

2022 LEGISLATIVE PRIORITIES



NVTA

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Soscol Gateway Transit Center

ABOUT

The Napa Valley Transportation Authority serves as the transportation agency for Napa County and is responsible for administering state and federal funds for local projects. A joint powers authority, NVTA oversees the County's short- and long-term regional transportation planning. NVTA works closely with its local, regional, state, and federal partners to improve Napa Valley's streets, highways, bicycle, and pedestrian facilities.

In addition to planning, NVTA also manages the Vine Transit system which serves over one million passengers annually. The Vine provides local fixed-route and on-demand service in Napa, American Canyon, Yountville, St. Helena, and Calistoga. Service includes complimentary door-to-door paratransit service and community shuttles. The Vine also operates a regional express bus service throughout the Valley to key transit hubs, including the El Cerrito Del Norte BART station, the Amtrak Station in Suisun City, and the San Francisco Bay Ferry terminal in Vallejo.


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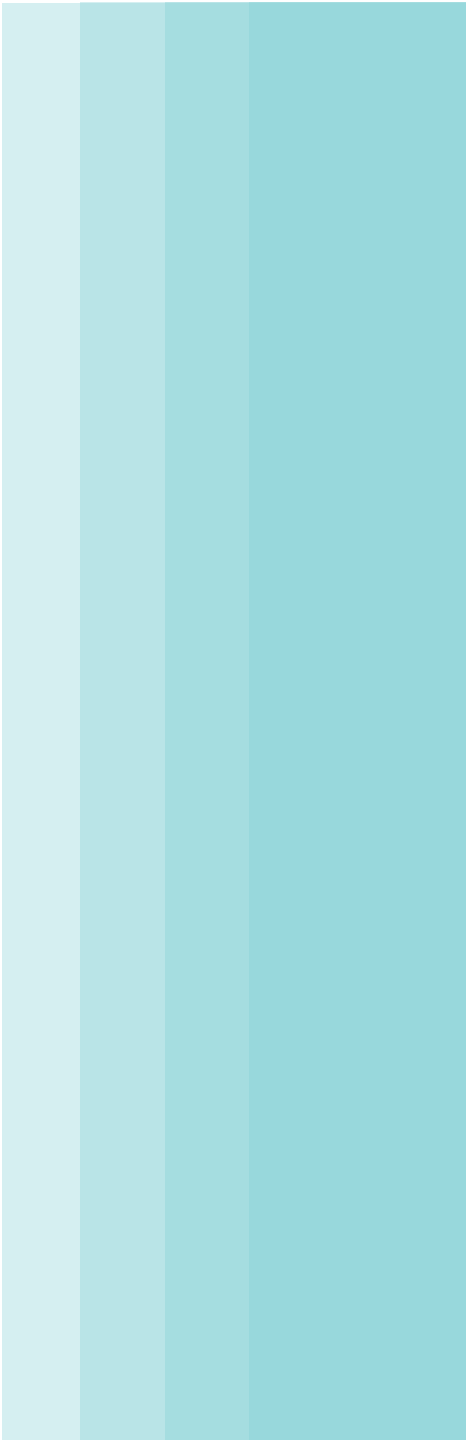
LEGISLATIVE ADVOCACY FEDERAL



Revenues

- Support efforts to stabilize and increase revenues that flow to the Highway Trust Fund.
- Support efforts to expand competitive grant programs.
- Advocate for grant programs that fund clean fuel technologies, including the FTA Low and No Emission Vehicle Deployment program.
- Advocate for increased appropriations for the New Starts and Small Starts program, as well as establishing a robust set aside for Small Starts projects in rural areas.
- Advocate for increased appropriations for the Department of Transportation's (DOT) Better Utilizing Investments to Leverage Development (BUILD) (formerly TIGER program)
- Advocate for increased appropriations for Federal Transit Administration (FTA) Bus and Bus Facilities funds (FTA §5339 C).
- Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts through budget sequestration.

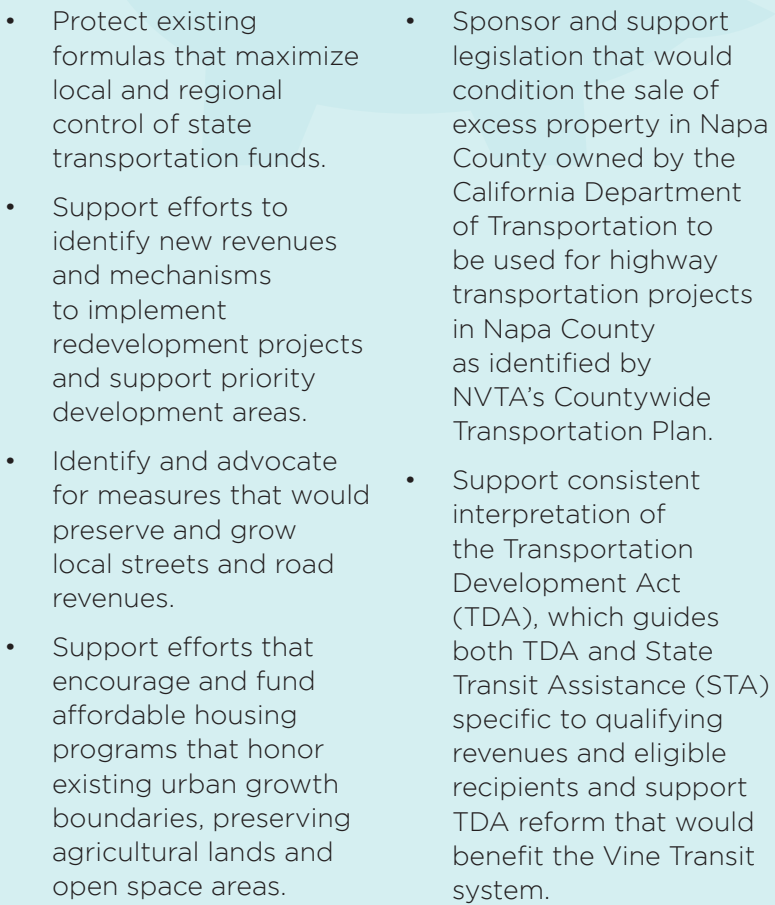
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- Respond to Federal Transit Administration's and Federal Highway Administration's implementation of Fixing America's Surface Transportation Act (FAST) or successor legislation, as rulemakings, circulars, and other administrative actions are issued.
 - Support efforts to address the National Environmental Policy Act (NEPA) reciprocity language to align the statute of limitation to file a claim to be consistent with the 30-day statute of limitation in the California Environmental Quality Act (CEQA), or at a minimum, to align it with existing NEPA statute of limitations for highway and transit projects which is set a 150 days.
 - Support efforts that increase funding and existing FAST Act programs in anticipation of the 2020 reauthorization of the transportation authorization bill.
 - Support efforts to educate the next Administration on the need for increased investment in transportation infrastructure.
 - Support increased funding for advanced/emerging technologies pilot and demonstration programs.



LEGISLATIVE ADVOCACY STATE

Revenues

- Work closely with state legislators and agencies to maximize AB 32 Cap and Trade revenues for transportation projects, specifically expanding eligibility to include travel demand management program and traffic congestion relief, grow the transit program, and identify measures to advance funds.
- Support efforts that would support investments in transit infrastructure projects eligible for Cap & Trade offsets.
- Support efforts to lower the 2/3rds voting threshold for local transportation sales tax measures.
- Support efforts to increase Cap & Trade funds for public transit and other transportation programs that reduce emissions.
- Support funding innovations such as user-based fees (e.g. tolls, parking fees, and other congestion pricing mechanisms) that reduce congestion and stabilize and or generate new revenues for transportation such as voluntary mileage based program (that might arise from SB 1077 or other).
- Protect transportation funds from being diverted for other purposes or conditioned for housing production.

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- Protect existing formulas that maximize local and regional control of state transportation funds.
 - Support efforts to identify new revenues and mechanisms to implement redevelopment projects and support priority development areas.
 - Identify and advocate for measures that would preserve and grow local streets and road revenues.
 - Support efforts that encourage and fund affordable housing programs that honor existing urban growth boundaries, preserving agricultural lands and open space areas.
 - Sponsor and support legislation that would condition the sale of excess property in Napa County owned by the California Department of Transportation to be used for highway transportation projects in Napa County as identified by NVRTA's Countywide Transportation Plan.
 - Support consistent interpretation of the Transportation Development Act (TDA), which guides both TDA and State Transit Assistance (STA) specific to qualifying revenues and eligible recipients and support TDA reform that would benefit the Vine Transit system.



Socol Junction (Highways 12/29/221)

LEGISLATIVE ADVOCACY STATE

Project Delivery

- Support efforts to streamline project delivery requirements and reduce costs for delivering projects, including efforts that streamline CEQA processes.
- Support efforts to expand local and regional authority to enter into public-private partnerships for transportation improvement projects.

Environment

- Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.
- Support programs that assist employers in meeting the SB 1339 requirements.

Congestion Relief

- Support efforts to establish and maintain HOV lanes on State Highways.
- Support efforts that allow Express Bus and Regional Routes to operate on highway shoulders.
- Support Caltrans efforts to expand traveler information and other solutions that reduce congestion and increase throughput.

Regulatory Reform

- Support legislation to exempt public transit vehicles from state and local truck route ordinances.
- Support efforts that ease compliance for small operators, and provide financial assistance for infrastructure investments and vehicle purchases associated with to the California Air Resources Board's Innovative Clean Transit Rule.
- Support Regional Housing Needs Allocation (RHNA) reform that expands the definition of acceptable dwelling units.



Imola Park & Ride (design concept)

P R O J E C T PRIORITIES

- Improvements to State Route 29, including improvements to key intersections such as Soscol Junction (SR 29/SR221/Soscol Ferry Rd.), Carneros (SR 121/SR 29/SR12), Airport (SR 29/SR 12), improvements on SR 29 in American Canyon between Napa Junction and American Canyon Road, and parallel routes along the corridor.
- Congestion relief projects and sea level rise mitigation on State Route 37 including Resilient SR 37 access to public lands.
- Projects located in the County's two Priority Development Areas and the one Priority Production Area.
- Transit Maintenance Facility
- Technology projects that increase transit operating efficiencies and reduce emissions.
- Technology projects that improve highway and local street and road operations, including autonomous vehicle infrastructure.
- Projects included in Plan Bay Area and successor Regional Transportation Plans for Napa's jurisdictions.
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safety
- Rapid Bus corridor improvements on major corridors including projects in NVTVA's 2017 Express Bus Plan
- Upgrades to Soscol Gateway Transit Center
- Major Corridor Management, Operations and Control Center Projects
- Vine bus fleet electrification
- Countywide electric vehicle charging network

2022 PROJECT PRIORITIES

continued ...

- Safe and accessible routes and infrastructure to transit and schools
- Sonoma Marin Area Rail Transit expansion to Suisun Amtrak/Capital Corridor Station and Vallejo Ferry Terminal.
- Vallejo Ferry operational improvements/service frequencies.

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