paratransit Coordination Council	<b>STA</b>	State Transit Assistance
<b>PCI</b>	Pavement Condition Index	<b>STIC</b>	Small Transit Intensive Cities
<b>PCA</b>	Priority Conservation Area	<b>STIP</b>	State Transportation Improvement Program
<b>PDA</b>	Priority Development Areas	<b>STP</b>	Surface Transportation Program
<b>PID</b>	Project Initiation Document	<b>TAC</b>	Technical Advisory Committee
<b>PIR</b>	Project Initiation Report	<b>TCM</b>	Transportation Control Measure
<b>PMS</b>	Pavement Management System	<b>TCRP</b>	Traffic Congestion Relief Program
<b>Prop. 42</b>	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	<b>TDA</b>	Transportation Development Act
<b>PSE</b>	Plans, Specifications and Estimates	<b>TDM</b>	Transportation Demand Management Transportation Demand Model
<b>PSR</b>	Project Study Report	<b>TE</b>	Transportation Enhancement
<b>PTA</b>	Public Transportation Account	<b>TEA</b>	Transportation Enhancement Activities
<b>RACC</b>	Regional Agency Coordinating Committee	<b>TEA 21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>RAISE</b>	Rebuilding American Infrastructure with Sustainability and Equity	<b>TFCA</b>	Transportation Fund for Clean Air
<b>RFP</b>	Request for Proposal	<b>TIP</b>	Transportation Improvement Program
<b>RFQ</b>	Request for Qualifications	<b>TIFIA</b>	Transportation Infrastructure Finance and Innovation Act
<b>RHNA</b>	Regional Housing Needs Allocation	<b>TIRCP</b>	Transit and Intercity Rail Capital Program
<b>RM 2</b>	Regional Measure 2 Bridge Toll	<b>TLC</b>	Transportation for Livable Communities
<b>RM 3</b>	Regional Measure 3 Bridge Toll	<b>TLU</b>	Transportation and Land Use
<b>RMRP</b>	Road Maintenance and Rehabilitation Program	<b>TMP</b>	Traffic Management Plan
<b>ROW (R/W)</b>	Right of Way	<b>TMS</b>	Transportation Management System
<b>RTEP</b>	Regional Transit Expansion Program	<b>TNC</b>	Transportation Network Companies
<b>RTIP</b>	Regional Transportation Improvement Program	<b>TOAH</b>	Transit Oriented Affordable Housing
<b>RTP</b>	Regional Transportation Plan	<b>TOC</b>	Transit Oriented Communities
<b>SAFE</b>	Service Authority for Freeways and Expressways	<b>TOD</b>	Transit-Oriented Development
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	<b>TOS</b>	Transportation Operations Systems
<b>SB 375</b>	Sustainable Communities and Climate Protection Act 2008	<b>TPA</b>	Transit Priority Area
<b>SB 1</b>	The Road Repair and Accountability Act of 2017	<b>TPI</b>	Transit Performance Initiative
<b>SCS</b>	Sustainable Community Strategy	<b>TPP</b>	Transit Priority Project Areas
		<b>VHD</b>	Vehicle Hours of Delay
		<b>VMT</b>	Vehicle Miles Traveled





## NAPA VALLEY TRANSPORTATION AUTHORITY

### COVER MEMO

---

#### **SUBJECT**

Public Hearing and Approval of Resolution No. 24-06, REVISED Amending the Fiscal Year (FY) 2024-25 and FY 2025-26 Budgets

#### **STAFF RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board:

- (1) Hold a Public Hearing to amend the FY 2024-25 budget and increase the appropriations limit to \$57,983,700 and FY 2025-26 budget to \$42,461,500; and
- (2) Approve Resolution 24-06, REVISED (Attachment 1) amending the FY 2024-25 budget and appropriation limit to \$57,983,700 and amending the FY 2025-26 budget and appropriation limit to \$42,461,500.

#### **EXECUTIVE SUMMARY**

NVRTA adopted a biennial budget for the fiscal years FY 2024-25 and FY 2025-26 in April 2024. The budget in the first year of the biennial budget cycle was “front loaded” to ensure funding capacity for projects and programs. This is standard operating procedure, and typically any unused balances from year 1 of the budget are carried over to the second year by Resolution.

Staff is requesting Board approval to amend the FY 2024-25 budget- to \$57,983,700 and to amend the FY 2025-26 budget to \$42,461,500 and increase the appropriation limits for each year respectively.

#### **FISCAL IMPACT**

The original FY 2024-25 budget was \$52,083,700, the amendment will increase the appropriation by \$5,942,200 to \$57,983,700. The FY 2025-26 budget was \$29,989,500, the amendment will increase the appropriation by \$13,423,000 to \$42,461,500. The increase in the appropriation is due to new special projects, various increases in administrative costs, and increasing the capital budget.



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Antonio Onorato, Director - Administration, Finance and Policy  
(707) 259-8779 / Email: [aonorato@nvta.ca.gov](mailto:aonorato@nvta.ca.gov)  
**SUBJECT:** Public Hearing and Approval of Resolution No. 24-06, REVISED  
Amending the Fiscal Year (FY) 2024-25 and FY 2025-26 Budgets

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board:

- (1) Hold a Public Hearing to amend the FY 2024-25 budget and increase the appropriations limit to \$57,983,700 and FY2025-26 budget to \$42,461,500; and
- (2) Approve Resolution 23-06, REVISED (Attachment 1) amending the FY 2024-25 budget and appropriation limit to \$57,983,700 and amending the FY 2025-26 budget and appropriation limit to \$42,461,500;

### **COMMITTEE RECOMMENDATION**

None

### **BACKGROUND AND DISCUSSION**

In April 2024, the Board of Directors approved a biennial budget of \$81 million for the fiscal years 2024-25 and 2025-26. This budget served as a comprehensive plan outlining how resources will be allocated to achieve the goals and objectives of NVTA over the next two years. Adoption of the budgets and appropriation limit granted the legal authority to expend revenues for the specified objectives. The budget was "front loaded," providing flexibility to accelerate projects and programs.

Since a year has passed, several actions were taken by the Board at previous meetings that warrant an amendment for the current fiscal year. Additionally, the current forecast provides an estimate of unused operating balances that will be carried forward into the next fiscal year as well as updated to the second year of the biennial budget.

Attachment 2 presents the approved budget and the current year's forecast. Based on current forecast for the FY 2025-26 fiscal year commencing on July 1<sup>st</sup>, 2025, the NVTa budget requires a revision of \$12.8 million for operations and \$3.1 million for capital projects. Considering that the costs for the second year are now better understood, an amended budget for FY 2025-26 for operations and capital is requested, bringing the total appropriation amount for the final year of the two-year budget cycle to \$42,461,500.

Attachment 2 provide a summary of the Consolidated Budgets. Attachment 3 provides additional details.

**Revisions to the FY 2024-25 (Current) Budget, increase of \$5,942,200:**

- Unused Operating Carryover to FY 2025-26: \$2,008,400 for both the Congestion Management Agency and Public Transit Funds.
- **Add:** \$342,200 for the addition of an approved Full Time Equivalent Position-Bilingual Outreach Coordinator, adjustments to vacation cash out balances, and associated increase in healthcare insurance costs. This position was approved by the NVTa Board and is currently filled.
- **Add:** \$5,600,000 for delivery of electric buses. Original delivery of a few buses was expected to occur in the next fiscal year, but now, all 14 electric buses will be delivered in May/June 2025. Additionally, NVTa paid for five used buses in the fiscal year that was approved by the Board which also needs to be reflected in a budget amendment.

**Revisions to the FY2025-26 Budget, increase of \$13,423,000**

- **Add:** \$374,300 for the addition of two full-time benefited positions approved by the Board of Directors in 2025- the Bilingual Outreach Coordinator and the Planner for Project Management. The two new Full Time Equivalent (FTE) positions were not part of the original budget approval process. A portion of these costs will be offset by Measure U Administration revenues and transit chargebacks.
- **Add:** \$9,010,500 in carryover and new special transportation projects
- **Add:** \$280,000 in for legal services for anticipated additional legal costs.

- **Add:** \$533,500 in additional overhead expenses. A portion of these expenditures will be paid by Transdev Services for utilities and other expenses as part of its contractual responsibility, and Measure T and Measure U for related expenditures.
- **Add:** \$124,700 in Purchase Transportation and Fuel costs, mainly related to increases in Vine Go paratransit services. Some costs are offset by fuel savings resulting from switching to electric vehicles from diesel and gasoline.
- **Add:** \$3,100,000 for new Transit Capital Projects.

### Financial Performance

#### *Congestion Management Agency (Planning Fund) Budget vs. Forecast*

The Congestion Management Agency (CMA), known as the General or Planning Fund within NVRTA, is projected to generate approximately \$11,815,000 in revenues. This year, Transportation Development Act Funds make up nearly one-third of the total revenues. Caltrans will reimburse nearly 40% of capital expenses, which is primarily related to the Soscot Junction and Vine Trail projects. Other revenue sources include local contributions for the Vine Trail project, salary charge backs to the public transit fund, interest, refunds, and membership contributions.

Total expenses for the Planning Fund are estimated at \$12.5 million, reflecting a decrease from the prior year due to the completion of major capital projects such as Soscot Junction and the Vine Trail. Personnel costs are expected to increase to \$3 million, driven by the filling of previously vacant positions, the addition of one full-time equivalent mid-year, and rising healthcare insurance expenses. While consulting costs for project delivery will come in slightly below budget, delays in Vine Trail construction have continued to drive up related costs. Overall, annual operational expenses remain within anticipated levels.

#### Top General Fund expenditures:

Personnel Costs w/ Chargebacks	\$3,023,600
Vine Trail Construction and Delays	\$6,157,000
Other Project/Programs	\$2,298,000
Administration/Services/Supplies:	\$1,057,400
<b>TOTAL EXPENDITURES</b>	<b>\$12,536,600</b>

A budget carryover of \$1,162,600 will be allocated to the second year of the bi-annual budget. This carryover primarily consists of the remaining budget in consulting services and personnel costs. Furthermore, an approved but vacant full-time equivalent position will be added to the agency's workforce. In the original budget, NVRTA had initially budgeted for sixteen FTEs.

It should be noted that the annual operating costs are projected to increase by approximately 20%. This increase can be attributed to rising expenses associated with the services provided to the agency. Specific increases are primarily attributed transit service increases, fuel, and staffing costs reflecting a near full roster.

Attachment 2 provides a summary of the General Fund.

*Public Transit (Transit Fund) Budget vs. Forecast*

Total public transit funding for the current fiscal year is estimated to reach approximately \$17 million without adding depreciation. Staff anticipates receiving some incremental fund to resolve the *Transit Fiscal Cliff*, but not enough to offset continued challenges from regaining riders from pre-pandemic levels.

The significant rise can be attributed to the continued expansion of service hours and increasing use of the Vine Go paratransit services. The primary expense categories include purchased transportation, totaling \$13,446,600, and fuel expenses amounting to \$1,633,000. In comparison, the previous year's figures for these expense categories were \$11,471,285 and \$1,630,815 respectively.

Top Public Transit Fund expenditures for FY25 (current year):

Purchase Transportation	\$13,446,600
Fuel	\$ 1,633,000
Administration	\$ 1,533,100
<u>Maintenance</u>	<u>\$ 380,000</u>
Total (w/o Depr)	\$16,992,700

Attachment 2 provide a summary of the Public Transit Budget. Attachment 3 provide additional details separated by the different transit lines.

*Capital Purchases*

NVTA's capital program included the procurement of new battery electric buses, used buses and transit related equipment, and maintenance upgrades to the Soscol Gateway Transit Center.

Since the original capital budget was front-loaded with a \$0 budget for the second year, staff is requesting that the Board approve a \$3.1 million budget for the next fiscal year. There is no carryover from the previous year.

Attachment 2 provide a summary of the Capital Budgets. Attachment 3 provides additional details.

## **ALTERNATIVES**

Without an amended budget and new appropriation for the current and new fiscal year, several approved projects and programs will be delayed or suspended.

## **STRATEGIC GOALS MET BY THIS PROPOSAL**

Goal 3: Use taxpayer dollars efficiently.

The budget establishes parameters for each expenditure and helps NVTa track expenses and report changes to the NVTa Board and to the public within the adopted appropriation limits providing oversight for such expenses.

## **ATTACHMENTS**

- (1) Resolution No. 24-06, REVISED
- (2) FY 2025 Carryover Balances and FY 26 (Adjusted) Budget

Budget - Consolidated CMA, Public Transit, Debt Service, TFCA

	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
Public Transit Service Projections	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
Service Hours	125,464	138,347	152,480	14,132	152,080	144,712	(7,368)
Revenue Hours	99,531	117,824	126,706	8,881	129,334	108,590	(20,743)
Service Miles	1,618,644	1,725,717	1,903,287	177,570	1,876,018	1,807,287	(68,731)
Revenue Miles	1,438,182	1,527,849	1,669,766	141,917	1,668,090	1,569,508	(98,582)
Ridership	523,759	514,474	571,947	57,473	562,920	587,563	24,642
Service Costs	-	8,596,300	9,551,900	955,600	10,171,300	9,527,196	(644,104)
Fixed Cost Allocation	-	4,460,600	3,833,600	(627,000)	4,000,300	5,064,916	1,064,616
Total- Contracted Services	-	13,056,900	13,385,500	328,600	14,171,600	14,592,112	420,512
	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
Revenues							
Transportation Development Act	10,936,001	8,930,200	11,454,996	2,524,796	7,306,200	11,827,400	4,521,200
State Funds (ie Caltrans)	11,323,487	5,818,900	7,016,100	1,197,200	3,910,000	4,560,000	650,000
Federal Funds- FTA/FHWA	7,267,239	8,435,000	6,857,800	(1,577,200)	7,576,900	10,100,000	2,523,100
Other-Governmental Agencies	2,828,463	4,016,000	2,300,000	(1,716,000)	3,595,000	3,351,000	(244,000)
Interest	75,649	69,600	183,115	113,515	69,400	425,300	355,900
Other Revenues	-	3,500,000	875,000	(2,625,000)	900,000	3,407,600	2,507,600
Farebox	1,061,981	869,000	884,100	15,100	1,033,600	944,400	(89,200)
Charges for Services-Amcan	75,937	87,600	88,000	400	97,200	97,200	-
Charges for Service-Yountville	43,830	56,400	42,300	(14,100)	59,400	57,800	(1,600)
Charges for Services-St Helena	44,625	-	41,400	41,400	45,800	45,800	-
Charges for Services-Calistoga	55,000	135,000	55,000	(80,000)	70,000	70,000	-
Miscellaneous/Chargebacks	11,316	-	-	-	-	100,000	100,000
Economic Adjustment		3,525,000	100,000	(3,425,000)	3,885,000	3,885,000	-
Total Revenues	\$33,723,528	\$35,442,700	\$29,897,811	(5,544,889)	\$28,548,500	\$38,871,500	\$10,323,000
Expenses							
Salaries and Wages	1,377,562	2,200,000	2,450,000	250,000	2,300,000	2,600,000	300,000
Extra Help	8,715	20,000	5,000	(15,000)	20,000	10,000	(10,000)
401A Employer Contribution	19,837	24,500	49,000	24,500	24,500	50,000	25,500
Cell Phone Allowance	6,287	9,000	9,600	600	9,000	11,000	2,000
Medicare	28,641	42,300	35,000	(7,300)	42,300	38,000	(4,300)
Employee Insurance-Premiums	357,422	350,000	467,000	117,000	375,000	480,000	105,000
Workers Compensation	13,175	7,900	5,000	(2,900)	7,900	5,000	(2,900)
Unemployment Compensation	2,472	5,000	5,000	-	5,000	5,000	-
Retirement	349,942	375,000	375,000	-	375,000	375,000	-
Other Post Employment Benefits	67,373	40,000	44,000	4,000	40,000	48,000	8,000
Other Employee Benefits	3,190	53,700	25,000	(28,700)	53,700	53,700	-
Transit Charbacks	-	(441,000)	(446,000)	(5,000)	(441,000)	(490,000)	(49,000)
Total for: Salaries and Benefits	\$2,234,616	\$2,686,400	\$3,023,600	\$337,200	\$2,811,400	\$3,185,700	\$374,300
Administration Services	3,576	5,000	5,000	-	5,000	5,000	-
Accounting/Auditing Services/Lobbyist	165,704	94,100	81,700	(12,400)	80,000	84,100	4,100
Information Technology Service	167,758	171,000	175,200	4,200	169,100	215,000	45,900
ITS-Communication Services	14,667	35,000	15,000	(20,000)	50,000	25,000	(25,000)
Legal Services	1,223,384	80,000	80,000	-	70,000	350,000	280,000
Lobbyist Services	-	-	-	-	10,000	50,000	40,000
Temporary/Contract Help	34,946	-	17,000	17,000	-	-	-
Consulting Services	11,119,010	10,730,000	8,790,000	(1,940,000)	2,560,000	11,570,500	9,010,500
Waste Disposal Services	36,224	33,900	24,000	(9,900)	3,900	63,900	60,000
Security Services	32,222	23,000	25,000	2,000	38,000	23,000	(15,000)
Landscaping Services	14,122	7,500	23,000	15,500	22,500	75,000	52,500
Construction Services	-	-	-	-	-	-	-
Purchased Transportation	11,471,285	13,502,500	13,448,600	(55,900)	14,171,600	14,592,100	420,500
Maintenance-Equipment	45,296	353,900	355,000	1,100	345,000	345,000	-
Maintenance-Buildings/Improvem	144,628	150,000	110,000	(40,000)	150,000	175,000	25,000
Maintenance-Software	318,060	245,000	408,000	163,000	275,000	335,000	60,000
Maintenance-Vehicles	1,400	77,000	500	(76,500)	67,000	92,000	25,000
Rents and Leases - Equipment	10,169	7,000	10,500	3,500	7,000	10,500	3,500
Insurance - Premiums	405,508	457,000	269,000	(188,000)	454,000	479,000	25,000
Communications/Telephone	81,318	16,600	123,500	106,900	16,300	56,300	40,000
Advertising/Marketing	96,139	181,500	203,000	21,500	187,000	187,000	-
Printing & Binding	57,042	92,200	49,200	(43,000)	88,200	88,200	-
Bank Charges	11,644	17,000	16,000	(1,000)	17,000	17,000	-
Publications & Legal Notices	11,308	13,000	8,500	(4,500)	13,000	13,000	-
Training/Conference Expenses	82,515	25,000	50,000	25,000	25,000	50,000	25,000
Business Travel/Mileage	11,045	15,000	10,000	(5,000)	15,000	15,000	-
Office Supplies	72,902	32,000	44,500	12,500	31,500	31,000	(500)
Freight/Postage	2,500	3,000	5,500	2,500	3,000	3,000	-
Books/Media/Periodicals/Subscr	8,172	6,000	15,000	9,000	6,000	6,000	-
Memberships/Certifications	113,530	50,000	107,000	57,000	50,000	80,000	30,000
Utilities - Electric	108,680	45,000	190,000	145,000	45,000	140,000	95,000
Utilities - Water	19,501	32,000	39,000	7,000	32,000	65,000	33,000
Fuel	1,630,949	1,841,100	1,634,000	(207,100)	1,955,000	1,659,200	(295,800)
Interest Expense	215,981	400,000	205,000	(195,000)	400,000	410,000	10,000
Depreciation Expense	3,307,608	3,525,000	3,385,000	(140,000)	3,885,000	3,885,000	-
Total for: Services and Supplies	31,038,793	32,266,300	29,920,700	(2,345,600)	25,247,100	35,195,800	9,948,700
Salary/Overhead Allocation	678,420	490,000	490,000	-	490,000	490,000	-
Total for: Other Expenses	678,420	490,000	490,000	-	490,000	490,000	-
Total Expenses	33,951,829	35,442,700	33,434,300	(2,008,400)	28,548,500	38,871,500	10,323,000
SURPLUS/(DEFICIT)	(228,301)	-	(3,536,489)	(3,536,489)	-	-	-
Depreciation Expense	3,307,608	3,525,000	3,385,000	(140,000)	3,885,000	3,885,000	-
Total Expenditures	30,644,221	31,917,700	30,049,300	(1,868,400)	24,663,500	34,986,500	10,323,000
Net Surplus/ (Deficit)	3,079,307	3,525,000	(151,489)	(3,676,489)	3,885,000	3,885,000	-
CAPITAL BUDGETS							
Revenues							
TDA	2,758,065	3,240,000	2,000,000	(1,240,000)	-	1,100,000	1,100,000
Federal	777,200	12,960,000	14,500,000	1,540,000	-	600,000	600,000
Other Revenues	-	-	5,300,000	5,300,000	-	1,400,000	1,400,000
Total Revenues	3,535,265	16,200,000	21,800,000	5,600,000	-	3,100,000	3,100,000
Expenses							
Rolling Stock (Buses)	1,578,939	14,800,000	19,800,000	5,000,000	-	1,000,000	1,000,000
Other Construction	7,493,382	400,000	1,000,000	600,000	-	1,000,000	1,000,000
Transit Related Equipment	1,868,054	1,000,000	1,000,000	-	-	1,100,000	1,100,000
Total for: Other Expenses	10,940,375	16,200,000	21,800,000	5,600,000	-	3,100,000	3,100,000
Net Surplus (Deficit)	(7,405,110)	-	-	-	-	-	-
Consolidated Budget (Actuals)	41,584,596	52,083,700	55,680,300	3,591,600	28,989,500	42,461,500	13,423,000

Budget - Congestion Management Agency

	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
Revenues							
Transportation Development Act	3,035,500	2,829,800	3,829,000	999,200	1,384,800	3,500,000	2,115,200
State Funds (ie Caltrans)	7,868,739	3,000,000	4,345,000	1,345,000	1,000,000	2,000,000	1,000,000
Federal Funds- FTA/FHWA	1,731,268	3,000,000	1,200,000	(1,800,000)	2,000,000	5,000,000	3,000,000
Other Org/Governmental Agencies	1,806,463	2,000,000	1,300,000	(700,000)	1,000,000	2,551,000	1,551,000
Interest	157,470	20,000	75,000	55,000	20,000	20,000	-
Other Revenues	302,154	3,000,000	625,000	(2,375,000)	400,000	2,907,600	2,507,600
Total Revenues	\$14,901,594	\$13,849,800	\$11,374,000	-\$2,475,800	\$5,804,800	\$15,978,600	\$10,173,800
Expenses							
Salaries and Wages	1,377,562	2,200,000	2,450,000	250,000	2,300,000	2,600,000	300,000
Extra Help	8,715	20,000	5,000	(15,000)	20,000	10,000	(10,000)
457 Employer Contribution	19,837	24,500	49,000	24,500	24,500	50,000	25,500
Cell Phone Allowance	6,287	9,000	9,600	600	9,000	11,000	2,000
Medicare/Employer Taxes	28,641	42,300	35,000	(7,300)	42,300	38,000	(4,300)
Employee Insurance-Premiums	357,422	350,000	467,000	117,000	375,000	480,000	105,000
Workers Compensation	13,175	7,900	5,000	(2,900)	7,900	5,000	(2,900)
Unemployment Compensation	2,472	5,000	5,000	-	5,000	5,000	-
Retirement	349,942	375,000	375,000	-	375,000	375,000	-
Other Post Employment Benefits	67,373	40,000	44,000	4,000	40,000	48,000	8,000
Other Employee Benefits	3,190	53,700	25,000	(28,700)	53,700	53,700	-
Intrafund Transfers-In (Transit Timesheets)	-	(441,000)	(446,000)	(5,000)	(441,000)	(490,000)	(49,000)
Total for: Salaries and Benefits	\$2,234,616	\$2,686,400	\$3,023,600	\$337,200	\$2,811,400	\$3,185,700	\$374,300
OPERATIONAL EXPENSES							
Administration Services	3,576	5,000	5,000	-	5,000	5,000	\$0
Accounting/Auditing Services/Lobbyist	159,568	80,000	75,000	(5,000)	80,000	70,000	(10,000)
Information Technology Service	167,758	155,000	175,000	20,000	155,000	200,000	45,000
ITS-Communication Services	14,667	35,000	15,000	(20,000)	35,000	25,000	(10,000)
Legal Services	1,223,384	80,000	80,000	-	70,000	350,000	280,000
Lobbyist Services					10,000	50,000	40,000
Temporary/Contract Help	34,946	-	17,000	17,000	-	-	-
Professional/Consulting Services	11,119,010	10,230,000	8,455,000	(1,775,000)	2,060,000	11,070,500	9,010,500
Waste Disposal Services	11,824	3,900	8,000	4,100	3,900	33,900	30,000
Security Services	3,032	8,000	-	(8,000)	8,000	8,000	-
Landscaping Services	10,872	7,500	8,000	500	7,500	75,000	67,500
Maintenance-Equipment	-	25,000	-	(25,000)	25,000	25,000	-
Maintenance-Buildings/Improvem	114,086	75,000	85,000	10,000	75,000	100,000	25,000
Maintenance-Software	71,222	50,000	75,000	25,000	50,000	110,000	60,000
Maintenance-Vehicles	-	2,000	500	(1,500)	2,000	2,000	-
Rents and Leases - Equipment	10,169	7,000	10,500	3,500	7,000	10,500	3,500
Insurance - Premiums	46,239	60,000	75,000	15,000	60,000	85,000	25,000
Communications/Telephone	22,969	15,000	45,000	30,000	15,000	55,000	40,000
Advertising/Marketing	14,140	75,000	40,000	(35,000)	75,000	75,000	-
Printing & Binding	5,639	15,000	12,000	(3,000)	15,000	15,000	-
Bank Charges	126	15,000	1,000	(14,000)	15,000	15,000	-
Publications & Legal Notices	10,376	8,000	7,500	(500)	8,000	8,000	-
Training/Conference Expenses	82,515	25,000	50,000	25,000	25,000	50,000	25,000
Business Travel/Mileage	11,045	15,000	10,000	(5,000)	15,000	15,000	-
Office Supplies	52,501	25,000	28,000	3,000	25,000	25,000	-
Freight/Postage	2,500	3,000	5,500	2,500	3,000	3,000	-
Books/Media/Periodicals/Subscr	8,172	6,000	15,000	9,000	6,000	6,000	-
Memberships/Certifications	113,530	50,000	107,000	57,000	50,000	80,000	30,000
Utilities - Electric	50,997	25,000	70,000	45,000	25,000	120,000	95,000
Utilities - Water	6,560	12,000	17,000	5,000	12,000	45,000	33,000
Fuel	134	1,000	1,000	-	1,000	1,000	-
Interest Expense	-	50,000	20,000	(30,000)	50,000	60,000	10,000
Depreciation Expense	-	-	-	-	-	-	-
Total for: Services and Supplies	13,371,557	11,163,400	9,513,000	(1,650,400)	2,993,400	12,792,900	9,799,500
Intrafund Transfers Out (Allocated Labor)							
Total for: Other Expenses	-	-	-	-	-	-	
Total Expenditures	\$15,606,173	\$13,849,800	\$12,536,600	(1,313,200)	\$5,804,800	\$15,978,600	\$10,173,800
SURPLUS/(DEFICIT)	(704,579)	-	(1,162,600)	(1,162,600)	-	-	-
Less Depreciation	-	-		-	-	-	
Total Expenditures	15,606,173	13,849,800	12,536,600	(1,313,200)	5,804,800	15,978,600	10,173,800
Net Surplus/ (Deficit)	(704,579)	-	(1,162,600)	(1,162,600)	-	-	-



## Budget - Debt Service

	FY24 Actuals	FY 2024-25 Approved Budget	FY 2024-25 Forecast	Difference	FY 2025-26 Approved Budget	FY 2025-26 Adjusted Budget
<b>Revenues</b>						
Transportation Development Act	246,000	200,000	200,000	-	200,000	200,000
Interest	19	-	15	15	-	-
<b>Total Revenues</b>	<b>\$246,019</b>	<b>\$200,000</b>	<b>\$200,015</b>	<b>\$15</b>	<b>\$200,000</b>	<b>\$200,000</b>
<b>OPERATIONAL EXPENSES</b>						
Interest Expense/Debt Service	176,983	200,000	185,000	(15,000)	200,000	200,000
<b>Total for: Services and Supplies</b>	<b>176,983</b>	<b>200,000</b>	<b>185,000</b>	<b>(15,000)</b>	<b>200,000</b>	<b>200,000</b>
<b>Total Expenditures</b>	<b>\$ 176,983</b>	<b>\$ 200,000</b>	<b>\$ 185,000</b>	<b>\$ (15,000)</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>
<b>Net Surplus/ (Deficit)</b>	<b>\$ 69,036</b>	<b>\$ -</b>	<b>\$ 15,015</b>	<b>\$ 15,015</b>	<b>\$ -</b>	<b>\$ -</b>

## Budget - TFCA Budget

\*\*\*The amounts contained in this file are for planning and forecasting purposes only. Go to [www.nvta.ca.gov](http://www.nvta.ca.gov) for audited financial statements.

	FY24 Actuals	FY 2024-25 Approved Budget	FY 2024-25 Forecast	Difference	FY 2025-26 Approved Budget	FY 2025-26 Adjusted Budget	Difference
<b>Revenues</b>							
Air District Revenues	228,620	500,000	250,000	(250,000)	500,000	500,000	-
<b>Total Revenues</b>	<b>\$ 228,620</b>	<b>\$ 500,000</b>	<b>\$ 250,000</b>	<b>\$ (250,000)</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>
<b>OPERATIONAL EXPENSES</b>							
Consulting Services	-	500,000	335,000	(165,000)	500,000	500,000	-
<b>Total for: Services and Supplies</b>	<b>-</b>	<b>500,000</b>	<b>335,000</b>	<b>(165,000)</b>	<b>500,000</b>	<b>500,000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 335,000</b>	<b>\$ (165,000)</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>
<b>Net Surplus/ (Deficit)</b>	<b>\$ 228,620</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ (85,000)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## Budget - Consolidated: Vine Transit Services

	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Public Transit Service Projections</b>							
Service Hours	125,464	138,347	152,480	14,132	152,080	144,712	(7,368)
Revenue Hours	99,531	117,824	126,706	8,881	129,334	108,590	(20,743)
Service Miles	1,618,644	1,725,717	1,903,287	177,570	1,876,018	1,807,287	(68,731)
Revenue Miles	1,438,182	1,527,849	1,669,766	141,917	1,668,090	1,569,508	(98,582)
Ridership	523,759	514,474	571,947	57,473	562,920	587,563	24,642
	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Revenues</b>							
Transportation Development Act	7,654,501	5,900,400	7,425,996	1,525,596	5,721,400	8,127,400	2,406,000
State Transit Assistance	3,454,748	2,818,900	2,671,100	(147,800)	2,910,000	2,560,000	(350,000)
Federal Funds- FTA	5,535,971	5,435,000	5,657,800	222,800	5,576,900	5,100,000	(476,900)
Other-Governmental Agencies	1,022,000	2,016,000	1,000,000	(1,016,000)	2,595,000	800,000	(1,795,000)
Interest	(81,840)	49,600	108,100	58,500	49,400	405,300	355,900
Farebox	759,827	869,000	884,100	15,100	1,033,600	944,400	(89,200)
Charges for Services-Amcan	75,937	87,600	88,000	400	97,200	97,200	-
Charges for Service-Yountville	43,830	56,400	42,300	(14,100)	59,400	57,800	(1,600)
Charges for Services-St Helena	44,625	-	41,400	41,400	45,800	45,800	-
Charges for Services-Callstoga	55,000	135,000	55,000	(80,000)	70,000	70,000	-
Miscellaneous/ Chargebacks	11,316	-	105,000	105,000	-	100,000	100,000
Economic Adjustment	-	3,525,000	-	(3,525,000)	3,885,000	3,885,000	-
<b>Total Revenues</b>	<b>\$18,575,915</b>	<b>\$20,892,900</b>	<b>\$18,078,796</b>	<b>-\$2,814,104</b>	<b>\$22,043,700</b>	<b>\$22,192,900</b>	<b>\$149,200</b>
<b>OPERATIONAL EXPENSES</b>							
Accounting/Auditing Services/Lobbyist	6,136	14,100	6,700	(7,400)	14,100	14,100	-
Information Technology Service	-	16,000	200	(15,800)	15,000	15,000	-
Waste Disposal Services	24,400	30,000	16,000	(14,000)	30,000	30,000	-
Security Services	29,190	15,000	25,000	10,000	15,000	15,000	-
Landscaping Services	3,250	-	15,000	15,000	-	-	-
<b>Purchased Transportation</b>	<b>11,471,285</b>	<b>13,502,500</b>	<b>13,446,800</b>	<b>(55,900)</b>	<b>14,171,600</b>	<b>14,592,100</b>	<b>420,500</b>
Maintenance-Equipment	45,296	328,900	355,000	26,100	320,000	320,000	-
Maintenance-Buildings/Improvem	30,542	75,000	25,000	(50,000)	75,000	75,000	-
Maintenance-Software	246,838	195,000	333,000	138,000	225,000	225,000	-
Maintenance-Vehicles	1,400	75,000	-	(75,000)	65,000	90,000	25,000
Insurance - Premiums	359,269	397,000	194,000	(203,000)	394,000	394,000	-
Communications/Telephone	58,349	1,600	78,500	76,900	1,300	1,300	-
Advertising/Marketing	81,999	106,500	163,000	56,500	112,000	112,000	-
Printing & Binding	51,403	77,200	37,200	(40,000)	73,200	73,200	-
Bank Charges	11,518	2,000	15,000	13,000	2,000	2,000	-
Publications & Legal Notices	932	5,000	1,000	(4,000)	5,000	5,000	-
Office Supplies	20,401	7,000	16,500	9,500	6,500	6,000	(500)
Utilities - Electric	57,683	20,000	120,000	100,000	20,000	20,000	-
Utilities - Water	12,941	20,000	22,000	2,000	20,000	20,000	-
<b>Fuel</b>	<b>1,630,815</b>	<b>1,840,100</b>	<b>1,633,000</b>	<b>(207,100)</b>	<b>1,954,000</b>	<b>1,658,200</b>	<b>(295,800)</b>
Interest Expense	38,998	150,000	-	(150,000)	150,000	150,000	-
Depreciation Expense	3,307,608	3,525,000	3,385,000	(140,000)	3,885,000	3,885,000	-
<b>Total for: Services and Supplies</b>	<b>17,490,253</b>	<b>20,402,900</b>	<b>19,887,700</b>	<b>(515,200)</b>	<b>21,553,700</b>	<b>21,702,900</b>	<b>149,200</b>
Intrafund Transfers Out (Allocated Labor/Overhead)	678,420	490,000	490,000	-	490,000	490,000	-
<b>Total for: Other Expenses</b>	<b>678,420</b>	<b>490,000</b>	<b>490,000</b>	<b>-</b>	<b>490,000</b>	<b>490,000</b>	<b>-</b>
<b>Total Expenses</b>	<b>\$ 18,168,673</b>	<b>\$ 20,892,900</b>	<b>\$ 20,377,700</b>	<b>\$ (515,200)</b>	<b>\$ 22,043,700</b>	<b>\$ 22,192,900</b>	<b>\$ 149,200</b>
<b>SURPLUS/(DEFICIT)</b>	<b>\$ 407,242</b>	<b>\$ -</b>	<b>\$ (2,298,904)</b>	<b>\$ (2,298,904)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Less Depreciation Expense	3,307,608	3,525,000	3,385,000	(140,000)	3,885,000	3,885,000	-

# CAPITAL INVESTMENTS FY2025-26

## VEHICLES

## FACILITIES

## EQUIPMENT

Updated 2/19/20

PROJECT DEPT  FUNDING STATUS	TOTALS	V1. Vehicle Upgrades/ Enhancements 8302002	V2. Rolling Stock 8302001 ZEB	F1. Facility Upgrades/SGTC 8302002	F1. Redwood Park and Ride 8302002	E1. Signal Priority 8302002	E2. Bus Stop Upgrades 8302002
<b>Funding Source:</b>							
FTA	600,000	-	-	-	600,000	-	
TDA (LTF)	1,100,000	400,000	-	200,000	-	300,000	200,000
STATE: LCTOP	-	-	-	-	-	-	-
RM3	1,400,000	-	1,000,000	-	400,000		
<b>TOTAL FOR YEAR</b>	<b>\$3,100,000</b>	<b>\$400,000</b>	<b>\$1,000,000</b>	<b>\$200,000</b>	<b>\$1,000,000</b>	<b>\$300,000</b>	<b>\$200,000</b>
<b>TOTAL PROJECT COSTS</b>	<b>\$3,100,000</b>	<b>\$400,000</b>	<b>\$1,000,000</b>	<b>\$200,000</b>	<b>\$1,000,000</b>	<b>\$300,000</b>	<b>\$200,000</b>

## Budget - Vine Go

	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Public Transit Service Projections</b>							
Service Hours	13,329	12,300	14,700	2,400	12,300	15,000	2,700
Revenue Hours	9,479	8,613	9,900	1,287	8,600	9,425	825
Service Miles	132,224	120,807	148,673	27,866	121,000	174,419	53,419
Revenue Miles	96,249	91,300	98,294	6,994	91,300	124,054	32,754
Ridership	15,974	13,000	17,305	4,305	13,100	10,270	(2,830)
Service Costs		762,600	955,500	192,900	836,400	930,000	93,600
Fixed Cost Allocation		500,000	295,200	(204,800)	319,800	525,000	205,200
Total- Contracted Services		\$1,262,600	\$1,250,700	(\$11,900)	\$1,156,200	\$1,455,000	\$298,800
	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Revenues</b>							
Transportation Development Act	820,823	817,100	594,996	(222,104)	839,700	1,281,400	441,700
State Transit Assistance	200,000	100,000	-	(100,000)	100,000	100,000	-
Federal Funds- FTA	493,345	400,000	558,200	158,200	400,000	400,000	-
Interest	22,578	1,000	20,000	19,000	1,000	1,000	-
Farebox	66,075	36,400	55,000	18,600	68,000	28,800	(39,200)
Miscellaneous/Other Grants	1,320	-	-	-	-	-	-
Economic Adjustment		120,000	-	(120,000)	120,000	120,000	-
<b>Total Revenues</b>	<b>\$1,604,141</b>	<b>\$1,474,500</b>	<b>\$1,228,196</b>	<b>-\$246,304</b>	<b>\$1,528,700</b>	<b>\$1,931,200</b>	<b>\$402,500</b>
<b>OPERATIONAL EXPENSES</b>							
Accounting/Auditing Services	2,626	2,500	400	(2,100)	2,500	2,500	-
Information Technology Service	-	2,500	-	(2,500)	2,500	2,500	-
Purchased Transportation	1,169,124	1,094,000	1,250,000	156,000	1,156,200	1,455,000	298,800
Maintenance-Vehicles	-	25,000	-	(25,000)	25,000	25,000	-
Insurance - Premiums	33,654	35,000	35,000	-	35,000	35,000	-
Communications/Telephone	1,945	-	-	-	-	-	-
Advertising/Marketing	-	2,500	-	(2,500)	5,000	5,000	-
Printing & Binding	2,225	2,000	500	(1,500)	2,000	2,000	-
Publications & Legal Notices	147	-	-	-	-	-	-
Fuel	167,809	151,000	240,000	89,000	140,000	244,200	104,200
Depreciation Expense	51,494	120,000	75,000	(45,000)	120,000	120,000	-
<b>Total for: Services and Supplies</b>	<b>1,429,024</b>	<b>1,434,500</b>	<b>1,601,400</b>	<b>166,900</b>	<b>1,488,700</b>	<b>1,891,200</b>	<b>402,500</b>
Intrafund Transfers Out (Allocated Labor/Overhead)	64,814	40,000	40,000	-	40,000	40,000	-
<b>Total for: Other Expenses</b>	<b>64,814</b>	<b>40,000</b>	<b>40,000</b>	<b>-</b>	<b>40,000</b>	<b>40,000</b>	<b>-</b>
<b>Total Expenses</b>	<b>1,493,838</b>	<b>1,474,500</b>	<b>1,641,400</b>	<b>166,900</b>	<b>1,528,700</b>	<b>1,931,200</b>	<b>402,500</b>
<b>SURPLUS/(DEFICIT)</b>	<b>\$ 110,303</b>	<b>\$ -</b>	<b>\$ (413,204)</b>	<b>\$ (413,204)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Depreciation Expense	51,494	120,000	75,000	(45,000)	120,000	120,000	-
<b>Total Expenditures</b>	<b>1,442,344</b>	<b>1,354,500</b>	<b>1,566,400</b>	<b>211,900</b>	<b>1,408,700</b>	<b>1,811,200</b>	<b>402,500</b>
<b>Net Surplus/ (Deficit)</b>	<b>\$ 161,797</b>	<b>\$ 120,000</b>	<b>\$ (338,204)</b>	<b>\$ (458,204)</b>	<b>\$ 120,000</b>	<b>\$ 120,000</b>	<b>\$ -</b>

## Budget - Vine

	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
Public Transit Service Projections	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
Service Hours	93,863	107,047	119,480	12,432	119,480	111,012	(8,468)
Revenue Hours	74,287	91,378	101,653	10,275	101,653	82,312	(19,340)
Service Miles	1,353,195	1,490,782	1,639,475	148,693	1,639,475	1,514,019	(125,456)
Revenue Miles	1,248,872	1,350,646	1,486,131	135,485	1,486,131	1,358,064	(128,067)
Ridership	459,563	466,291	509,861	43,571	512,861	531,822	18,961
Service Costs		6,636,900	7,500,000	863,100	8,121,900	7,437,796	(684,104)
Fixed Cost Allocation		3,337,400	3,000,000	(337,400)	3,105,500	3,885,416	779,916
Total- Contracted Services		\$9,974,300	\$10,500,000	\$525,700	\$11,227,400	\$11,323,212	\$95,812
	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Revenues</b>							
Transportation Development Act	5,811,478	4,076,400	6,021,000	1,944,600	3,910,300	5,845,200	1,934,900
State Transit Assistance	3,174,748	2,408,900	2,671,100	262,200	2,500,000	2,150,000	(350,000)
Federal Funds- FTA	4,300,833	4,400,000	4,213,400	(186,600)	4,500,000	4,000,000	(500,000)
Other-Governmental Agencies	1,022,000	2,016,000	1,000,000	(1,016,000)	2,595,000	800,000	(1,795,000)
Interest	(139,961)	44,100	44,100	-	44,100	400,000	355,900
Farebox	656,531	816,000	816,000	-	950,000	900,000	(50,000)
Miscellaneous/chargebacks	1,416	-	105,000	105,000	-	100,000	100,000
Economic Adjustment	-	3,200,000	-	(3,200,000)	3,500,000	3,500,000	-
<b>Total Revenues</b>	<b>\$14,827,045</b>	<b>\$16,961,400</b>	<b>\$14,870,600</b>	<b>(\$2,090,800)</b>	<b>\$17,999,400</b>	<b>\$17,695,200</b>	<b>(\$304,200)</b>
<b>OPERATIONAL EXPENSES</b>							
Accounting/Auditing Services	2,704	10,000	6,000	(4,000)	10,000	10,000	-
Information Technology Service	-	10,000	-	(10,000)	10,000	10,000	-
Waste Disposal Services	24,400	30,000	16,000	(14,000)	30,000	30,000	-
Security Services	29,190	15,000	25,000	10,000	15,000	15,000	-
Landscaping Services	3,250	-	15,000	15,000	-	-	-
<b>Purchased Transportation</b>	<b>8,741,159</b>	<b>10,630,500</b>	<b>10,500,000</b>	<b>(130,500)</b>	<b>11,227,400</b>	<b>11,323,200</b>	<b>95,800</b>
Maintenance-Equipment	45,296	308,900	350,000	41,100	300,000	300,000	-
Maintenance-Buildings/Improvem	30,542	75,000	25,000	(50,000)	75,000	75,000	-
Maintenance-Software	206,666	100,000	286,000	186,000	100,000	100,000	-
Maintenance-Vehicles	1,400	25,000	-	(25,000)	25,000	25,000	-
Insurance - Premiums	279,546	300,000	100,000	(200,000)	300,000	300,000	-
Communications/Telephone	50,586	-	75,000	75,000	-	-	-
Advertising/Marketing	79,953	90,000	150,000	60,000	90,000	90,000	-
Printing & Binding	47,602	65,000	30,000	(35,000)	65,000	65,000	-
Bank Charges	11,518	2,000	15,000	13,000	2,000	2,000	-
Publications & Legal Notices	785	5,000	1,000	(4,000)	5,000	5,000	-
Office Supplies	20,401	5,000	15,000	10,000	5,000	5,000	-
Utilities - Electric	57,683	20,000	120,000	100,000	20,000	20,000	-
Utilities - Water	12,941	20,000	22,000	2,000	20,000	20,000	-
<b>Fuel</b>	<b>1,357,269</b>	<b>1,550,000</b>	<b>1,300,000</b>	<b>(250,000)</b>	<b>1,700,000</b>	<b>1,300,000</b>	<b>(400,000)</b>
Interest Expense (TIFIA/Bank of Marin)	38,998	150,000	-	(150,000)	150,000	150,000	-
Depreciation Expense	3,156,748	3,200,000	3,200,000	-	3,500,000	3,500,000	-
<b>Total for: Services and Supplies</b>	<b>14,198,637</b>	<b>16,611,400</b>	<b>16,251,000</b>	<b>(360,400)</b>	<b>17,649,400</b>	<b>17,345,200</b>	<b>(304,200)</b>
Intrafund Transfers Out (Allocated Labor/Overhead)	549,803	350,000	350,000	-	350,000	350,000	-
<b>Total for: Other Expenses</b>	<b>549,803</b>	<b>350,000</b>	<b>350,000</b>	<b>-</b>	<b>350,000</b>	<b>350,000</b>	<b>-</b>
<b>Total Expenses</b>	<b>14,748,440</b>	<b>16,961,400</b>	<b>16,601,000</b>	<b>(360,400)</b>	<b>17,999,400</b>	<b>17,695,200</b>	<b>(304,200)</b>
<b>SURPLUS/(DEFICIT)</b>	<b>\$ 78,605</b>	<b>\$ -</b>	<b>\$ (1,730,400)</b>	<b>\$ (1,730,400)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Depreciation Expense	3,156,748	3,200,000	3,200,000	-	3,500,000	3,500,000	-
<b>Total Expenditures</b>	<b>11,591,692</b>	<b>13,761,400</b>	<b>13,401,000</b>	<b>(360,400)</b>	<b>14,499,400</b>	<b>14,195,200</b>	<b>(304,200)</b>
<b>Net Surplus/ (Deficit)</b>	<b>\$ 3,235,353</b>	<b>\$ 3,200,000</b>	<b>\$ 1,469,600</b>	<b>\$ (1,730,400)</b>	<b>\$ 3,500,000</b>	<b>\$ 3,500,000</b>	<b>\$ -</b>

## Budget - American Canyon

	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
Public Transit Service Projections	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
Service Hours	5,700	6,100	5,700	(400)	6,100	6,100	-
Revenue Hours	4,664	6,500	4,800	(1,700)	6,500	6,500	-
Service Miles	50,736	48,000	44,290	(3,710)	48,000	48,000	-
Revenue Miles	34,573	36,000	33,951	(2,049)	36,000	36,000	-
Ridership	21,198	16,000	19,611	3,611	16,000	20,300	4,300
Service Costs	-	328,000	330,600	2,600	366,000	378,200	12,200
Fixed Cost Allocation	-	172,200	146,400	(25,800)	195,000	213,500	18,500
Total- Contracted Services		\$500,200	\$477,000	(\$23,200)	\$561,000	\$591,700	\$30,700
	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Revenues</b>							
Transportation Development Act	-	44,600	-	(44,600)	98,800	163,500	64,700
State Transit Assistance	80,000	80,000	-	(80,000)	80,000	80,000	-
Federal Funds- FTA	440,721	400,000	549,000	149,000	400,000	400,000	-
Interest	7,512	1,500	8,000	6,500	1,500	1,500	-
Farebox	12,401	9,600	9,600	-	9,600	9,600	-
Charges for Services-Amcan	75,937	87,600	88,000	400	97,200	97,200	-
Economic Adjustment	-	25,000	-	(25,000)	25,000	25,000	-
<b>Total Revenues</b>	<b>616,571</b>	<b>648,300</b>	<b>654,600</b>	<b>6,300</b>	<b>712,100</b>	<b>776,800</b>	<b>64,700</b>
<b>OPERATIONAL EXPENSES</b>							
Accounting/Auditing Services	65	400	100	(300)	400	400	-
Information Technology Service	-	1,500	-	(1,500)	1,500	1,500	-
Purchased Transportation	487,023	500,200	527,000	26,800	561,000	591,700	30,700
Maintenance-Equipment	-	10,000	-	(10,000)	10,000	10,000	-
Maintenance-Software	10,043	35,000	12,000	(23,000)	35,000	35,000	-
Maintenance-Vehicles	-	-	-	-	-	25,000	25,000
Insurance - Premiums	14,369	12,000	12,000	-	12,000	12,000	-
Communications/Telephone	912	1,000	1,000	-	1,000	1,000	-
Advertising/Marketing	-	5,000	5,000	-	5,000	5,000	-
Printing & Binding	-	200	200	-	200	200	-
Fuel	29,617	33,000	33,000	-	36,000	45,000	9,000
Depreciation Expense	-	25,000	-	(25,000)	25,000	25,000	-
<b>Total for: Services and Supplies</b>	<b>542,029</b>	<b>623,300</b>	<b>590,300</b>	<b>(33,000)</b>	<b>687,100</b>	<b>751,800</b>	<b>64,700</b>
Intrafund Transfers Out (Allocated Labor/Overhead)	19,918	25,000	25,000	-	25,000	25,000	-
<b>Total for: Other Expenses</b>	<b>19,918</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>
<b>Total Expenses</b>	<b>561,947</b>	<b>648,300</b>	<b>615,300</b>	<b>(33,000)</b>	<b>712,100</b>	<b>776,800</b>	<b>64,700</b>
<b>SURPLUS/(DEFICIT)</b>	<b>54,624</b>	<b>-</b>	<b>39,300</b>	<b>39,300</b>	<b>-</b>	<b>-</b>	<b>-</b>
Depreciation Expense	-	25,000	-	(25,000)	25,000	25,000	-
<b>Total Expenditures</b>	<b>561,947</b>	<b>623,300</b>	<b>615,300</b>	<b>(8,000)</b>	<b>687,100</b>	<b>751,800</b>	<b>64,700</b>
<b>Net Surplus/ (Deficit)</b>	<b>54,624</b>	<b>25,000</b>	<b>39,300</b>	<b>14,300</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>

## Budget - Yountville

	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Public Transit Service Projections</b>							
Service Hours	3,777	4,400	3,900	(500)	4,400	3,900	(500)
Revenue Hours	3,323	3,700	3,329	(371)	3,700	3,329	(371)
Service Miles	12,611	18,000	10,626	(7,374)	18,000	10,626	(7,374)
Revenue Miles	10,880	13,800	8,083	(5,717)	13,800	8,083	(5,717)
Ridership	5,368	4,900	4,611	(289)	5,000	4,611	(389)
Service Costs		272,800	226,200	(29,000)	259,000	241,800	(17,200)
Fixed Cost Allocation		130,000	130,000	130,000	130,000	136,500	6,500
Total- Contracted Services		\$402,800	\$356,200	\$101,000	\$389,000	\$378,300	(\$10,700)
	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Revenues</b>							
Transportation Development Act	315,600	255,800	265,000	9,200	283,000	243,900	(39,100)
State Transit Assistance	-	75,000	-	(75,000)	75,000	75,000	-
Federal Funds- FTA	95,000	75,000	110,000	35,000	75,000	100,000	25,000
Interest	8,313	1,000	12,000	11,000	1,000	1,000	-
Charges for Service-Yountville	43,830	56,400	42,300	(14,100)	59,400	57,800	(1,600)
Miscellaneous	8,580	-	-	-	-	-	-
Economic Adjustment		100,000	-	(100,000)	100,000	100,000	-
<b>Total Revenues</b>	<b>\$471,323</b>	<b>\$563,200</b>	<b>\$429,300</b>	<b>-\$133,900</b>	<b>\$593,400</b>	<b>\$577,700</b>	<b>-\$15,700</b>
<b>OPERATIONAL EXPENSES</b>							
Accounting/Auditing Services	312	400	200	(200)	400	400	-
Purchased Transportation	322,672	360,800	360,000	(800)	389,000	378,300	(10,700)
Maintenance-Software	10,043	30,000	12,000	(18,000)	30,000	30,000	-
Maintenance-Vehicles	-	5,000	-	(5,000)	5,000	5,000	-
Insurance - Premiums	9,523	20,000	20,000	-	20,000	20,000	-
Communications/Telephone	1,392	-	-	-	-	-	-
Advertising/Marketing	-	4,000	-	(4,000)	4,000	4,000	-
Printing & Binding	1,576	-	500	500	-	-	-
Fuel	4,206	18,000	10,000	(8,000)	20,000	15,000	(5,000)
Depreciation Expense	49,683	100,000	50,000	(50,000)	100,000	100,000	-
<b>Total for: Services and Supplies</b>	<b>399,407</b>	<b>538,200</b>	<b>452,700</b>	<b>(85,500)</b>	<b>568,400</b>	<b>552,700</b>	<b>(15,700)</b>
Intrafund Transfers Out (Allocated Labor/Overhead)	13,146	25,000	25,000	-	25,000	25,000	-
<b>Total for: Other Expenses</b>	<b>13,146</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>412,553</b>	<b>563,200</b>	<b>477,700</b>	<b>(85,500)</b>	<b>593,400</b>	<b>577,700</b>	<b>(15,700)</b>
<b>SURPLUS/(DEFICIT)</b>	<b>58,770</b>	<b>-</b>	<b>(48,400)</b>	<b>(48,400)</b>	<b>-</b>	<b>-</b>	<b>-</b>
Depreciation Expense	49,683	100,000	50,000	(50,000)	100,000	100,000	-
<b>Total Expenditures</b>	<b>362,870</b>	<b>463,200</b>	<b>427,700</b>	<b>(35,500)</b>	<b>493,400</b>	<b>477,700</b>	<b>(15,700)</b>
<b>Net Surplus/ (Deficit)</b>	<b>108,453</b>	<b>100,000</b>	<b>1,600</b>	<b>(98,400)</b>	<b>100,000</b>	<b>100,000</b>	<b>-</b>



## Budget - St. Helena

	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Public Transit Service Projections</b>							
Service Hours	3,686	3,000	3,700	700	4,300	3,700	(600)
Revenue Hours	3,323	2,879	2,980	101	4,126	2,980	(1,146)
Service Miles	16,706	3,266	20,519	17,253	4,681	20,519	15,838
Revenue Miles	13,487	10,974	12,683	1,709	15,730	12,683	(3,047)
Ridership	6,072	3,867	6,719	2,852	5,542	6,719	1,177
Service Costs		255,000	214,600	(40,400)	258,000	229,400	(28,600)
Fixed Cost Allocation		196,000	130,000	(66,000)	125,000	129,500	4,500
Total- Contracted Services		\$451,000	\$344,600	(\$106,400)	\$383,000	\$358,900	(\$24,100)
	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Revenues</b>							
Transportation Development Act	315,600	346,200	265,000	(81,200)	237,400	231,200	(6,200)
State Transit Assistance	-	80,000	-	(80,000)	75,000	75,000	-
Federal Funds- FTA	95,000	80,000	110,000	30,000	121,900	100,000	(21,900)
Interest	8,821	1,000	12,000	11,000	800	800	-
Farebox	3,126	3,500	3,000	(500)	2,500	2,500	-
Charges for Services-St Helena	44,625	-	41,400	41,400	45,800	45,800	-
Economic Adjustment	-	40,000	-	(40,000)	100,000	100,000	-
<b>Total Revenues</b>	<b>\$467,172</b>	<b>\$620,700</b>	<b>\$431,400</b>	<b>-\$189,300</b>	<b>\$583,400</b>	<b>\$555,300</b>	<b>-\$28,100</b>
<b>OPERATIONAL EXPENSES</b>							
Accounting/Auditing Services	156	400	-	(400)	400	400	-
Information Technology Service	-	1,000	-	(1,000)	-	-	-
Purchased Transportation	315,156	451,000	352,600	(98,400)	383,000	358,900	(24,100)
Maintenance-Equipment	-	5,000	-	(5,000)	5,000	5,000	-
Maintenance-Software	10,043	30,000	12,000	(18,000)	30,000	30,000	-
Maintenance-Vehicles	-	10,000	-	(10,000)	-	-	-
Insurance - Premiums	9,294	15,000	12,000	(3,000)	12,000	12,000	-
Communications/Telephone	1,997	300	1,500	1,200	-	-	-
Advertising/Marketing	550	5,000	-	(5,000)	3,000	3,000	-
Printing & Binding	-	5,000	1,000	(4,000)	1,000	1,000	-
Fuel	20,887	32,000	10,000	(22,000)	24,000	20,000	(4,000)
Depreciation Expense	49,683	40,000	60,000	20,000	100,000	100,000	-
<b>Total for: Services and Supplies</b>	<b>407,766</b>	<b>595,700</b>	<b>449,100</b>	<b>(146,600)</b>	<b>558,400</b>	<b>530,300</b>	<b>(28,100)</b>
Intrafund Transfers Out (Allocated Labor/Overhead)	12,867	25,000	25,000	-	25,000	25,000	-
<b>Total for: Other Expenses</b>	<b>12,867</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>420,633</b>	<b>620,700</b>	<b>474,100</b>	<b>(146,600)</b>	<b>583,400</b>	<b>555,300</b>	<b>(28,100)</b>
<b>SURPLUS/(DEFICIT)</b>	<b>46,539</b>	<b>-</b>	<b>(42,700)</b>	<b>(42,700)</b>	<b>-</b>	<b>-</b>	<b>-</b>
Depreciation Expense	49,683	40,000	50,000	20,000	100,000	100,000	-
<b>Total Expenditures</b>	<b>370,950</b>	<b>580,700</b>	<b>424,100</b>	<b>(166,600)</b>	<b>483,400</b>	<b>455,300</b>	<b>(28,100)</b>
<b>Net Surplus/ (Deficit)</b>	<b>96,222</b>	<b>40,000</b>	<b>7,300</b>	<b>(22,700)</b>	<b>100,000</b>	<b>100,000</b>	<b>-</b>

## Budget - Calistoga

	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Public Transit Service Projections</b>							
Service Hours	5,109	5,500	5,000	(500)	5,500	5,000	(500)
Revenue Hours	4,456	4,755	4,044	(711)	4,755	4,044	(711)
Service Miles	53,172	44,863	39,704	(5,159)	44,863	39,704	(5,159)
Revenue Miles	34,121	25,129	30,624	5,495	25,129	30,624	5,495
Ridership	15,584	10,417	13,840	3,423	10,417	13,840	3,423
Service Costs		341,000	325,000	(16,000)	330,000	310,000	(20,000)
Fixed Cost Allocation		125,000	132,000	7,000	125,000	175,000	50,000
Total- Contracted Services		\$466,000	\$457,000	(\$9,000)	\$455,000	\$485,000	\$30,000
	FY24	FY 2024-25	FY 2024-25		FY 2025-26	FY 2025-26	
	Actuals	Approved Budget	Forecast	Difference	Approved Budget	Adjusted Budget	Difference
<b>Revenues</b>							
Transportation Development Act	391,000	360,300	280,000	(80,300)	352,200	362,200	10,000
State Transit Assistance	-	75,000	-	(75,000)	80,000	80,000	-
Federal Funds- FTA	111,072	80,000	117,200	37,200	80,000	100,000	20,000
Interest	10,897	1,000	12,000	11,000	1,000	1,000	-
Farebox	21,694	3,500	500	(3,000)	3,500	3,500	-
Charges for Services-Calistoga	55,000	65,000	55,000	(10,000)	70,000	70,000	-
Economic Adjustment		40,000	-	(40,000)	40,000	40,000	-
<b>Total Revenues</b>	<b>\$589,663</b>	<b>\$624,800</b>	<b>\$464,700</b>	<b>-\$160,100</b>	<b>\$626,700</b>	<b>\$656,700</b>	<b>\$30,000</b>
<b>OPERATIONAL EXPENSES</b>							
Accounting/Auditing Services	273	400	-	(400)	400	400	-
Information Technology Service	-	1,000	200	(800)	1,000	1,000	-
Purchased Transportation	436,151	466,000	457,000	(9,000)	455,000	485,000	30,000
Maintenance-Equipment	-	5,000	5,000	-	5,000	5,000	-
Maintenance-Software	10,043	-	11,000	11,000	30,000	30,000	-
Maintenance-Vehicles	-	10,000	-	(10,000)	10,000	10,000	-
Insurance - Premiums	12,883	15,000	15,000	-	15,000	15,000	-
Communications/Telephone	1,517	300	1,000	700	300	300	-
Advertising/Marketing	1,496	-	8,000	8,000	5,000	5,000	-
Printing & Binding	-	5,000	5,000	-	5,000	5,000	-
Office Supplies	-	1,000	1,000	-	1,000	1,000	-
Fuel	51,027	56,100	40,000	(16,100)	34,000	34,000	-
Depreciation Expense		40,000	-	(40,000)	40,000	40,000	-
<b>Total for: Services and Supplies</b>	<b>513,390</b>	<b>599,800</b>	<b>543,200</b>	<b>(56,600)</b>	<b>601,700</b>	<b>631,700</b>	<b>30,000</b>
Allocated Labor/Overhead	17,872	25,000	25,000	-	25,000	25,000	-
<b>Total for: Other Expenses</b>	<b>17,872</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>531,262</b>	<b>624,800</b>	<b>568,200</b>	<b>(56,600)</b>	<b>626,700</b>	<b>656,700</b>	<b>30,000</b>
<b>SURPLUS/(DEFICIT)</b>	<b>\$ 58,401</b>	<b>\$ -</b>	<b>\$ (103,500)</b>	<b>\$ (103,500)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Depreciation Expense	-	40,000	-	(40,000)	40,000	40,000	-
<b>Total Expenditures</b>	<b>531,262</b>	<b>584,800</b>	<b>568,200</b>	<b>(16,600)</b>	<b>586,700</b>	<b>616,700</b>	<b>30,000</b>
<b>Net Surplus/ (Deficit)</b>	<b>\$ 58,401</b>	<b>\$ 40,000</b>	<b>\$ (103,500)</b>	<b>\$ (143,500)</b>	<b>\$ 40,000</b>	<b>\$ 40,000</b>	<b>\$ -</b>

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

## Meeting Minutes NVTB Board of Directors

Wednesday, May 21, 2025

1:00 PM

JoAnn Busenbark Board Room

### 1. Call to Order

Chair Joseph called the meeting to order at 1:08pm.

### 2. Board Member Remote Participation

None

### 3. Roll Call

#### **Present:**

Donald Williams  
Kevin Eisenberg  
Robin McKee  
Pierre Washington  
Michelle Deasy  
Bernie Narvaez  
Liz Alessio  
Margie Mohler  
Mark Joseph  
Paul Dohring  
Amber Manfree

#### **Non-Voting:**

Devereaux Smith

#### **Absent:**

Scott Sedgley

### 4. Adoption of the Agenda

**Motion MOVED by DOHRING, SECONDED by NARVAEZ to APPROVE Item 4. Adoption of the Agenda. Motion passed unanimously.**

**Aye:** 19 - Williams, Eisenberg, McKee, Washington, Deasy, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

**Absent:** 5 - Sedgley

### 5. Public Comment

**Public comment by Carlotta Sainato, Napa County Bicycle Coalition recognizing NVTB for being a sponsor of May community events.**

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

Director Manfree reported on recent MTC activities.

Chair Joseph reported Executive Director Miller to receive WTS Lifetime Achievement Award in June.

## **7. Executive Director's Update**

Director Miller reported:

- Agency hosted Energizer station for Bike to Anywhere Day

- Public workshop held in April for SR29 improvements in American Canyon recap

- Upcoming future community events

- Staff focused on solutions for SR29 traffic congestion at Intersection of Jameson Canyon and Airport Blvd.

- Soscol Junction Improvement Project is finalist for Project of the Year, California Transportation Foundation

- Usage data report from bicycle/pedestrian counter

## **8. Caltrans' Update**

None

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

## **9. CONSENT AGENDA ITEMS**

**Motion MOVED by DOHRING, SECONDED by ALESSIO to APPROVE Item 9 Consent Agenda 9.1-9.7. Motion passed unanimously.**

**Aye:** 19 - Williams, Eisenberg, McKee, Washington, Deasy, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

**Absent:** 5 - Sedgley

### **9.1 Meeting Minutes of April 14, 2025 (Laura Sanderlin) (Pages 10-11)**

**Attachments:** [Draft Minutes](#)

### **9.2 Meeting Minutes of April 16, 2025 at 11:00am (Laura Sanderlin) (Pages 12-14)**

**Attachments:** [Draft Minutes](#)

### **9.3 Meeting Minutes of April 16, 2025 at 3:00pm (Laura Sanderlin) (Pages 15-16)**

**Attachments:** [Draft Minutes](#)

### **9.4 Purchase Order 25-P5060 with Via Transportation Inc, doing business as (dba) Remix Technologies, LLC (Rebecca Schenck) (Pages 17-36)**

**Attachments:** [Staff Report](#)

### **9.5 Napa Valley Transportation Authority (NVTA) Measure U Five-Year Project list (Addrell Coleman) (Pages 37-42)**

**Attachments:** [Staff Report](#)

- 9.6** Updates to Policies, Practices, and Procedures Manual: Transit Policy (Libby Payan) (Pages 43-90)

**Attachments:** [Staff Report](#)

- 9.7** Construction Management Services Agreement with Kleinfelder for the Redwood Park and Ride Improvement Project (Grant Bailey) (Pages 91-104)

**Attachments:** [Staff Report](#)

## **10. REGULAR AGENDA ITEMS**

- 10.1** Napa Valley Transportation Authority (NVTa) Agreement No. 25-C27 for the position of Executive Director (Laura Sanderlin) (Pages 105-117)

**Attachments:** [Staff Report](#)

**Public comment by Steve Lederer, County of Napa Public Works in support of the Board decision to extend offer of Executive Director position to Schmitz.**

**Motion MOVED by NARVAEZ, SECONDED by ALESSIO to APPROVE Item 10.1 Employment Agreement No. 25-C27 with Danielle Schmitz for services as the Agency Executive Director. Motion passed unanimously.**

**Schmitz responded to the unanimous vote by extending her appreciation to the Board, staff and Director Miller.**

**Aye:** 19 - Williams, Eisenberg, McKee, Washington, Deasy, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

**Absent:** 5 - Sedgley

- 10.2** Transportation Development Act Article 3 (TDA-3) Guidelines and Call for Projects (Patrick Band) (Pages 118-130)

**Attachments:** [Staff Report](#)

**Motion MOVED by EISENBERG, SECONDED by WILLIAMS to APPROVE Item 10.2 TDA-3 guidelines and open a Call for projects for FY2025-26 through FY2026-27. Motion passed unanimously.**

**Aye:** 19 - Williams, Eisenberg, McKee, Washington, Deasy, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

**Absent:** 5 - Sedgley

- 10.3** Napa Valley Transportation Authority (NVTa) Agreement No. 25-C04 with Stradling, Yocca, Carlson & Rauch LLP ("Stradling") for Bond Counsel, Disclosure Counsel and Tax Attorney Advisory Services (Antonio Onorato) (Pages 131-148)

**Attachments:** [Staff Report](#)

**Motion MOVED by ALESSIO, SECONDED by DOHRING to APPROVE Item 10.3. Agreement 25-C04 with Stradling, Yocca, Carlson & Rauch LLP. Motion passed unanimously.**

**Aye:** 19 - Williams, Eisenberg, McKee, Washington, Deasy, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

**Absent:** 5 - Sedgley

**10.4 Accessible Transportation Needs Assessment (ATNA) Plan Adoption (Diana Meehan) (Pages 149-152)**

**Attachments:** [Staff Report](#)

**Director Dohring inquired about the role of Mobility Manager and Director Alessio reported the potential for grant funding as a benefit of this plan.**

**Motion MOVED by ALESSIO, SECONDED by MANFREE to APPROVE Item 10.4.the Accessible Transportation Needs Assessment. Motion passed unanimously.**

**Aye:** 19 - Williams, Eisenberg, McKee, Washington, Deasy, Narvaez, Alessio, Mohler, Joseph, Dohring, and Manfree

**Absent:** 5 - Sedgley

**10.5 Vine Transit Frequency and Coverage Discussion (Rebecca Schenck) (Pages 153-167)**

**Attachments:** [Staff Report](#)

**Information only/No action taken**

**Staff presented on short term transit goals, route costs and ridership tradeoffs with proposed changes for August 2025. Board entered into discussion about potential options for increasing ridership and revenue while maximizing frequency.**

**10.6 Federal and State Legislative Update (Kate Miller) (Pages 168-189)**

**Attachments:** [Staff Report](#)

**Motion MOVED by DEASY, SECONDED by MCKEE to APPROVE Item 10.6. for staff recommendations on legislation on the Bill Matrix. Motion passed unanimously.**

**Aye:** 14 - Williams, Eisenberg, McKee, Washington, Deasy, Alessio, Mohler, Joseph, Dohring, and Manfree

**Absent:** 10 - Sedgley, and Narvaez

**11. FUTURE AGENDA ITEMS**

**None**

**12. CLOSED SESSION**

**Board entered into Closed Session at 2:51pm.**

**12.1 CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION:  
Initiation of Litigation pursuant to Government Code Section 54956.9(d)(4) (1 potential case)**

**Board returned to Open Session at 3:49pm with no reportable action.**

### **13. ADJOURNMENT**

Chair Joseph adjourned the meeting at 3:50pm.

#### **13.1 The next Regular Meeting is June 18th.**

---

Laura M. Sanderlin, NVTB Board Secretary



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Board Agenda Cover Memo

---

#### **SUBJECT**

Amendment No. 3 of Contract No. 23-C23 with GreenDot Transportation Solutions

#### **STAFF RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board authorize the Executive Director or designee to execute Amendment No. 2 with GreenDot Transportation Solutions for Phase 3 work for the Measure T/Measure U Database and a 3-year extension for operations and maintenance in an amount not to exceed \$65,800 dollars.

#### **EXECUTIVE SUMMARY**

NVRTA entered into a contract with GreenDot Transportation Solutions in July 2023 to develop a Measure T database to better track and manage Measure T projects. The contract was amended in April 2024 to launch Phase 2, adding new features aimed at making the database a more dynamic management tool.

Phase 3 will overhaul the database as NVRTA transitions from Measure T to Measure U to improve user experience and overall functionality. The majority of the cost are associated with extending the Operations and Maintenance contract with GreenDOT by three years, through the end of 2028.

#### **FISCAL IMPACT**

Is there a fiscal impact? Yes, an additional \$65,800. Measure T/Measure U NVRTA Administration revenues.





## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Addrell Coleman, Associate Planner  
Phone: (707) 259-8235 / Email: [acoleman@nvta.ca.gov](mailto:acoleman@nvta.ca.gov)  
**SUBJECT:** Amendment No. 3 of Contract No. 23-C23 with GreenDot  
Transportation Solutions

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board authorize the Executive Director, or designee to execute Amendment No. 3 with GreenDot Transportation Solutions for Phase 3 work for the Measure T/ Measure U database which will include a 3-year extension for operations and maintenance in an amount not to exceed \$65,800 dollars.

### **COMMITTEE RECOMMENDATION**

None

### **BACKGROUND**

In July 2023, NVRTA contracted with GreenDot Transportation Solutions to migrate Measure T program management to an online database tool. GreenDot has transferred all Measure T activities to the platform, and each jurisdiction, along with jurisdictional staff, is provided a unique login to access and update their projects—including status updates, cost information, photos, signage (if required), and project closeout documents.

Under Phase 2, several enhancements were implemented based on input from member jurisdictions during collaborative working sessions. These included the addition of a dynamic semi-annual reporting function that automatically updates individual records, a Presentation Report feature that allows jurisdictions to generate summaries from selected entries, and a centralized document library. Phase 2 also introduced an updated intake form, a completed project form, along with a comprehensive user manual to support day-to-day use.

Phase 3 will focus on transitioning the database from Measure T to Measure U, including updating all Measure T references throughout the database. It also introduces the integration of jurisdiction logos into forms and reports for added customization, along with dashboard enhancements and improvements to the reporting interface. As part of this update, NVTa and GreenDot hosted workshop trainings and check-in meetings with jurisdictions to help users become familiar with the new features and better understand how to navigate the database. These sessions also provided an opportunity for jurisdictions to ask questions, share feedback, and suggest changes or improvements for future updates.

Of the total contract amendment, \$36,000 out of the \$65,800 will be used to extend the Operations and Maintenance (O&M) contract with GreenDOT for an additional three years, through the end of 2028. The O&M contract ensures the database continues to run smoothly by providing ongoing technical support, troubleshooting, and user assistance for NVTa and its member jurisdictions.

### **ALTERNATIVES**

NVTa may choose not to approve Phase 3 at this time, which would limit the functionality of the database, and make elements of the database obsolete by limiting Measure U programmatic changes.

### **STRATEGIC GOALS MET BY THIS PROPOSAL**

Goal 3: Use taxpayer dollars efficiently

Phase 3 of the database builds on the current system to make it more useful and easier to manage, helping jurisdictions save time and get more value out of the existing investment. The database can also summarize sales tax measure achievements and make it easy for jurisdiction staff to share this information with members of the public.

### **ATTACHMENTS**

- 1) Amendment No. 3 of Contract 23-C23 with GreenDot Transportation Solutions



**THIRD AMENDMENT TO  
NAPA VALLEY TRANSPORTATION AUTHORITY ("NVRTA")  
AGREEMENT NO. 23-C23**

**THIS THIRD AMENDMENT TO NAPA VALLEY TRANSPORTATION AUTHORITY ("NVRTA") AGREEMENT NO. 23-C23** herein after referred to as "Amendment" is made and entered into as of the \_\_\_\_\_, 2025, between the NAPA VALLEY TRANSPORTATION AUTHORITY (hereinafter referred to as "NVRTA"), and Green DOT Transportation Solutions, whose mailing address is 627 Broadway, Suite 220, Chico, CA 95928, hereinafter referred to as "CONTRACTOR";

**RECITALS**

**WHEREAS**, in July 2023 NVRTA entered into Agreement No. 23-C23 with CONTRACTOR to obtain specialized services to assist with the coordination of a transportation ballot measure and survey services in preparation of the forthcoming November 2024 election;

**WHEREAS**, in April 2024 NVRTA issued the First Amendment extending the term and Scope of Services to include a data expansion program;

**WHEREAS**, in December 2024 NVRTA issued the Second Amendment to extend the term of the Agreement by one (1) year for CONTRACTOR to fulfill and complete the Scope of Services as required;

**WHEREAS**, the NVRTA wishes to obtain additional services by developing and integrating a Measure U data platform to the existing Measure T framework as described in EXHIBIT A-3;

**WHEREAS**, NVRTA seeks to extend the term of the Agreement through December 2028, allowing the CONTRACTOR to provide maintenance and support services of the data platform, and to ensure sufficient time for completion of the project; and

**WHEREAS**, the CONTRACTOR is able to perform the services for NVRTA in the amount of \$65,800 (EXHIBIT B-3); and

**TERMS**

**NOW, THEREFORE**, the NVRTA and CONTRACTOR agree to amend the Agreement as follows:

1. Section 1(a), Term of the Agreement, is amended to extend the term of the Agreement through **December 31, 2028**.

2. Section 2, Scope of Services, is amended to include additional services as described in EXHIBIT A-3 attached hereto. The Scope of Services in EXHIBIT A, A-1, and A-2 to the Agreement remain unchanged.
3. Section 3, Compensation, the maximum payment amount under the Agreement, together with the Third Amendment, shall be a **total of \$233,576** for professional services and expenses, provided however, that such amounts shall be based upon services actually rendered. The compensation rates described EXHIBIT B, B-1, and B-2 of the Agreement remain unchanged.

Except as set forth above, the terms and conditions of the Agreement shall remain in full force and effect as previously approved.

**IN WITNESS WHEREOF**, this Third Amendment was executed by the parties hereto as of the date first above written.

“NVT A”

“CONTRACTOR”

GREEN DOT Transportation Solutions

By \_\_\_\_\_  
KATE MILLER, Executive Director

By \_\_\_\_\_  
JEFF SCHWEIN, AICP CTP, President

Attest:

By \_\_\_\_\_  
LAURA SANDERLIN, Board Secretary

Approved as to Form:

By \_\_\_\_\_  
NVT A General Counsel

## **EXHIBIT A-3**

### **SCOPE OF WORK**

#### **I. GENERAL**

Upon completion of Phases 1 and 2 of the program management and database development, Phase 3 will focus on transitioning and integrating Measure U into the existing Measure T framework, while also enhancing the program management interface and database functionality. This phase will introduce the integration of jurisdiction logos into forms and reports for added customization, as well as improvements to the dashboard and reporting interface.

As part of this update and integration, NVTA and the CONTRACTOR will conduct workshop training sessions and check-in meetings with jurisdictional users ("Users") to familiarize them with the new features and improve their ability to navigate the database.

To ensure a smooth transition and successful integration of the program, NVTA also seeks continued maintenance and support services from the CONTRACTOR through December 2028.

#### **II. SCOPE OF WORK**

CONTRACTOR shall provide, but not as to limit to, the following support and service tasks additions/changes/deletions for this project:

##### **Task 1 Measure U Fund Transition**

- Update label, and tax measure field which should be changed to "Measure U".
- Update areas where "Measure T" is shown to display user-defined title.

##### **Task 2 Generalize Nomenclature**

- "Measure T Dashboard" can be "Tax Measure Dashboard", page title and navigation text.
- Change wording on dashboard's "Documents" section.
- Report page, change "Measure T Report" title to "Tax Measure Report".
- Change nomenclature on Project Cover Sheet and Completed Project form.
- Change nomenclature on report print and export titles.

- Change nomenclature on presentation report where it needs to be generic.
- Change wording on emails sent.

### **Task 3 Logos**

- Replace logo on Project Cover Sheet, Completed Project Form, and Presentation Report with a Measure U logo.
- On the Report Dashboard, make the Tax Measure icon a Measure U icon.
- The design of the Presentation Report has the Measure T logo in the background. Change the background logo to Measure U logo.

### **Task 4 Funds**

- Allow Users to select funds from global options or manage their own funds, without seeing funds created by other jurisdictions. This will greatly reduce the number of funds shown on “Tax Measure Projects”.
  - Currently the usability concern is that the User sees every fund. Users only need to see the funds that pertain to their jurisdiction: funds that the Organizational Admin (NVTA) or Super Admin makes available to them or creates. Organizational Admin would also be able to create funds, but it would only apply to the Users related to the Organization and/or jurisdiction.
- Organization to Fund join table.
- For Organization administrative screen, admin selects funds for organizations to use (i.e. Measure U).
- Change "Measure T" fund to "Measure U".

### **Task 5 Report Filtering**

- Improve reporting filtering to not have the preliminary filter options prior to accessing a given report. Add the necessary filtering to each report.
- Cookie to carry over organization and User filters to other reports.
  - This is so that the User options would be pre-selected the next time the User refreshed the page or went out and back into the report.

## **Task 6 Click Row Behavior**

- Allow opening records when row is “clicked”. Apply to all sections on “Projects and Tax Measures”.

## **Task 7 Acknowledgement of Signage**

- Create a checkbox for NVT A to acknowledge that there is NOT a photo of Tax Measure signage.
  - NVT A, then, would remove the requirement and not show the message that signage is required, if NVT A checks this on the project. It gives N V T A control whether, or not, the information is required.

## **Task 8 Project Intake Form**

- Add new fields to the Project Intake form.

## **Task 9 Document / Report Library**

- For Tax Measure projects, when uploading documents, choose the "Related Report Date" (if there are past submitted reports), or "Current Measure Report".
- Add option: "Not Associated with a Report"
- On "Edit" select date. Need to create a popup for the drag and drop feature.
- Add report categories (e.g. Equivalent Funds list, 5-Year Project Lists, etc.) to project specific page Document Library

## **Task 10 Equivalent Funds**

- When submitting a Semi-Annual Report, need to have a popup dialog which asks for Equivalent Funds records if "Equivalent Funds Eligible?" is checked on the Intake form
- "Did you have any equivalent fund projects during this reporting period?"
- If yes, they'd add projects with required fields. If no, they'd click "No Equivalent Funds"

## **Task 11 Remove Non-Measure U Project**

- Update permissions module to not show "+ New" for “New Project”.

### **Task 12 Development QA / Project Management**

- Conduct thorough testing, quality assurance, and oversight to ensure seamless deployment.

**Other** Provide continued project database maintenance and support services through December 31, 2028.

### **III. PROJECT TIMELINE - Development & Integration of Project Database**

- **June 2025** - Upon approval and receipt of Notice to Proceed, commence with developing and integrating of new Measure partitions.
- **September 2025** – Completion of Project

*CONTRACTOR must obtain NVTA's prior approval for additional service performance and their associated cost(s) not listed in the scope of work.*



## EXHIBIT B-3

### COST SHEET / FEE SCHEDULE

DESCRIPTION	COST
Database and Development ( <i>One Time Fee</i> )	
• Database Logic and Project Management	\$11,500
• Database Programming	<u>\$38,000</u>
Subtotal (1)	\$50,000
Annual Maintenance Fee	
• Base Project Program – 30+ Projects	\$ 9,800
• Invoicing Module	\$ 1,200
• Quarterly Report Wizard	<u>\$ 1,200</u>
Subtotal (2)	\$12,200
Agency Specific Graphics/URL	<u>Subtotal (3)</u>
	\$ 1,200
Total Agreement Amount	<u>\$63,400</u>
Amendment No. 1 - Data Platform Expansion	\$104,376
Amendment No. 2 - Term Extension Only	\$ - 0 -
<b>Amendment No. 3 - Transition &amp; Integration of Database from Measure T to Measure U</b>	<b>\$ 29,800</b>
<b>- 3-Year Program Maintenance and Support Svcs</b>	<b>\$ 36,000</b>
(see detailed costs attached)	
<b>NEW - TOTAL AGREEMENT AMOUNT</b>	<b><u>\$233,576</u></b>

***The total amount to be paid to the CONTRACTOR for the scope of work defined in EXHIBIT A, A-1, A-2 and EXHIBIT A-3 of the Agreement shall not exceed the total amount of \$233,576.***

*Maximum payments under this Agreement shall not be construed as guaranteed sums.*

*Subject to Agreement, CONTRACTOR shall periodically invoice NVTa based on progress towards completion of each task/deliverables listed.*

*CONTRACTOR shall be paid for actual services rendered.*

*CONTRACTOR must obtain NVTa's approval prior to performance for any additional services or task performance and their associated costs not listed in the scope of work.*

Transition & Integration of Database  
from Measure T to Measure U

TASK HOURS	GREEN DOT	Site Hatchery	Task Total
	Average \$205.00	Average \$150.00	
1.0 Measure U Fund			
	2	18	
Total	2	18	20
	\$410	\$2,700	\$3,110
2.0 Generalize Nomenclature			
	2	10	
Total	2	10	12
	\$410	\$1,500	\$1,910
3.0 Logos			
	2	10	
Total	2	10	12
	\$410	\$1,500	\$1,910
4.0 Funds			
	2	16	
Total	2	16	18
	\$410	\$2,400	\$2,810
5.0 Report Filtering			
	2	12	
Total	2	12	14
	\$410	\$1,800	\$2,210
6.0 Click Row Behavior			
	3	7	
Total	2	7	9
	\$410	\$1,050	\$1,460
7.0 Acknowledgement of Signage			
	2	5	
Total	2	5	7
	\$410	\$675	\$1,085
8.0 Project Intake Form			
	2	10	
Total	2	10	12
	\$410	\$1,500	\$1,910
9.0 Document / Report Library			
	2	20	
Total	2	20	22
	\$410	\$3,000	\$3,410
10.0 Equivalent Funds			
	2	25	
Total	2	25	27
	\$410	\$3,750	\$4,160
11.0 Remove Non-Measure U Project			
	2	12	
Total	2	12	14
	\$410	\$1,800	\$2,210
12.0 Development QA/Project Management			
	3	20	
Total	3	20	23
	\$615	\$3,000	\$3,615
Total Hours	25	165	190
Total Cost	\$5,125	\$24,675	29,800

June 5, 2025

Napa Valley Transportation Authority  
625 Burnell Street  
Napa, CA 94559

Re: **Letter Proposal – O&M Extension**

Addrell,

Green DOT is proposing to extend the current database maintenance contract for the **DOT Dashboard Maintenance for an additional 3 years (through December 31, 2028) for \$12,000 per year (\$36,000 total).**

We look forward to the opportunity to continue supporting NVTa's transportation initiatives and to further enhance the Measure U program.

If you have any questions or require additional information, please feel free to contact me at (530) 781-2499 or [jeff@greendottransportation.com](mailto:jeff@greendottransportation.com). Thank you for your consideration, and we look forward to partnering with you on this important project.

Sincerely,

A handwritten signature in cursive script that reads "Jeff Schwein".

Jeff Schwein, AICP CTP  
President/CEO  
Green DOT Transportation Solutions



## NAPA VALLEY TRANSPORTATION AUTHORITY **COVER MEMO**

---

### **SUBJECT**

Annual Approval of Chair and Vice Chair Terms

### **STAFF RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board approve Chair Mark Joseph and Vice Chair Paul Dohring to serve the second year of their two-year term.

### **EXECUTIVE SUMMARY**

NVRTA bylaws require an annual vote of approval from the Board for the Chair and Vice Chair to serve the second of their two-year term. The two-year term for Chair Joseph began in July 2024 and Vice Chair Dohring began in December 2024. Board approval would allow the Chair and Vice Chair to continue serving through June 2026.

### **FISCAL IMPACT**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Laura Sanderlin, Board Secretary  
(707) 259-8633 / Email: [lsanderlin@nvta.ca.gov](mailto:lsanderlin@nvta.ca.gov)  
**SUBJECT:** Annual Approval of Chair and Vice Chair Terms

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board approve Chair Mark Joseph and Vice Chair Paul Dohring to serve the second year of their two-year term.

### **COMMITTEE RECOMMENDATION**

None

### **BACKGROUND**

NVRTA bylaws require an election of Chair and Vice Chair at an annual meeting. The Chair and Vice Chair hold office for two years or until their successors have been appointed. The policy requires an annual vote of approval and terms are consistent with the agency's fiscal year which begins on July 1 and ends on June 30.

The two-year term for Chair Joseph began in July 2024 and Vice Chair Dohring began in December 2024. Board approval would allow Chair Joseph and Vice Chair Dohring to continue serving through June 2026.

### **ALTERNATIVES**

The Board could decide not to approve the appointments to complete the second of their two-year term which would leave the positions vacant until a new Chair and Vice Chair are appointed.

### **ATTACHMENT(S)**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

---

### **SUBJECT**

Fiscal Year 2025-26 Salary Ranges for Napa Valley Transportation Authority (NVRTA) Job Classifications

### **STAFF RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board approve Resolution No. 25-06 (Attachment 1) adopting the FY 2025-26 Salary Ranges for NVRTA Job Classifications.

### **EXECUTIVE SUMMARY**

At the February 19, 2014, meeting, the Board approved a revision to Section 2.10 Performance Evaluation of the NVRTA Policies, Practices, and Procedures Personnel Policies which established that pay grades will be adjusted annually and indexed to the average of County of Napa, Sonoma County Transportation Authority, and Solano Transportation Authority increases for a given year or Bay Area Consumer Price Index (CPI), whichever is greater. For year ending 2024, the average increase for the County of Napa (4%), Sonoma County Transportation Authority (0%) and Solano Transportation Authority (3%) equaled 2.3%. The Bay Area CPI was 2.4%. Board approval would update the salary ranges in each job classification for the upcoming fiscal year.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No, not for this action. Only the salary schedule will be adjusted, not employee salaries. Individual employee salary increases are based on employee performance.



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Laura Sanderlin, Assistant Manager of Human Resources  
(707) 259-8633/ Email: [lsanderlin@nvta.ca.gov](mailto:lsanderlin@nvta.ca.gov)  
**SUBJECT:** Fiscal Year 2025-26 Salary Ranges for Napa Valley Transportation Authority (NVTA) Job Classifications

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 25-06 (Attachment 1) approving the Fiscal Year (FY) 2025-26 Salary Ranges for NVTA Job Classifications.

### **COMMITTEE RECOMMENDATION**

None

### **BACKGROUND**

In accordance with Section 2.10 Performance Evaluation of the NVTA Policies, Practices, and Procedures Personnel Policies, pay grades will be adjusted annually and indexed to the average of County of Napa, Sonoma County Transportation Authority, and Solano Transportation Authority increases for a given year or Bay Area Consumer Price Index (CPI) whichever is greater.

For FY 2023-24, the Board approved Resolution 23-19 adopted salary ranges based on the Bay Area CPI.

For FY 2024-25, the Board approved Resolution 24-09 adopted salary ranges based on a comprehensive compensation study conducted by an outside firm in lieu of applying adjustments indexed to other agencies or Bay Area CPI.

For FY 2025-26, the proposed salary ranges in Resolution 25-06 (Attachment 1) are based on the 2024 Bay Area CPI. The average increase for the County of Napa (4%),

---

Sonoma County Transportation Authority (0%) and Solano Transportation Authority (3%) equaled 2.3% whereas the CPI was 2.4%.

### **ALTERNATIVES**

The Board could decide not to approve the annual proposed salary ranges and the current ranges would remain in place. However, this could result in some employees working “out of class” as their performance increases would place their salaries outside the current ranges.

### **STRATEGIC GOALS MET BY THIS PROPOSAL**

Not applicable.

### **ATTACHMENTS**

- (1) Resolution 25-05 FY 2025-26 Proposed Salary Ranges
- (2) Resolution 24-09 FY 2024-25 Salary Ranges



**RESOLUTION No 25-06**

**A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTa)  
APPROVING FISCAL YEAR (FY) 2025-26 SALARY RANGES FOR  
NVTa JOB CLASSIFICATIONS**

**WHEREAS**, the NVTa policy establishes and maintains a general compensation and classification structure for NVTa employees that is externally competitive and internally aligned; and

**WHEREAS**, the compensation plan, including salary ranges, are reviewed and updated regularly based on marketplace survey data, internal relationships, and NVTa financial constraints; and

**WHEREAS**, on October 19, 2011, the Board approved Resolution No. 11-25 establishing compensation ranges for NVTa job classifications; and

**WHEREAS**, on February 19, 2014, the Board revised Section 2.10 Performance Evaluation of the NVTa Policies, Practices, and Procedures Personnel policies which established that pay grade ranges will be adjusted annually and indexed to the average of County of Napa, Sonoma County Transportation Authority, and Solano Transportation Authority increases for a given year or Bay Area Consumer Price Index (CPI) for all labor within Napa County, whichever is greater; and

**WHEREAS**, on May 22, 2024 the Board approved Resolution No. 24-09 establishing compensation ranges for NVTa job classifications for FY2024-25; and

**WHEREAS**, the average increase in the 2024 indexes for the County of Napa (4%), Sonoma County Transportation Authority (0%) and Solano Transportation Authority (3%) equals 2.3%, and the Bay Area CPI Index ending December 2024 was 2.4%.

**WHEREAS**, updating the FY2025-26 Job Classification & Salary Schedule adjust the benchmarks to current averages per NVTa Personnel Policies.

///

///

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Napa Valley Transportation Authority that the FY 2025-26 Salary Schedule for NVTA Job Classifications in Exhibit A, which reflects a 2.4% increase to the minimum and maximum ranges based on the Bay Area CPI Index ending December 2024.

**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 June 18, 2025 and by the following vote:

\_\_\_\_\_  
Mark Joseph, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

\_\_\_\_\_  
Laura Sanderlin, NVTA Board Secretary

APPROVED:

\_\_\_\_\_  
Osman Mufti, NVTA Legal Counsel

Exhibit "A"  
FY2025-26 Job Classifications & Salary Schedule

NVTA							
Department	Classification Level	Classification Title	FLSA/Range	Current Monthly Min	Proposed Monthly Min	Current Monthly Max	Proposed Monthly Max
<b>Executive Leadership</b>	Executive	Executive Director	E53-E60	\$15,685.00	\$16,061.44	\$25,169.00	\$25,773.06
		Deputy Executive Director	E52	\$15,302	\$15,669	\$20,658	\$21,154
<b>Administration, Finance &amp; Policy</b>							
<b>Finance</b>	Director	Director - Administration, Finance & Policy	E44	\$12,559	\$12,860	\$16,955	\$17,362
	Manager	Finance Manager	E38	\$10,830	\$11,090	\$14,620	\$14,971
	Assistant Manager	Assistant Finance Manager	E32	\$9,338	\$9,562	\$12,607	\$12,910
	Senior Administrator	Senior Accountant	E26	\$8,052	\$8,245	\$10,871	\$11,132
<b>Administrative</b>	Associate Administrator	Associate Accountant/Procurement & Contracts	NE22	\$7,295	\$7,470	\$9,848	\$10,084
	Assistant Administrator	Accounting Assistant/Technician	NE14	\$5,987	\$6,131	\$8,083	\$8,277
	Manager	Administration, Human Resources Manager & Board	E38	\$10,830	\$11,090	\$14,620	\$14,971
	Assistant Manager	Principal Administrator	E32	\$9,338	\$9,562	\$12,607	\$12,910
	Senior Administrator	Office Manager/Senior Administrator	E26	\$8,052	\$8,245	\$10,871	\$11,132
	Associate Administrator	Office Coordinator/Administrative Technician	NE16	\$6,291	\$6,442	\$8,492	\$8,696
	Assistant Administrator	Office Assistant	NE11	\$5,560	\$5,693	\$7,506	\$7,686
<b>Capital Development &amp; Planning</b>							
<b>Planning</b>	Director	Director - Capital Development & Planning	E44	\$12,559	\$12,860	\$16,955	\$17,362
	Manager	Planning Manager	E38	\$10,830	\$11,090	\$14,620	\$14,971
	Assistant Manager	Principal Program Planner	E32	\$9,338	\$9,562	\$12,607	\$12,910
	Senior Administrator	Senior Program Planner	E26	\$8,052	\$8,245	\$10,871	\$11,132
	Associate Administrator	Associate Program Planner	NE22	\$7,295	\$7,470	\$9,848	\$10,084
	Assistant Administrator	Assistant Program Planner	NE16	\$6,291	\$6,442	\$8,492	\$8,696
<b>Transit</b>	Director	Director - Public Transit	E44	\$12,559	\$12,860	\$16,955	\$17,362
	Manager	Transit Manager	E38	\$10,830	\$11,090	\$14,620	\$14,971
	Assistant Manager	Principal Transit Planner	E32	\$9,338	\$9,562	\$12,607	\$12,910
	Senior Administrator	Senior Transit Planner	E26	\$8,052	\$8,245	\$10,871	\$11,132
	Associate Administrator	Associate Transit Planner	NE22	\$7,295	\$7,470	\$9,848	\$10,084
	Assistant Administrator	Transit Coordinator/Assistant	NE16	\$6,291	\$6,442	\$8,492	\$8,696
<b>Communications</b>	Manager	Government & Community Affairs Manager	E38	\$10,830	\$11,090	\$14,620	\$14,971
	Assistant Manager	Communications Manager	E32	\$9,338	\$9,562	\$12,607	\$12,910
	Senior Administrator	Communications & Outreach Coordinator	E26	\$8,052	\$8,245	\$10,871	\$11,132
	Associate Administrator	Marketing Administrator	NE16	\$6,291	\$6,442	\$8,492	\$8,696
	Assistant Administrator	Outreach Coordinator	NE11	\$5,560	\$5,693	\$7,506	\$7,686
<b>Engineering</b>							
	Director	Director - Engineering	E47	\$13,525	\$13,850	\$18,258	\$18,696
	Manager	Engineering Manager	E43	\$12,253	\$12,547	\$16,541	\$16,938
	Assistant Manager	Principal Engineer	E37	\$10,566	\$10,820	\$14,263	\$14,605
	Senior Administrator	Senior Engineer	E31	\$9,111	\$9,330	\$12,299	\$12,594
	Associate Administrator	Associate Engineer	NE27	\$8,254	\$8,452	\$11,143	\$11,410
	Assistant Administrator	Engineer Aide/Assistant	NE16	\$6,291	\$6,442	\$8,492	\$8,696

Salary Range	Annual		Monthly		Biweekly	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
1	\$ 53,371.90	\$ 72,051.71	\$ 4,447.23	\$ 6,004.74	\$ 2,052.77	\$ 2,771.24
2	\$ 54,706.18	\$ 73,853.95	\$ 4,558.85	\$ 6,154.24	\$ 2,104.08	\$ 2,840.51
3	\$ 56,074.24	\$ 75,700.22	\$ 4,672.51	\$ 6,307.84	\$ 2,156.69	\$ 2,911.53
4	\$ 57,476.10	\$ 77,592.58	\$ 4,789.25	\$ 6,465.54	\$ 2,210.61	\$ 2,984.31
5	\$ 58,912.77	\$ 79,532.03	\$ 4,909.06	\$ 6,627.33	\$ 2,265.88	\$ 3,058.92
6	\$ 60,385.28	\$ 81,520.64	\$ 5,031.94	\$ 6,793.22	\$ 2,322.51	\$ 3,135.40
7	\$ 61,894.66	\$ 83,558.40	\$ 5,157.89	\$ 6,963.20	\$ 2,380.58	\$ 3,213.78
8	\$ 63,442.94	\$ 85,647.36	\$ 5,286.91	\$ 7,137.28	\$ 2,440.10	\$ 3,294.13
9	\$ 65,028.10	\$ 87,788.54	\$ 5,419.01	\$ 7,315.46	\$ 2,501.10	\$ 3,376.49
10	\$ 66,654.21	\$ 89,982.98	\$ 5,554.18	\$ 7,498.75	\$ 2,563.62	\$ 3,460.89
11	\$ 68,320.26	\$ 92,232.70	\$ 5,693.44	\$ 7,686.14	\$ 2,627.72	\$ 3,547.41
12	\$ 70,028.29	\$ 94,538.75	\$ 5,835.78	\$ 7,878.66	\$ 2,693.41	\$ 3,636.10
13	\$ 71,779.33	\$ 96,902.14	\$ 5,981.18	\$ 8,075.26	\$ 2,760.74	\$ 3,727.00
14	\$ 73,573.38	\$ 99,324.93	\$ 6,130.69	\$ 8,276.99	\$ 2,829.76	\$ 3,820.18
15	\$ 75,413.50	\$ 101,808.13	\$ 6,284.29	\$ 8,483.84	\$ 2,900.51	\$ 3,915.68
16	\$ 77,298.69	\$ 104,352.77	\$ 6,441.98	\$ 8,695.81	\$ 2,973.02	\$ 4,013.58
17	\$ 79,230.98	\$ 106,961.92	\$ 6,602.75	\$ 8,913.92	\$ 3,047.34	\$ 4,113.92
18	\$ 81,211.39	\$ 109,635.58	\$ 6,767.62	\$ 9,136.13	\$ 3,123.53	\$ 4,216.76
19	\$ 83,241.98	\$ 112,376.83	\$ 6,936.58	\$ 9,364.48	\$ 3,201.62	\$ 4,322.18
20	\$ 85,322.75	\$ 115,186.69	\$ 7,110.66	\$ 9,598.98	\$ 3,281.65	\$ 4,430.23
21	\$ 87,455.74	\$ 118,066.18	\$ 7,287.81	\$ 9,838.59	\$ 3,363.70	\$ 4,540.99
22	\$ 89,643.01	\$ 121,017.34	\$ 7,470.08	\$ 10,084.35	\$ 3,447.79	\$ 4,654.52
23	\$ 91,883.52	\$ 124,043.26	\$ 7,657.47	\$ 10,337.28	\$ 3,533.99	\$ 4,770.88
24	\$ 94,180.35	\$ 127,143.94	\$ 7,847.94	\$ 10,595.33	\$ 3,622.34	\$ 4,890.15
25	\$ 96,535.55	\$ 130,322.43	\$ 8,044.54	\$ 10,860.54	\$ 3,712.89	\$ 5,012.41
26	\$ 98,949.12	\$ 133,580.80	\$ 8,245.25	\$ 11,131.90	\$ 3,805.72	\$ 5,137.72
27	\$ 101,422.08	\$ 136,920.06	\$ 8,452.10	\$ 11,410.43	\$ 3,900.86	\$ 5,266.16
28	\$ 103,957.50	\$ 140,343.30	\$ 8,663.04	\$ 11,695.10	\$ 3,998.38	\$ 5,397.81
29	\$ 106,556.42	\$ 143,851.52	\$ 8,880.13	\$ 11,987.97	\$ 4,098.34	\$ 5,532.76
30	\$ 109,220.86	\$ 147,447.81	\$ 9,101.31	\$ 12,286.98	\$ 4,200.80	\$ 5,671.08

Salary Range	Annual		Monthly		Biweekly	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
31	\$ 111,950.85	\$ 151,134.21	\$ 9,329.66	\$ 12,594.18	\$ 4,305.82	\$ 5,812.86
32	\$ 114,750.46	\$ 154,912.77	\$ 9,562.11	\$ 12,909.57	\$ 4,413.46	\$ 5,958.17
33	\$ 117,618.69	\$ 158,785.54	\$ 9,801.73	\$ 13,232.13	\$ 4,523.80	\$ 6,107.14
34	\$ 120,559.62	\$ 162,754.56	\$ 10,046.46	\$ 13,562.88	\$ 4,636.90	\$ 6,259.81
35	\$ 123,573.25	\$ 166,823.94	\$ 10,297.34	\$ 13,901.82	\$ 4,752.81	\$ 6,416.30
36	\$ 126,662.66	\$ 170,994.69	\$ 10,555.39	\$ 14,249.98	\$ 4,871.64	\$ 6,576.71
37	\$ 129,828.86	\$ 175,269.89	\$ 10,819.58	\$ 14,605.31	\$ 4,993.43	\$ 6,741.14
38	\$ 133,074.94	\$ 179,651.58	\$ 11,089.92	\$ 14,970.88	\$ 5,118.27	\$ 6,909.66
39	\$ 136,401.92	\$ 184,142.85	\$ 11,366.40	\$ 15,345.66	\$ 5,246.22	\$ 7,082.40
40	\$ 139,811.84	\$ 188,745.73	\$ 11,651.07	\$ 15,728.64	\$ 5,377.38	\$ 7,259.46
41	\$ 143,306.75	\$ 193,464.32	\$ 11,941.89	\$ 16,121.86	\$ 5,511.81	\$ 7,440.95
42	\$ 146,889.73	\$ 198,301.70	\$ 12,240.90	\$ 16,525.31	\$ 5,649.60	\$ 7,626.97
43	\$ 150,561.79	\$ 203,258.88	\$ 12,547.07	\$ 16,937.98	\$ 5,790.84	\$ 7,817.65
44	\$ 154,326.02	\$ 208,339.97	\$ 12,860.42	\$ 17,361.92	\$ 5,935.62	\$ 8,013.09
45	\$ 158,184.45	\$ 213,549.06	\$ 13,181.95	\$ 17,796.10	\$ 6,084.01	\$ 8,213.41
46	\$ 162,139.14	\$ 218,887.17	\$ 13,511.68	\$ 18,240.51	\$ 6,236.11	\$ 8,418.74
47	\$ 166,192.13	\$ 224,359.42	\$ 13,849.60	\$ 18,696.19	\$ 6,392.01	\$ 8,629.22
48	\$ 170,347.52	\$ 229,968.90	\$ 14,195.71	\$ 19,164.16	\$ 6,551.81	\$ 8,844.94
49	\$ 174,605.31	\$ 235,717.63	\$ 14,550.02	\$ 19,643.39	\$ 6,715.61	\$ 9,066.07
50	\$ 178,970.62	\$ 241,610.75	\$ 14,914.56	\$ 20,133.89	\$ 6,883.50	\$ 9,292.72
51	\$ 183,445.50	\$ 247,651.33	\$ 15,287.30	\$ 20,637.70	\$ 7,055.59	\$ 9,525.04
52	\$ 188,030.98	\$ 253,842.43	\$ 15,669.25	\$ 21,153.79	\$ 7,231.98	\$ 9,763.16
53	\$ 192,732.16	\$ 260,188.16	\$ 16,061.44	\$ 21,682.18	\$ 7,412.78	\$ 10,007.24
54	\$ 197,550.08	\$ 266,692.61	\$ 16,462.85	\$ 22,224.90	\$ 7,598.09	\$ 10,257.43
55	\$ 202,488.83	\$ 273,360.90	\$ 16,874.50	\$ 22,779.90	\$ 7,788.04	\$ 10,513.86
56	\$ 207,551.49	\$ 280,194.05	\$ 17,296.38	\$ 23,349.25	\$ 7,982.75	\$ 10,776.71
57	\$ 212,740.10	\$ 287,199.23	\$ 17,728.51	\$ 23,932.93	\$ 8,182.31	\$ 11,046.12
58	\$ 218,058.75	\$ 294,379.52	\$ 18,171.90	\$ 24,531.97	\$ 8,386.88	\$ 11,322.28
59	\$ 223,510.53	\$ 301,739.01	\$ 18,625.54	\$ 25,145.34	\$ 8,596.54	\$ 11,605.34
60	\$ 229,097.47	\$ 309,281.79	\$ 19,091.46	\$ 25,773.06	\$ 8,811.46	\$ 11,895.47



## RESOLUTION No 24-09

### A RESOLUTION OF THE NAPA VALLEY TRANSPORTATION AUTHORITY (NVRTA) APPROVING FISCAL YEAR (FY) 2024-25 SALARY RANGES FOR NVRTA JOB CLASSIFICATIONS

**WHEREAS**, the NVRTA policy establishes and maintains a general compensation and classification structure for NVRTA employees that is externally competitive and internally aligned; and

**WHEREAS**, the compensation plan, including salary ranges, are reviewed and updated regularly based on marketplace survey data, internal relationships, and NVRTA financial constraints; and

**WHEREAS**, on October 19, 2011, the Board approved Resolution No. 11-25 establishing compensation ranges for NVRTA job classifications; and

**WHEREAS**, on February 19, 2014, the Board revised Section 2.10 Performance Evaluation of the NVRTA Policies, Practices, and Procedures Personnel policies which established that pay grade ranges will be adjusted annually and indexed to the average of County of Napa, Sonoma County Transportation Authority, and Solano Transportation Authority increases for a given year or Bay Area Consumer Price Index (CPI) for all labor within Napa County, whichever is greater; and

**WHEREAS**, on June 21, 2023 the Board approved Resolution No. 23-19 establishing compensation ranges for NVRTA job classifications for FY2023-24; and

**WHEREAS**, compensation studies completed in 2023 and 2024 were conducted using the comparator agencies: Alameda County, City of San Rafael, City/County of Governments of San Mateo, Contra Costa Transportation Authority, Marin County Transportation Authority, San Francisco County Transportation Authority, Solano Transportation Authority, Sonoma County Transportation Authority, County of Napa and Sonoma-Marin Area Rail Transit; and

**WHEREAS**, the data findings reflected opportunity to improve competitiveness within the labor market and report of a recommended salary schedule was provided; and

**WHEREAS**, the final report was utilized in the development of the proposed job classifications and salary ranges for FY 2024-25;

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Napa Valley Transportation Authority that the FY 2024-25 Salary Ranges for NVTA Job Classifications in Exhibit A.

**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 May 22, 2024 and by the following vote:

  
Liz Alessio, NVTA Chair

Ayes:

Garcia, Joseph, Williams,  
Eisenberg, Alessio, Sedgley,  
Gregory, Dohring, Chateau,  
Mohler, McKee-Cant

Nays:

none

Absent:

Pedroza

ATTEST:

  
Laura Sanderlin, NVTA Board Secretary

APPROVED:

  
Osman Mufti, NVTA Legal Counsel



**Exhibit "A"**  
**FY2024-25 Job Classifications &**  
**Salary Schedule**

NVTA					
Department	Classification Level	Classification Title	FLSA/Range	Monthly Min	Monthly Max
Executive Leadership	Executive	Executive Director	E	Separate	Contract
		Deputy Executive Director	E52	\$15,302	\$20,658
Administration, Finance & Policy					
Finance	Director	Director - Administration, Finance & Policy	E44	\$12,559	\$16,955
	Manager	Finance Manager	E38	\$10,830	\$14,620
	Assistant Manager	Assistant Finance Manager	E32	\$9,338	\$12,607
	Senior Administrator	Senior Accountant	E26	\$8,052	\$10,871
	Associate Administrator	Associate Accountant/Procurement & Contracts	NE22	\$7,295	\$9,848
	Assistant Administrator	Accounting Assistant/Technician	NE14	\$5,987	\$8,083
Administrative	Manager	Administration, Human Resources Manager & Board Secretary	E38	\$10,830	\$14,620
	Assistant Manager	Principal Administrator	E32	\$9,338	\$12,607
	Senior Administrator	Office Manager/Senior Administrator	E26	\$8,052	\$10,871
	Associate Administrator	Office Coordinator/Administrative Technican	NE16	\$6,291	\$8,492
	Assistant Administrator	Office Assistant	NE11	\$5,560	\$7,506
Capital Development & Planning					
Planning	Director	Director - Capital Development & Planning	E44	\$12,559	\$16,955
	Manager	Planning Manager	E38	\$10,830	\$14,620
	Assistant Manager	Principal Program Planner	E32	\$9,338	\$12,607
	Senior Administrator	Senior Program Planner	E26	\$8,052	\$10,871
	Associate Administrator	Associate Program Planner	NE22	\$7,295	\$9,848
	Assistant Administrator	Assistant Program Planner	NE16	\$6,291	\$8,492
Transit	Director	Director - Public Transit	E44	\$12,559	\$16,955
	Manager	Transit Manager	E38	\$10,830	\$14,620
	Assistant Manager	Principal Transit Planner	E32	\$9,338	\$12,607
	Senior Administrator	Senior Transit Planner	E26	\$8,052	\$10,871
	Associate Administrator	Associate Transit Planner	NE22	\$7,295	\$9,848
	Assistant Administrator	Transit Coordinator/Assistant	NE16	\$6,291	\$8,492
Communications	Manager	Government & Community Affairs Manager (PIO/Legislative)	E38	\$10,830	\$14,620
	Assistant Manager	Communications Manager	E32	\$9,338	\$12,607
	Senior Administrator	Communications & Outreach Coordinator	E26	\$8,052	\$10,871
	Associate Administrator	Marketing Administrator	NE16	\$6,291	\$8,492
	Assistant Administrator	Outreach Coordinator	NE11	\$5,560	\$7,506
Engineering					
	Director	Director - Engineering	E47	\$13,525	\$18,258
	Manager	Engineering Manager	E43	\$12,253	\$16,541
	Assistant Manager	Principal Engineer	E37	\$10,566	\$14,263
	Senior Administrator	Senior Engineer	E31	\$9,111	\$12,299
	Associate Administrator	Associate Engineeer	NE27	\$8,254	\$11,143
	Assistant Administrator	Engineer Aide/Assistant	NE16	\$6,291	\$8,492



## Salary Schedule

Salary Range	Annual		Monthly		Biweekly	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
1	52,121	70,363	4,343	5,864	2,004.66	2,706.29
2	53,424	72,123	4,452	6,010	2,054.77	2,773.94
3	54,760	73,926	4,563	6,160	2,106.14	2,843.29
4	56,129	75,774	4,677	6,314	2,158.80	2,914.37
5	57,532	77,668	4,794	6,472	2,212.77	2,987.23
6	58,970	79,610	4,914	6,634	2,268.08	3,061.91
7	60,444	81,600	5,037	6,800	2,324.79	3,138.46
8	61,956	<b>83,640</b>	5,163	6,970	2,382.91	3,216.92
9	63,504	85,731	5,292	7,144	2,442.48	3,297.35
10	65,092	87,874	5,424	7,323	2,503.54	3,379.78
11	66,719	90,071	5,560	7,506	2,566.13	3,464.27
12	68,387	92,323	5,699	7,694	2,630.28	3,550.88
13	70,097	94,631	5,841	7,886	2,696.04	3,639.65
14	71,849	96,997	5,987	8,083	2,763.44	3,730.64
15	73,646	99,422	6,137	8,285	2,832.53	3,823.91
16	75,487	101,907	6,291	8,492	2,903.34	3,919.51
17	77,374	104,455	6,448	8,705	2,975.92	4,017.50
18	79,308	107,066	6,609	8,922	3,050.32	4,117.93
19	81,291	109,743	6,774	9,145	3,126.58	4,220.88
20	83,323	112,487	6,944	9,374	3,204.74	4,326.40
21	85,406	115,299	7,117	9,608	3,284.86	4,434.56
22	87,542	118,181	7,295	9,848	3,366.98	4,545.43
23	89,730	121,136	7,478	10,095	3,451.16	4,659.06
24	91,973	124,164	7,664	10,347	3,537.44	4,775.54
25	94,273	127,268	7,856	10,606	3,625.87	4,894.93
26	96,630	130,450	8,052	10,871	3,716.52	5,017.30
27	99,045	133,711	8,254	11,143	3,809.43	5,142.73
28	101,521	137,054	8,460	11,421	3,904.67	5,271.30
29	104,059	140,480	8,672	11,707	4,002.29	5,403.09
30	106,661	143,992	8,888	11,999	4,102.34	5,538.16
31	109,327	147,592	9,111	12,299	4,204.90	5,676.62
32	112,061	151,282	9,338	12,607	4,310.02	5,818.53
33	114,862	155,064	9,572	12,922	4,417.77	5,964.00

Salary Range	Annual		Monthly		Biweekly	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
34	117,734	158,940	9,811	13,245	4,528.22	6,113.10
35	120,677	162,914	10,056	13,576	4,641.42	6,265.92
36	123,694	166,987	10,308	13,916	4,757.46	6,422.57
37	126,786	171,162	10,566	14,263	4,876.40	6,583.14
38	129,956	175,441	10,830	14,620	4,998.31	6,747.71
39	133,205	179,827	11,100	14,986	5,123.26	6,916.41
40	136,535	184,322	11,378	15,360	5,251.35	7,089.32
41	139,948	188,930	11,662	15,744	5,382.63	7,266.55
42	143,447	193,654	11,954	16,138	5,517.19	7,448.21
43	147,033	198,495	12,253	16,541	5,655.12	7,634.42
44	150,709	203,457	12,559	16,955	5,796.50	7,825.28
45	154,477	208,544	12,873	17,379	5,941.42	8,020.91
46	158,339	213,757	13,195	17,813	6,089.95	8,221.43
47	162,297	219,101	13,525	18,258	6,242.20	8,426.97
48	166,355	224,579	13,863	18,715	6,398.25	8,637.64
49	170,513	230,193	14,209	19,183	6,558.21	8,853.58
50	174,776	235,948	14,565	19,662	6,722.17	9,074.92
51	179,146	241,847	14,929	20,154	6,890.22	9,301.80
52	183,624	247,893	15,302	20,658	7,062.48	9,534.34
53	188,215	254,090	15,685	21,174	7,239.04	9,772.70
54	192,920	260,442	16,077	21,704	7,420.01	10,017.02
55	197,743	266,954	16,479	22,246	7,605.51	10,267.44
56	202,687	273,627	16,891	22,802	7,795.65	10,524.13
57	207,754	280,468	17,313	23,372	7,990.54	10,787.23
58	212,948	287,480	17,746	23,957	8,190.31	11,056.91
59	218,272	294,667	18,189	24,556	8,395.06	11,333.34
60	223,728	302,033	18,644	25,169	8,604.94	11,616.67



## NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

---

### **SUBJECT**

Disposal of Two Proterra Battery Electric Buses and Obsolete Inventory

### **STAFF RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board:

- (1) Declare the Proterra buses as non-performing assets, and
- (2) Approve the disposal of obsolete parts inventory according to NVTA policy; and
- (3) Approve Resolution No. 25-07 (Attachment 1) authorizing the disposal the two Proterra buses and inventory according to the Policies, Practices, and Procedures Chapter 7- Financial Management, Section 7.3: Asset Management and other pertinent regulations concerning the disposal of such assets.

### **EXECUTIVE SUMMARY**

Proterra Corp. filed for Chapter 11 bankruptcy in August 2023 and the vehicles have been inoperable due to critical component failures, including the drivetrain, transmission, and high-voltage battery packs. Although staff was initially optimistic when Phoenix Motors acquired Proterra's Transit division, the new ownership has not been able to repair the vehicles or provide replacement parts. Transit agencies across the country are facing similar challenges and are also in the process of disposing of their non-operational Proterra buses, with no other clear path forward. Given this circumstance, it is highly unlikely that these vehicles will be operational again. The vehicles parking spaces are needed to accommodate new Gillig electric buses, which are expected to begin arriving in June.

### **FISCAL IMPACT**

NVTA will realize a loss of \$1,676,766 for the depreciated value of the two vehicles and the inventory write off. The buses were originally purchased with State of California funding through the Affordable Housing Sustainable Communities Grant funding. No matching funds were used for the purchase. NVTA purchased the inventory items with local funds.



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Rebecca Schenck, Program Manager – Public Transit  
(707) 259-8636 / Email: [rschenck@nvta.ca.gov](mailto:rschenck@nvta.ca.gov)  
**SUBJECT:** Disposal of Two Proterra Battery Electric Buses and Obsolete Inventory

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board:

- (1) Declare the Proterra buses as non-performing assets, and
- (2) Approve the disposal of obsolete parts inventory according to NVRTA policy; and
- (3) Approve Resolution No. 25-07 (Attachment 1) authorizing the disposal the two Proterra buses and inventory according to the Policies, Practices, and Procedures Chapter 7- Financial Management, Section 7.3: Asset Management and other pertinent regulations concerning the disposal of such assets.

### **COMMITTEE RECOMMENDATION**

None

### **BACKGROUND**

#### Proterra Buses

NVRTA was awarded \$2,200,000 from the Satellite Affordable Housing Associates (SAHA) to acquire two buses as part of the sustainable transportation infrastructure improvements portion of the grant award. NVRTA received funding to cover the vehicle purchases along with nearby bus stop improvements when SAHA received funding to build the Manzanita affordable housing project at the corner of Old Soscol Way and Soscol Avenue in the City of Napa. NVRTA contracted with a new all battery electric bus manufacturer with

headquarters in Burlingame, California; Proterra Corp, to acquire two 40' Proterra public transit vehicles. The buses were delivered in September 2022 and placed in service in April 2023.

Below is a brief history of the buses that were delivered to NVTa:

- October 2022 to February 2023: TransDev inspected the vehicles upon delivery and maintenance staff and drivers received training.
- March 2023: the vehicles became part of our regular service focusing on Route 11X.
- March 2023 to January 2024: Both vehicles were operational through 2023.
- August 2023: Proterra files for Chapter 11 Bankruptcy
- January 2024: Phoenix Motors purchases the Proterra bus division and Volvo purchased the battery division
- January 2024—present: Bus 321 began experiencing multiple problems (failed drivetrain and transmission) and has been inoperable since.
- June 2024 – present: Bus 320 was operable through June of 2024 before running into battery issues. For a brief period throughout October, it was functional again as the batteries from 321 were moved by Phoenix Motors to bus 320, but within 30 days of that change, bus 320 once again developed battery issues and was no longer operational.

The mileage over the life of the vehicles is shown below by year. The vehicles have very low annual mileage compared to other Vine fixed route vehicles that are typically retired after 450,000 to 880,000 lifetime miles

Table 1: Vehicle Mileage

	<b>320</b>	<b>321</b>
<b>2021/2022</b>	333	384
<b>2022/2023</b>	1,643	6,519
<b>2023/2024</b>	19,059	10,806
<b>2024/2025</b>	109	0
<b>TOTAL</b>	<b>21,144</b>	<b>17,709</b>

Below is a list of various considerations and actions taken by NVTa staff in an attempt to get the buses operational again.

Buying buses for parts:

- Evaluated buying Santa Clara Valley Transportation Authority (VTA) Proterra's but the buses were a different generation so the parts were not compatible
- Considered purchasing a full Proterra bus from Phoenix that another customer did not accept but the cost was significant and there was no guarantee that the approach would work.
- Prepared a Purchase Order for essential bus parts when the bankruptcy filing was announced, but the parts were never received.

- Contacted the Governor's Office of ZEV Market Development seeking support to coordinate a bulk purchase to incentivize Proterra suppliers to build the parts and fulfill back orders.

#### Converting to Hybrid

- The unique Proterra patent for battery design, and low floor battery mounting means that the batteries are integrated into the frame where the diesel and oil tanks would need to be mounted for a hybrid bus making this option infeasible.

#### Swapping parts between the two Proterra Buses

- Phoenix Motors installed three components (battery, drivetrain and transmission) from one bus to the other bus, which resulted in it running for about two months before when the battery failed.

As noted, none of these actions resulted in the buses becoming operational, and Phoenix Motors, has no substantive plan to provide the parts in the near future. Many agencies throughout the country including Everett, Washington, De Moines, Iowa and Washington Metropolitan Area Authority have all taken steps to retire their Proterra vehicles and others are expected to do so throughout the year.

Other local transit agencies are in a similar position to NVTa with few if any functioning Proterra vehicles.

- SFMTA (SF Muni): 3 Proterra's, none are in operation. Cost of \$1.4M each when purchased. Due to the significant initial investment, SFMTA is not yet considering retiring the buses. However, they are currently non-operational and have not been able to acquire part for the vehicles.
- Santa Clara Valley Transportation Authority (VTA): 10 Proterra's of which none are in operation. VTA is hoping to sell their vehicles for parts to an interested operator, and failing that, will retire the vehicles. The VTA Proterra's were not purchased with federal funds and therefore the vehicles have no residual federal interest, which would allow the agency to dispose of the vehicles upon approval from their Board of Directors.
- Sonoma County Transit: Originally made an order for 10 buses, reduced the order to 5. SCT is still expecting delivery from Phoenix for 5 buses.
- Santa Rosa City Bus (SRCB) acquired four Proterra buses. One bus is in operation. SRCB will likely see FTA approval to early retire the buses in July.

### Inventory

NVTA is also requesting that the Board approve disposing of obsolete inventory parts from a variety of makes and models of buses that are no longer part of the Vine fleet and/or have become obsolete. The total value of these parts is \$76,766. The highest price item is one wheelchair platform costing just under \$3,500.

In accordance with Policies, Practices, and Procedures Chapter 7 – Financial Management, acceptable means of disposal are outlined below:

- a. Sell personal property that is no longer needed for Agency use for fair market value.
- b. Trade surplus personal property with another government or public agency if the property received in return is needed for Agency use.
- c. Donate, sell at less than fair market value, or otherwise transfer personal property to another government or public agency if the Agency no longer needs the property for its own use.
- d. Dispose of personal property that is no longer needed for Agency use and that has negligible or no economic value in a manner deemed appropriate by the Agency.

Table 2: Assets Value Subject to Disposal

Asset	Original Purchase Price	Depreciation	Depreciated Value	Realized Loss
Bus 320	\$984,199	\$184,481	\$799,718	\$799,718
Bus 321	\$984,199	\$184,481	\$799,718	\$799,718
<b>REALIZED LOSS</b>				<b>\$1,599,436</b>

Asset	Original Purchase Price	Depreciation	Depreciated Value	Realized Loss
Inventory (Various parts and Supplies)	\$76,766	\$0	\$0	\$76,766
<b>REALIZED LOSS</b>				<b>\$76,766</b>
<b>TOTAL REALIZED LOSS</b>				<b>\$1,676,202</b>

Non-performing or surplus equipment that no longer meets the Agency's needs may be offered to eligible non-profit organizations prior to being placed on the list for auction or

disposal. It is unlikely any organization would want the vehicles since they are not in drivable condition. NVTa will approach other transit agencies who may purchase the vehicles for parts and if not, would look to sell the property to the highest bidder at auction.

### **ALTERNATIVES**

NVTa may choose to keep the Proterra's, however, continuing to keep the buses serves no purpose or function and will be costly to maintain and store. The inventory has no economic value or utility to the agency.

### **STRATEGIC GOALS MET BY THIS PROPOSAL**

Goal 3: Use taxpayer dollars efficiently.

Disposing of non-performing assets frees up agency resources to purchase other equipment.

### **ATTACHMENTS**

(1) Resolution 25-07



**RESOLUTION No. 25-07**

**A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTa)  
AUTHORIZING THE DISPOSAL OF FIXED ASSETS**

**WHEREAS**, the Napa Valley Transportation Authority (NVTa) serves as the congestion management agency and designated public transit service provider in Napa County, and

**WHEREAS**, staff has identified the fixed assets listed in the table below as non-operational impaired assets; and

Assets	Disposition Status
Bus 320 – VIN 7JZTH13J8NL000612	Nonperforming
Bus 321 – VIN 7JZTH13J6NL000611	Nonperforming
Parts Inventory	Obsolete

**WHEREAS**, the assets are declared as non-performing; and

**WHEREAS**, Proterra Inc filed for Chapter 11 bankruptcy in 2023 voiding any warranties; and

**WHEREAS**, the Proterra have been prone to breakdowns due to the unavailability of parts; and

**WHEREAS**, NVTa made several attempts to have the vehicles in operating condition, but were unsuccessful; and

**WHEREAS**, the probability of these bus to be operational again is zero percent; and

**WHEREAS**, disposal of grant funded property must comply with NVTa Financial Management Policies;

**WHEREAS**, inventory parts are obsolete and have no utility and will be disposed according to agency policy;

**WHEREAS**, inventory parts are no longer needed, considered surplus and is available for agency disposal;

**NOW, THEREFORE, BE IT RESOLVED** that the Napa Valley Transportation Authority declares that the designated non-performing assets may be properly disposed according to NVTA policy, as appropriate.

Passed and Adopted the 18<sup>th</sup> day of June, 2025.

\_\_\_\_\_  
Mark Joseph, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

\_\_\_\_\_  
Laura Sanderlin, NVTA Board Secretary

APPROVED:

\_\_\_\_\_  
Osman Mufti, NVTA Legal 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 (NVRTA) Board review and approve the revised Countywide Transportation Plan Goals and Objectives to ensure continued alignment with NVRTA'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, it is necessary for NVRTA to update the plan to extend its forecast year to 2050. The CTP update process should be complete by early 2026, ensuring it is prepared in time for the next regional transportation planning cycle.

At the special Board Retreat held on April 16, the Board reviewed goals and objectives from, Advancing Mobility 2045. Staff developed proposed changes to the goals and objectives based on the feedback received at the April retreat and is requesting the board review and approve the proposed revisions to the CTP goals and objectives.

### **FISCAL IMPACT**

No



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Board Agenda Memo

---

**TO:** NVTA Board of Directors  
**FROM:** Kate Miller, 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 review and 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 forward or they cannot move advance until the next CTP and RTP cycle. 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 its retreat in April, the Board provided significant feedback to help staff create proposed revisions to the Goals and Objectives. 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

Goal Number	Category	Goal-Current	Objectives	Goal-Proposed	Objectives-Proposed
1	Equity	Serve the transportation needs of the entire community regardless of age, income, or ability	<ol style="list-style-type: none"> <li>1. Provide safe access to jobs, schools, recreation and other daily transportation needs for Napa's residents and visitors</li> <li>2. Endeavor to serve the special transportation needs of senior, children and the disabled</li> <li>3. Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible</li> <li>4. Provide affordable transportation solutions to Ensure access to jobs, education, goods and services for all members of the community</li> </ol>	Distribute resources to ensure all community members have equal access to jobs, services, and education.	<ol style="list-style-type: none"> <li>1. Address the unique transportation needs of seniors, children, individuals with disabilities and other vulnerable populations</li> <li>2. Offer affordable and sustainable transportation options to support economic opportunity and community well-being.</li> </ol>
2	System Safety	Improve system safety in order to support all modes and serve all users	<ol style="list-style-type: none"> <li>1. Design roadways and other transportation facilities to enhance coexistence of all modes.</li> <li>2. Educate all roadway users so they may safely coexist</li> <li>3. Work with Napa Jurisdictions to adopt safety strategies such as vision zero that address their needs and requirements</li> <li>4. Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the ordinance, to benefit all transportation modes</li> <li>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</li> </ol>	Improve Transportation System Safety for all users	<ol style="list-style-type: none"> <li>1. Ensure roadways and other transportation facility design provides for the safe and efficient coexistence of all travel modes.</li> <li>2. Educate all transportation system users on safe behavior to reduce conflicts and prevent injuries.</li> <li>3. Support and prioritize projects that expand safe travel options for vulnerable system users.</li> </ol>
3	Taxes	Use Taxpayer dollars efficiently	<ol style="list-style-type: none"> <li>1. Continue to prioritize local streets and road maintenance, consistent with Measure T</li> <li>2. Invest in timely and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone</li> <li>3. Identify innovative alternative solutions that minimize costs, maximize system performance, and reduce congestion</li> <li>4. Explore new transportation funding sources, including fees associated with new development</li> <li>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</li> </ol>	Optimize financial resources by building on federal, state, and regional relationships.	<ol style="list-style-type: none"> <li>1. Leverage local funding to draw new federal and state funding to the region.</li> <li>2. Advocate for funding to provide direct and frequent bus service and infrastructure to make public transit a competitive and sustainable transportation alternative</li> <li>3. Pursue cost-effective, innovative solutions that improve system performance, reduce congestion, and make efficient use of available resources</li> </ol>

Goal Number	Category	Goal-Current	Objectives	Goal-Proposed	Objectives-Proposed
4	Economic Vitality	Support Napa County's economic sustainability	<ol style="list-style-type: none"> <li>1. Identify and improve key goods movement routes</li> <li>2. Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites</li> <li>3. Improve transportation services aimed at visitors, including alternatives to driving</li> <li>4. Support policies that shift travel from peak to non-peak hours</li> </ol>	Improve the movement of people and goods.	<ol style="list-style-type: none"> <li>1. Identify and improve key goods movement routes</li> <li>2. Coordinate with employers to implement travel demand management objectives</li> <li>3. Improve transportation services aimed at visitors, including alternatives to driving</li> </ol>
5	Energy	Minimize the energy and other resources required to move people and goods	<ol style="list-style-type: none"> <li>1. Prioritize projects that reduce greenhouse gases</li> <li>2. Increase mode share for transit, walking and bicycling</li> <li>3. Reduce vehicle miles traveled (VMT)</li> <li>4. Encourage the provision of alternative fuel infrastructure</li> <li>5. Invest in improvements to the transportation network that serve land use, consistent with SB 375</li> <li>6. Identify revenues that support investments in Priority Development Areas (PDAs) and Priority Production Areas (PPAs)</li> </ol>	Reduce the impacts of transportation on climate change and emissions.	<ol style="list-style-type: none"> <li>1. Support projects that increase the mode share of transit, walking and biking</li> <li>2. Support infrastructure that reduces the consumption of fossil fuels and reduces vehicle miles traveled.</li> <li>3. Encourage mixed use development and affordable housing around transit centers.</li> </ol>
6	Maintenance and Rehabilitation	Prioritize the maintenance and rehabilitation of the existing system	<ol style="list-style-type: none"> <li>1. Deliver Measure T projects effectively</li> <li>2. Focus funding on maintenance priorities</li> </ol>	Improve and Modernize the Existing System	<ol style="list-style-type: none"> <li>1. Prioritize maintenance of the existing system</li> <li>2. Implement emerging technologies that improve system effectiveness and efficiencies</li> </ol>



## 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:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** Federal and State Legislative Update

---

#### **RECOMMENDATION**

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

#### **BACKGROUND**

##### *Federal Update:*

The House passed the *Big Beautiful Bill*, with only three Republican lawmakers withholding support. There are new expenditures associated with border security and defense, and tax breaks for overtime and tipped workers, which will be offset by cuts in Medicaid and new fees for electric vehicle and hybrid vehicle owners. The Senate will now need to pass its own budget before the House/Senate can reconcile the budget bill.

In the meantime, the Administration released its FY 2026 *Skinny Budget* proposal which would make roughly \$100 billion in cuts to non-defense spending programs.

The Senate has voted to overturn waivers that were approved by the Biden Administration that allowed California to set its own air pollution standards for cars.

The Federal Transit Administration has published its FY 2025 Notice of Funding Opportunity for the Grants for Buses and Bus Facilities Program.

**State Update:**

Budget: The Governor released his May Revision which indicated that the state is facing a \$12 billion deficit for the FY 2026. The amount could grow to as much as \$20 billion depending on federal actions.

A central part of the Governor's May Revision is extending cap and trade by 15 years from 2030 to 2045. The proposal allocates \$1 billion annually to high-speed rail and \$1.5 billion to Cal Fire operations which would grow to roughly \$2 billion over the next few years.

Legislation:

- AB 697 (Wilson), which the NVTB Board approved a support position, passed unanimously on the Assembly floor. It will now move to a vote in the Senate. 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 transit stations.

**ATTACHMENTS**

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

## PLATINUM | ADVISORS

TO: Kate Miller, Executive Director  
Napa Valley Transit Authority

FROM: Jessica Aune, Platinum Advisors

RE: Napa Valley Transit Authority May 2025 Monthly Report

DATE: Monday, June 2, 2025

---

### **State of Play and Congressional Update:**

This month, House Republicans passed their reconciliation package known as the *Big Beautiful Bill*. Speaker of the House Mike Johnson (R-LA) successfully navigated a delicate balancing act between the competing flanks of his party to move the sweeping tax and spending package. In the end, only three GOP lawmakers withheld their support for the measure following a series of behind-the-door negotiations led by Johnson and his leadership team with nearly a dozen holdouts.

The measure, as passed by the House, would make permanent lower tax rates from the Tax Cuts and Jobs Act of 2017 ("TCJA") that expire at the end of the year, add new tax breaks for tipped and overtime wages, and provide billions of dollars for border security and defense. The cost of those policies would be partially offset by limiting eligibility and federal funding for Medicaid and food assistance benefits, as well as rolling back clean energy tax credits from Democrats' 2022 tax and climate law.

The Transportation and Infrastructure title of the reconciliation package includes 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. At an April 29 hearing, Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) said the new user fees would "represent the first new funding streams into the Highway Trust Fund in more than 30 years."

The reconciliation measure also proposes 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.

Senate Majority Leader John Thune (R-SD) will now assume the difficult job of shepherding the reconciliation measure through the upper chamber. Already, several

GOP senators have signaled their intention to amend certain portions of the legislation, despite House Republicans' preferences for as few changes as possible. For instance, Sen. Josh Hawley (R-MO) has expressed concern about Medicaid cuts included in the House-passed version while Sen. Rand Paul (R-KY) is opposed to language raising the debt limit. Thune can afford to only lose three of his Republican colleagues.

### **Trump Administration Releases FY 2026 Budget**

This month, the Trump administration released its [FY 2026 'skinny budget' proposal](#), which would make significant cuts to non-defense spending programs – upwards to over \$100 billion – and boost national security funding by nearly 13% to \$1.01 trillion.

The budget proposes \$26.7 billion in base discretionary funding for DOT, compared to \$25.2 billion in fiscal 2025, an increase of around 6 percent. However, the Trump administration is also proposing an 11.1 percent decrease in non-base discretionary funding from the Infrastructure Investment and Jobs Act of 2021, lowering it from \$36.8 billion to \$32.7 billion year-over-year.

The budget outline was released several days before House and Senate appropriators kicked off a series of hearings with federal agency heads to examine their FY 2026 budget requests and funding priorities. DOT hasn't released its full budget proposal yet. During a hearing with the Senate Appropriations Committee, DOT Secretary Sean Duffy defended billions in "savings" achieved by the department as a result of pulling funding for projects "tied to social justice and climate requirements." He also discussed how under his leadership, the DOT is committed to streamlining the approval process for various grant programs.

While the 'skinny budget' was met with mixed reactions by the so-called "cardinals" of the appropriations committees – the chairs and ranking members – there remain concerns on both sides of the aisle about funding cuts that have already been enacted across the federal government without authorization from Congress. The White House is expected to send a rescissions package made under the direction of the Department of Government Efficiency initiative, which would reduce the Trump administration's exposure to lawsuits charging the White House with violating the Impoundment Control Act of 1974.

### **Senate Overturns California Emissions Regulations**

The Senate held a series of procedural votes that allowed them to overturn a set of waivers granted by the Biden administration that allowed California to set its own air pollution standards for cars. Republican lawmakers and certain industry leaders criticized the standards as "EV mandates". Lawmakers in the House passed the three disapproval resolutions ([H.J.Res.89](#); [H.J.Res.88](#); and [H.J.Res.87](#)) earlier in the month.

In April, the Senate parliamentarian had ruled that GOP senators couldn't use the Congressional Review Act to overturn the waivers and thus block the California regulations from being implemented. The decision reinforced a finding from the Government Accountability Office that the three Clean Air Act waivers aren't technically rules and therefore can't be struck down by Congress. While the Senate parliamentarian's rulings are non-binding, the Senate has traditionally followed them. Instead, Majority Leader Thune raised a point of order which allowed him to circumvent the parliamentarian's decision. Speaking from the Senate floor, Minority Leader Chuck Schumer (D-NY) referred to the vote as "going nuclear."

There has been speculation that Senate GOP leaders may ultimately ignore the parliamentarian's ruling on whether their reconciliation package follows the "Byrd Rule." Earlier in the year, Thune indicated that he'd oppose efforts to overrule the Senate's parliamentarian. However, this latest departure from tradition could signal a willingness to go even further in order to bolster President Trump's domestic policy agenda.

### **GAO Issues Report on Federal EV Charging Infrastructure Money**

The Government Accountability Office (GAO) - an independent agency within the legislative branch - found that the Trump administration violated the Impoundment Control Act (ICA) 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 which announced 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 decision issued by GAO on whether DOT had violated both the statute of the Infrastructure Investment and Jobs Act (IIJA) and the ICA describes how states are entitled to NEVI funds even if the state plan isn't approved by the Secretary of Transportation; state DOTs must only report on how they intend to disburse funding.

### **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

**Executive Branch**

**Department of Transportation (DOT)**

State of Play: The Department of Transportation has made upgrading the national air traffic control (ATC) system a central focus after several outages affected flights departing and arriving at Newark International Airport. After weeks of delays caused by air traffic controller staffing shortages on top of the outages, the Federal Aviation Administration ultimately decreased the number of flights permitted to take off and land from Newark. In early May, DOT [released an ATC modernization plan](#), which is expected to take up a significant portion of the agency's resources. Various agencies within DOT are simultaneously trudging through a review of allocated grants and other funding programs that could divert attention from other policy priorities.

DOT [announced](#) more than \$1.5 billion in federal funding to help states and U.S. territories accelerate repairs to roads, bridges and other transportation infrastructure damaged by natural disasters. A listing of FY 2025 Emergency Relief Program allocations with funding information can be found [here](#).



DOT [announced](#) new guidelines to strengthen English language enforcement for commercial truck operators. Under the new guidance, commercial motor vehicle drivers who fail to comply with the Federal Motor Carrier Safety Administration's English-language proficiency requirements will be placed out-of-service.

DOT [announced](#) a first-of-its-kind programmatic agreement with the state of Connecticut establishing a unified federal review process and delegating certain authorities to state officials to accelerate the review of individual transportation projects that may affect historic properties under Section 106 of the National Historic Preservation Act. DOT estimates that this new type of streamlined agreement could cut up to 6 weeks or more off from the schedules of at least 90 projects in Connecticut per year.

### **Federal Transit Administration (FTA)**

FTA [published](#) its FY 2025 Notice of Funding Opportunity for the Grants for Buses and Bus Facilities Program, which supports transit agencies in buying and rehabilitating buses and vans and building bus facilities, and the Low or No Emission Program, which helps transit agencies buy or lease buses made in America, purchase equipment, and maintain facilities. In FY 2025, approximately \$400 million is authorized for the Buses and Bus Facilities Program and \$1.1 billion is authorized for the Low or No Emission Program.

### **National Highway Traffic Safety Administration (NHTSA)**

NHTSA [submitted](#) its interpretive rule, "Resetting the Corporate Average Fuel Economy Program (CAFE)," to the Office of Information and Regulatory Affairs for review. The text of the final rule hasn't yet been published. According to a press release from DOT Secretary Duffy, this is a "key step towards reversing the [Biden] administration's illegal interpretation of CAFE standards that made cars more expensive for working class families." In June 2024, the NHTSA published a final rule establishing CAFE standards that would require an industry-wide fleet average of 50.4 miles per gallon in model year (MY) 2031 for passenger cars and light trucks, and an industry fleet-wide average for heavy-duty vehicles of roughly 2.851 gallons per 100 miles in MY 2035.

# PLATINUM | ADVISORS

June 4, 2025

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

---

**State Budget:** Governor Newsom released his May Revision to the January budget on May 14<sup>th</sup>. As expected, the state's fiscal outlook has deteriorated, and the state is currently facing a \$12 billion deficit. However, budget analysts warn it could swell to \$20 billion-plus once federal funding decisions and sluggish 2025-26 revenues are booked.

The shortfall reflects a mix of federal tariff impacts, an unanticipated \$6.2 billion Medi-Cal overrun, and delayed income-tax payments from Los Angeles wildfire victims; together have reversed a \$7 billion surplus. The Legislative Analyst's Office concurs on the direction of travel, flagging "muted expectations" for 2025-26 revenue growth. However, the administration has *embedded* the tariff impact in its multiyear forecast, meaning any easing of federal trade tensions would convert directly into upside revenue revisions.

Following the release of the May Revision, the budget subcommittees held informational hearing on the proposed changes because none of the proposed items were adopted, keeping the items "open." With the June 15<sup>th</sup> deadline to adopt a budget looming, the focus of negotiations is on reaching a budget agreement between the Senate and the Assembly. These negotiations will lead to the June 15<sup>th</sup> budget, and once approved, negotiations between will shift to reaching an agreement between the legislature and the Governor in order to enact the first round of budget amendments before the end of the fiscal year on June 30<sup>th</sup>.

**Cap & Trade:** A focal point in the Governor's May Revision is his proposal to extend and rebrand the cap & trade program to now be called cap & invest. The Governor's proposal would extend the cap & invest program 15 years from 2030 to 2045. The May Revision also proposed to allocate a fixed \$1 billion annually in auction revenue to the high-speed rail project, and more controversially directs \$1.5 billion annually to cover Cal Fire operations. The Cal Fire amount would grow to \$1.9 billion over the

next few years. Adding pressure to negotiate on overhauling the cap & invest allocations, the May Revise proposes to eliminate funding for the formula and discretionary allocations. This includes funding for programs such as the Low Carbon Transit Operations Program, Transit & Intercity Rail Capital Program, and funding for zero emission drayage trucks.

While the Governor's Office has stated its intent to fund transit, it is clear the Administration wants a significant overhaul on how cap & invest funds are allocated, and they are leaving it to the legislature to fight for transit funding. The May Revise marks the beginning of a long summer of negotiations on a new cap & invest allocation plan.

### **State Legislation**

On May 23<sup>rd</sup> both the Senate and Assembly Appropriations Committees acted on the hundreds of bills pending on their respective Suspense Files. A bill lands in the file when fiscal analysts estimate it will cost the state at least \$150,000 in the Assembly or \$50,000 in the Senate. In short, the Appropriations Suspense File remains the Capitol's most consequential—and opaque—checkpoint, blending fiscal discipline with political strategy to determine which ideas become California law.

In addition, June 6 is the House of Origin deadline. This means all bills must be moved to their second house, or they become a two-year bill. It has been a long week of long floor sessions. The attached matrix provides an update on the status of our priority measures, and those that were held on the Suspense File.

**AB 1237 (McKinnor):** As introduced, AB 1237 proposed to require tickets sold to attend a FIFA World Cup game or an event during the 2028 Olympic Games to incorporate a transit pass for the day of the event. AB 1237 was recently amended to propose a broader application.

As amended, the bill would require a ticket seller for an event at a venue with a capacity of 1,000 more people to offer the consumer the option to purchase an all-day transit pass for the day of the event. The bill includes broadly written language that allows the ticket seller or the transit operator to charge a fee to cover the cost of implementing this service. However, the bill is silent on how this process would actually work.

**SB 79 (Wiener):** SB 79 was moved off the Suspense File and narrowly approved on the Senate Floor. As approved by the Senate Appropriations Committee the bill was amended to delete the proposed changes to Surplus Lands Act, and to limit the scope of the bill.

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. As amended the provisions in the development and density enhancements are limited to

projects near rail stations as defined, with a reduced enhancement for projects along a dedicated bus rapid transit corridor. These projects must also be in an “urban transit county,” which means there are at least 15 rail transit stations in the county. However, some Transit Oriented Development projects not in an urban transit county are allowed but are limited to locally imposed height limits.

# PLATINUM | ADVISORS

June 4, 2025

ATTACHMENT 3  
NVTA Board Item 11.5  
June 18, 2025

**TABLE 1: BOARD ADOPTED POSITIONS**

	Subject	Status	Position
<b><u>AB 259</u></b> <b><u>(Rubio, Blanca D)</u></b> 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 Local Gov	Watch
<b><u>AB 394</u></b> <b><u>(Wilson D)</u></b> Crimes: public transportation providers.	This measure would expand existing law regarding battery of a transit operator or transit passenger to also include an employee or contractor of a public transit provider.  AB 394 was amended to delete the process whereby a person convicted of battery may be subject to a prohibition order for up to 18 months. However, the amendments allow for a district-wide restraining order to be imposed.	Senate Rules	Support
<b><u>AB 697</u></b> <b><u>(Wilson D)</u></b> 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 CDFW to issue fully protected species take permits under CESA for certain categories of transportation, renewable energy, and water infrastructure projects.	Senate Rules	Support

	Subject	Status	Position
<b><u>AB 954</u></b> <b><u>(Bennett D)</u></b> State transportation improvement program: bicycle highway pilot program.	This bill would require Caltrans to prepare a proposal for the development, including the selection of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP.	Senate Rules	Watch
<b><u>AB 1014</u></b> <b><u>(Rogers D)</u></b> Traffic safety: speed limits.	AB 1014 would expand existing law that allows cities and counties to reduce a speed limit below the 85 <sup>th</sup> percentile speed survey to also include Caltrans and the highways operated by the state.	Senate Rules	Watch
<b><u>AB 1070</u></b> <b><u>(Ward D)</u></b> 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 "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
<b><u>AB 1207</u></b> <b><u>(Irwin D)</u></b> 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 Rules	Watch

	Subject	Status	Position
<b><u>AB 1250</u></b> <b><u>(Papan D)</u></b> Transit operators: paratransit: recertification of eligibility.	AB 1250 was gutted and amended on April 10th. As amended the bill would prohibit starting on January 1, 2027, a transit operator from requiring an individual who is eligible for paratransit services and whose condition is not expected to improve from having to recertify their eligibility. In addition, the bill would require temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, and it would prohibit renewal of temporary eligibility more than 6 consecutive times.	Senate Rules	Watch
<b><u>AB 1268</u></b> <b><u>(Macedo R)</u></b> Motor Vehicle Fuel Tax Law: adjustment suspension.	AB 1268 would authorize the Governor to suspend the annual inflation adjustment to the motor vehicle fuel tax upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.	Assembly Transp.  Two-Year Bill	Oppose
<b><u>AB 1340</u></b> <b><u>(Wicks D)</u></b> Metropolitan Transportation Commission: duties	AB 1340 was amended to allow Transportation Network Company (TNC) drivers the right to form, join, and participate in the activities of TNC driver organizations of their own choosing.	Senate Rules	Watch
<b><u>SB 63</u></b> <b><u>(Wiener D)</u></b> San Francisco Bay area: local revenue measure: transportation funding.	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.  As approved by the Senate Appropriations Committee, the bill was amended to push back the deadline for Santa Clara and San Mateo to	Assembly Desk	Watch

	Subject	Status	Position
<b><u>SB 63 (cont.)</u></b>	<p>make a decision on whether to the join the effort. The deadline was moved from July 31<sup>st</sup> to August 11<sup>th</sup>.</p> <p>As SB 63 moves to the Assembly we expect significant amendments to be made.</p>		
<b><u>SB 71</u></b> <b><u>(Wiener D)</u></b> 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</p> <p>Specifically, this bill</p> <ul style="list-style-type: none"> <li>• Removes the January 1, 2030, sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects.</li> <li>• Expands these exemptions to include, among others, Tier 4 or cleaner locomotives, shuttles and ferries and projects outside of urbanized areas or clusters.</li> <li>• Retains a January 1, 2032, sunset for transportation projects using near-zero emission, natural gas, or low- nitrogen oxide (NOx) technology.</li> </ul>	Assembly Desk	Support
<b><u>SB 79</u></b> <b><u>(Wiener D)</u></b> 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>	Assembly Desk	Watch



	Subject	Status	Position
<b>SB 239</b> <b>(Arrequín D)</b> 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
<b>SB 445</b> <b>(Wiener D)</b> 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. In addition, for “large sustainable transportation projects,” the bill establishes a process and timeline for entering into a cooperative agreement. A large sustainable transportation project is a transit, bike or pedestrian project with a cost exceeding \$12 million.</p>	Assembly Desk	Watch
<b>SB 569</b> <b>(Blakespear D)</b> Department of Transportation: homeless encampments.	<p>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.</p>	Assembly Desk	Support

	Subject	Status	Position
<b><u>SB 696</u></b> <b>(Alvarado-Gil R)</b> 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
<b><u>SB 752</u></b> <b>(Richardson D)</b> 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
<b><u>SB 840</u></b> <b>(Limón D)</b> 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 &amp; Trade auction program.</p> <p>As currently drafted, the bill merely requires the LAO to continue to provide an annual report on the economic impacts and benefits of the GHG reduction targets.</p>	Assembly Desk	Watch

**RESOLUTION No. 25-08**

**A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY  
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; and

**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 18<sup>th</sup> day of June 2025

\_\_\_\_\_  
Chair Joseph, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

\_\_\_\_\_  
Laura Sanderlin, NVTA Board Secretary

APPROVED:

\_\_\_\_\_  
Osman Mufti, NVTA Legal Counsel