



NAPA VALLEY TRANSPORTATION AUTHORITY-TAX AGENCY ITOC Agenda Memo

TO: Independent Taxpayer Oversight Committee (ITOC)
FROM: Danielle Schmitz, Executive Director
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SUBJECT: Executive Director Report

RECOMMENDATION

That the Napa Valley Transportation Authority-Tax Agency (NVTA-TA) Independent Taxpayer Oversight Committee (ITOC) receive the Executive Director Report.

BACKGROUND

Local Update

BottleRock Service – Vine Transit provided free and late-night transit service all BottleRock weekend long. Staff will report out on ridership numbers once they have been finalized.

Outreach – NVTA has participated in a lot of Spring outreach events. In April, staff hosted Valley Oak High School students on a field trip at the Bus Maintenance Facility and provided a tour and hands-on experience. The Maintenance Manager and transit planners provided career path information, and it was an informative and positive experience for the students. Thank you to our Transit team!

On April 18th, NVTA staff participated in Earth Day at the Oxbow Commons. We had a great turnout and community members enjoyed being able to tour our fully electric Art Bus.

On May 3rd, NVTA staff participated in BikeFest at the Oxbow Commons and Bike to Wherever Day on Thursday, May 14th. The NVTA energizer saw over 60 riders at the Soscol location and Napa County Bicycle Coalition is reporting over 1,400 participants countywide.

Vision Zero Update – NVTA is kicking off the Napa Valley Vision Zero data update and progress report – this update will build off the Vision Zero Plan completed in 2023 and provide a benchmark report on progress made toward reducing severe and fatal collisions on the county roadway network.

Regional Update

SR 37 – MTC approved \$11.6 million for the SR 37 Tolay Creek Bridge Project to complete the funding plan on package one of the Sears Point to Mare Island Improvement Project. The project will widen and extend the bridge, providing more vehicle capacity and better tidal flow connectivity between the marsh and bay waters.

On May 5th Representative Garamendi held a press conference on the SR 37 Corridor to introduce the Accelerating Demonstration Approaches for Protecting Transportation Assets (ADAPT) Act. It's a marker bill that would provide the funding and delivery framework needed to move large-scale resilience projects from planning to completion by authorizing \$10 billion over five years to fund up to 10 nationally or regionally significant, large-scale resilience demonstration projects that reduce the risk of catastrophic damage, prolonged closures, and repeated emergency repairs to critical surface transportation assets.

Regional Network Management - MTC's Regional Network Management Council approved the transit wayfinding design guidelines to help Bay Area transit agencies establish a uniform look for signs and maps used at regional transit hubs that connect multiple systems. NVTA will be incorporating some of the signage at the Redwood Park and Ride when it updates the transit signage at that hub.

State and Federal

State Budget:

The May 2026 state legislative update presents a mixed fiscal picture, with stronger-than-expected current revenues offset by significant long-term budget challenges. State revenues are exceeding projections by nearly \$9 billion this fiscal year, driven largely by income tax receipts. However, this surplus is largely committed to constitutional obligations such as education and reserve funds.

Looking ahead, the outlook is much more constrained, with projected deficits reaching \$35 billion by 2030. In response, Governor Newsom is expected to propose significant budget cuts in his May Revise to maintain a balanced budget, while the Senate is advancing an alternative approach that prioritizes building reserves, protecting key programs, and potentially introducing new fees on large corporations.

The outlook is concerning for transit. The Senate's budget framework does not include new transportation funding and does not address restoring cuts to key transit programs, while ongoing changes to the Cap and Invest program could further reduce funding available for transit-related programs such as the Low Carbon Transit Operations Program (LCTOP) and the Transit and Intercity Rail Capital Program (TIRCP).

Proposed reallocations of climate funds toward utility credits and industrial decarbonization may come at the expense of transit and clean transportation investments, potentially undermining efforts to meet zero-emission bus requirements and sustain programs like student transit passes. These proposed changes have prompted significant opposition from legislators and transit stakeholders, and the outcome remains uncertain as CARB considers next steps.

Caltrans is forming a California Transit Advisory Committee (CTAC) to provide strategic and technical input on transit planning and implementation, with applications open through April. This effort stems from SB 960 (2024), which requires stronger integration of transit and "complete streets" into state planning. In parallel, Caltrans is creating a new Deputy Director of Transit position and reestablishing its Division of Mass Transportation, signaling a renewed emphasis on improving transit speed, reliability, and connectivity, particularly through priority infrastructure like dedicated bus lanes and signal prioritization.

Federal Update:

Congressman Thompson has included a \$2 million request for American Canyon SR-29 corridor improvements in an earmark request to the Appropriations Committee. NVTA should know soon whether it will be recommended for approval in the Transportation and Housing and Urban Development bill later this fall.

At the national level, federal surface transportation reauthorization discussions raise concerns, as proposed House funding levels could significantly reduce support for bus programs and competitive grants, potentially impacting future transit capital projects.

Transportation advocates are urging Congress to provide robust federal funding for the Buses and Bus Facilities program, requesting \$2.2 billion annually. This effort has broad bipartisan support, with over 50 members of Congress backing a letter to maintain funding. This issue is particularly significant as Congress prepares a long-term surface transportation reauthorization bill that will establish federal transportation funding priorities and program levels for the next five years.

More broadly, federal activity is marked by competing priorities, tight timelines, and political volatility. The FY27 appropriations process has begun under pressure to meet a September 30 deadline and avoid a government shutdown.

ATTACHMENTS

None