



January 7, 2026
CAC Agenda Item 8.1
Continued From: New
Action Requested: INFORMATION

NAPA VALLEY TRANSPORTATION AUTHORITY **CAC Agenda Memo**

TO: Community Advisory Committee (CAC)

FROM: Danielle Schmitz, Executive Director

REPORT BY: Danielle Schmitz, Executive Director
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SUBJECT: Executive Director Report

RECOMMENDATION

That the Napa Valley Transportation Authority Community Advisory Committee (CAC) receive the Executive Director Report.

BACKGROUND

Local Update

Low and No Bus Grant Award

NVTA was awarded \$6.8 million by the Federal Transit Administration for the purchase of six new Gillig hybrid-electric buses for its Vine Transit fleet. Funded by the Low or No Emission Vehicle Grant Program, it will allow NVTA to replace older diesel and unleaded buses that are well beyond their useful life. The new 35-foot hybrid vehicles will offer an improved rider experience while reducing harmful emissions. This is a significant win for the agency, especially amid uncertainty surrounding California's share of federal discretionary funds. I want to recognize and sincerely thank our Transit and Finance teams for their hard work and exceptional grant application that made this award possible.

New Hires:

- Arcie Alvarado joins our team as the new Administrative Assistant. She graduated from UCSB in June with a Bachelor of Social Science, majoring in Communications. Arcie's experience in public outreach, marketing and administrative support has prepared her for this new role at NVTA. As our Administrative Assistant, Arcie will largely support to the Administration and Finance operations and advisory committee clerk duties. Arcie previously was employed at the Napa Valley College, working for on-campus housing.

Promotions:

- Patrick Band has been promoted to senior Planner. Patrick is an integral part of our planning team, leading efforts like the Active Transportation Plan which has been a big lift this last year, as well as being a resource to local jurisdictions and implementing the bike counter installation program. Well done, Patrick.

Regional Update

- Clipper 2.0 has launched! Clipper 2.0 is active meaning now Clipper card readers will accept contactless credit cards, Apple Pay or Google Wallet. This includes free transfers from Muni, to BART or Caltrain. In addition there will be free transfers (up to \$2.85) between systems like the Vine bus to BART.
- Following more than two years of extensive public dialogue, technical analysis and interagency collaboration, MTC and the Association of Bay Area Governments (ABAG) released Draft Plan Bay Area 2050+, together with 10 supplemental reports, the Implementation Plan, and the Draft Environmental Impact Report (EIR), for public review. The public comment period runs through December 18th.
<https://planbayarea.org/>

State and Federal

State Update:

State revenues continue to come in higher than projected forecasts. Fiscal year to date revenue is \$3.8 billion higher than the June forecast. Although, recent revenues look promising, the LAO has released some reports that raise concerns about the future financial outlook. The LAO released a report examining the outlook of the Medi-Cal program given the state's current fiscal outlook and changes at the federal level. Medi-Cal has grown to serve more than one-third of the state's population, with a total annual budget of \$197 billion, with over half of the program federally funded. Implementing the changes enacted in HR 1 will result in billions in lost federal funding. An amount the state general fund could not absorb.

The Legislature proactively addressed anticipated budget issues during the 2024-25 budget process, resulting in a small projected deficit of \$2 billion for 2025-26, which is considered roughly balanced. While current income exceeds projections by almost \$6 billion so far this year, the LAO forecasts revenues for the entire fiscal year will exceed projections by only \$7 billion. However, spending on education and all other programs has grown faster than revenues by \$11.5 billion, which results in the \$2 billion deficit for 2025-26.

The state faces significant multiyear operating deficits starting in 2026-27, driven by faster-than-normal spending growth and slower revenue growth. The state faces annual operating deficits beginning in 2026-27 of \$20 billion and growing to about \$30 billion in

2028-29. The LAO points out that the Legislature will need to reduce spending, increase taxes, or use reserves to address future deficits.

State initiatives being proposed for November 2026 ballot:

CEQA Reform – CalChamber is working on an initiative to streamline CEQA for essential projects like affordable housing, transportation, clean energy, and wildfire resilience.

Extending Proposition 30 – The California Children’s Education and Health Care Protection Act of 2026. Labor groups will ask voters to renew and make permanent, a tax on high earners. The current tax brings in billions for schools and health care programs and is set to expire in 2030.

Howard Jarvis Taxpayer Initiative – Save Proposition 13 – wants to impose the 2/3rds supermajority to pass revenue measures placed on the ballot by citizen initiatives. The California Supreme Court’s “Upland” decision clarified in 2017, that citizen initiatives were not covered under Prop. 13’s definition of “local government”. Passage of this measure would have devastating impacts for SB 63 and similar local sales tax efforts that may go the citizen initiative route.

Federal Update:

After a record breaking 43-day standoff, the longest government shutdown in U.S. history has ended. The continuing resolution (CR), which passed the Senate and then House on a 222-209 vote, will fund the government through January 30. The funding package includes an appropriations minibus for Military Construction-VA, Agriculture-FDA, and the Legislative Branch. Following passage of the \$187 billion minibus, Senate leadership is preparing a more expansive package expected to top \$1.2 trillion in discretionary funding. The next set of bills—covering Defense, Labor-Health and Human Services-Education, Commerce-Justice-Science, and Transportation-Housing and Urban Development—will be combined using the House-passed Defense bill as the legislative vehicle.

Senate Majority Whip John Thune (R-SD) confirmed procedural steps began, though floor debate won’t occur until after the recess. This strategy reflects growing pressure to avoid a yearlong CR, an outcome that would lock in outdated funding levels and empower executive agencies with broad discretion.

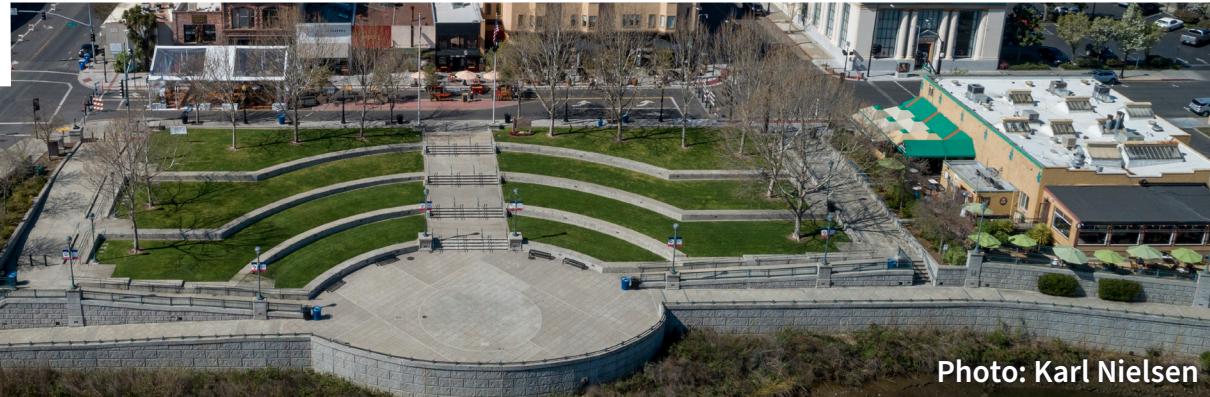
ATTACHMENTS

(1) Plan Bay Area 2050+ Napa Fact Sheet



Draft Plan Bay Area 2050+ Napa County Factsheet

ATTACHMENT 1
AGENDA ITEM 8.1
JANUARY 7, 2026



Plan Bay Area 2050+ is a long-range plan charting the course for the future of the nine-county San Francisco Bay Area. The plan integrates **35 equitable and resilient strategies** to tackle the region's transportation, housing, economic and environmental challenges to advance the vision of a more affordable, connected, diverse, healthy and vibrant Bay Area for all.

This document spotlights strategies and investments within the plan and related outcomes for Napa County.

How to Use The Plan

Planning Tools

Plan Bay Area 2050+ provides regional forecasts for population, jobs and housing, along with equity mapping and growth geographies to guide local planning. It also offers planning guidelines and access to an Open Data portal.

Funding and Grant Support

The plan supports transportation projects from concept to construction, offering grant eligibility checklists, advocacy tools and financial forecasts for housing, transportation and environmental investments.

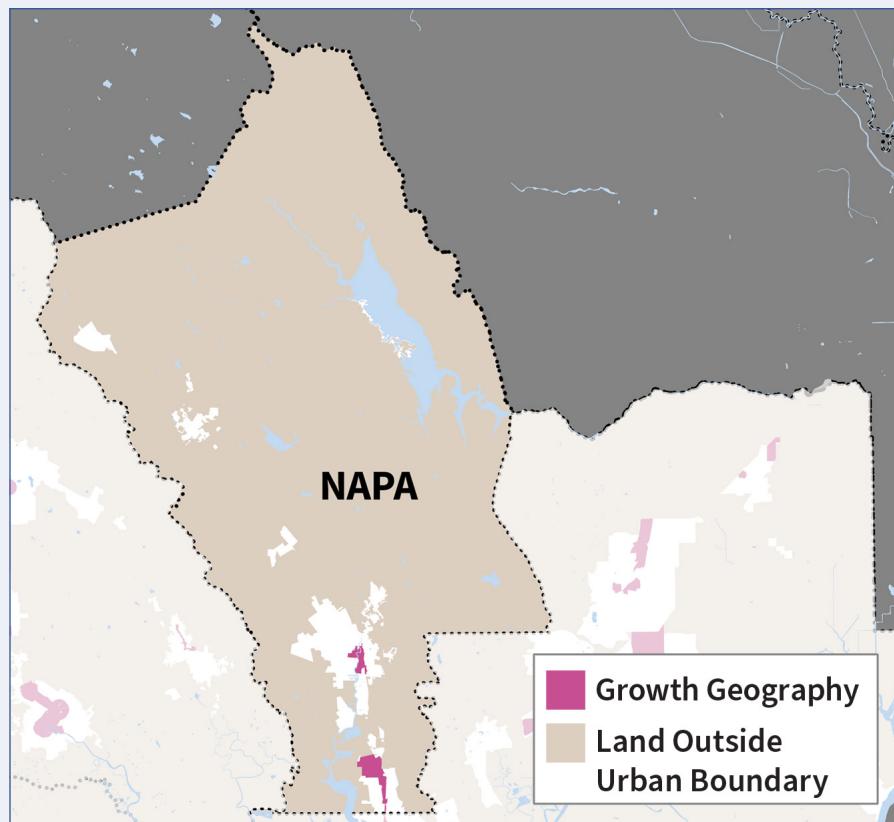
Implementation Support

MTC-ABAG provides technical assistance to help local jurisdictions implement strategies from Plan Bay Area 2050+. This includes resources like playbooks for redevelopment, mobility hubs and parking strategies, along with support for advancing transportation and housing initiatives.

For more information on tools and resources for partners, please visit planbayarea.org.

Napa County Growth Geographies

Growth Geographies are areas identified in Plan Bay Area 2050+ to guide long-term housing and job growth. As shown on the map, these areas are designated either by local jurisdictions or based on their proximity to transit and access to opportunity.



In Napa County, twelve transportation strategies work together to make it easier, safer and more reliable for residents to get where they need to go, whether by transit, car or active modes like walking and biking. Investments maintain and improve today's system, expand safe options for biking and walking, and advance a new vision for transit through Transit 2050+, developed collaboratively by MTC and transit operators like Vine Transit.

Strategy Spotlight

Strategy T8 – Advance Other Regional Programs and Local Priorities

Implements complementary programs and transportation investments at the local and regional levels, including Community Based Transportation Plans, goods movement and priority development areas, guided by county-driven planning efforts, especially for multimodal improvements on local arterial roads.

Strategy T11 – Enhance Transit Frequency, Capacity and Reliability

Invests in targeted service enhancements across the existing transit network to improve regional frequency, reliability and capacity. Improvements to Vine Transit will enhance travel throughout Napa County, focusing on key corridors and connections to major destinations both inside and outside the county.

Project Spotlight

At least \$4.9 billion¹ in transportation projects are planned for Napa County from 2025-2050.



Photo: Courtesy of Caltrans

SR-29 Improvements

Multiple enhancements to SR-29 will improve traffic flow and enhance the experience for all travelers, especially at Airport Blvd, SR-12, SR-121 and American Canyon Road.

NVTA Vine Transit Local & Express Bus Expansions

Improvements to existing NVTA services will expand service hours and upgrade frequencies on local routes 10 and 11 and deploy transit priority that keeps express buses running on time.

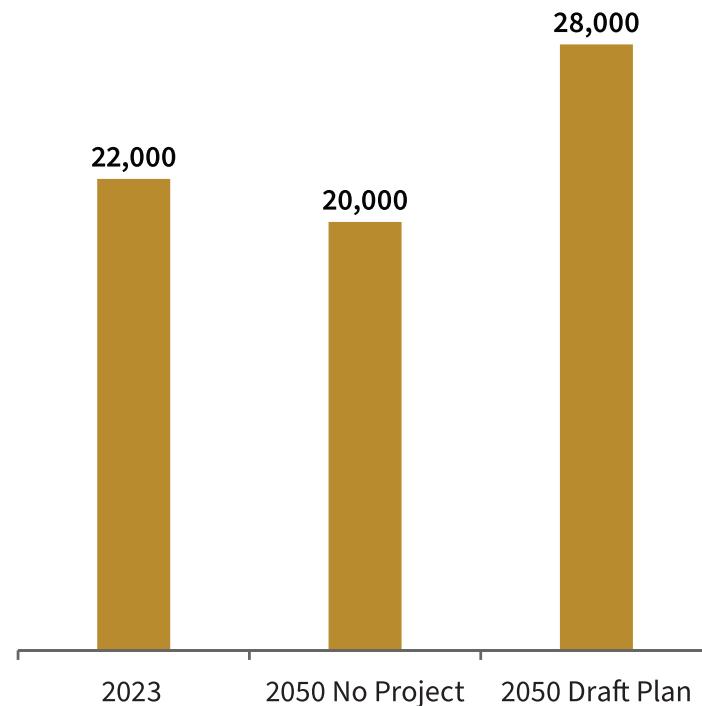
Soscol Avenue Multimodal Improvements

Improvements to Soscol Avenue in the city of Napa will promote efficient traffic flow and enhance the experience for pedestrians and bicyclists to create a safe street for all travelers.

¹ Amount reflects county-specific projects only.
Additional regionwide or programmatic investments may include more in Napa County.

Forecasted Outcomes

Jobs Accessible by 45-Minute Transit Commute in Napa County



Job access is projected to improve, increasing from 22,000 in 2023 to 28,000 by 2050 by strategically expanding the transit system and promoting housing and employment in key Growth Geographies, allowing many more people to take transit, walk or bike to work. Without key strategies in Plan Bay Area 2050+, job access could decline.

Affordability is essential to housing stability. In the Bay Area, families with low incomes spend up to 70% of their household income on housing, leaving little room for other basic needs. Plan Bay Area 2050+ prioritizes affordable housing options for residents in Napa County and across the region, especially those with the lowest incomes and greatest needs. Eight housing strategies focus on producing housing at all affordability levels, preserving existing affordable homes and protecting renters from the impacts of high housing costs.

Strategy Spotlight

Strategies H3 and EC4 – Allow a Greater Mix of Housing and Land Use Densities and Types in Growth Geographies



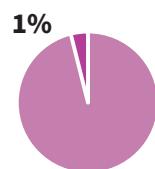
Napa County is home to several Growth Geographies that have the potential to better connect homes and workplaces, reduce housing costs and bring jobs closer to where people live.

Strategy H8 – Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services

Public agencies and nonprofits can accelerate the development of 100% affordable and mixed-income housing, supportive services and public spaces. The Priority Sites Pilot is helping the City of Napa create a development strategy for several city-owned parcels close to local services, the Napa riverfront and transit services.

Growth Pattern in Napa County

The Growth Pattern identifies how much Napa County might grow between 2023 and 2050, including population, jobs, households and housing units.



New Household Growth

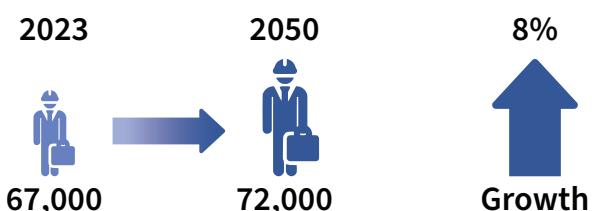
By 2050, the county is projected to maintain a stable share of the Bay Area's households, accounting for **1% of new growth**, while preserving its existing employment base and rural character.

Household Growth



The **number of households** is expected to rise from **51,000 to 56,000** by 2050, an **increase** of about **11%**.

Job Growth



The **number of jobs** is expected to grow from **67,000 to 72,000** by 2050, an **increase** of about **8%**.

Nine environment strategies work not just to protect Napa County's and the Bay Area's land, air, water and people from natural hazards, but also to proactively improve residents' health and enhance their living spaces.

Strategy Spotlight

Strategy EN5 – Protect and Manage High-Value Conservation Lands



Photo: Karl Nielsen

Strengthens biodiversity, improves landscape connectivity and supports a vibrant agricultural sector. In Napa County, Priority Conservation Areas highlight high-value opportunities aligned with other planning efforts. The Napa County Agricultural Land PCA and the Blue Oak Woodlands PCA around Lake Berryessa align with county and state priorities.

Strategy EN8 – Expand Clean Vehicle Initiatives



Photo: Noah Berger

Invests in clean vehicles, including EVs, electric mobility and chargers to accelerate the electric transition. A proposed vehicle buyback program would support the shift, building on Napa County's current 5% EV share and aiming for significant growth by 2035. The plan calls for a total of 535,000 chargers regionwide, including approximately 11,000 in Napa County.

Strategy EN1 - Adapt to Sea Level Rise

For the first time, Plan Bay Area includes a Resilience Project list to address regional sea level rise. In Napa County, the list anticipates a \$4 billion need to manage impacts from the first 4.9 feet of sea level rise.

Projects include the SR-37 Corridor project, combining near-term flood solutions with a long-term adaptation strategy. The plan also promotes nature-based solutions like the American Canyon Wetlands Restoration Plan to restore wetlands along the lower Napa River, improving water quality, habitat and public access, while building resilience to sea-level rise.

Napa County Sea Level Rise Resilience Investments

