

An aerial photograph of a town in Napa Valley, California. The town is nestled in a valley, surrounded by rolling hills and mountains. The foreground shows residential houses, streets, and parking lots. In the middle ground, there are larger commercial buildings and a school. The background features a large, forested hillside and distant mountains under a blue sky with some clouds.

Advocacy Program 2026 Legislative Priorities

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ABOUT NVTA

Napa Valley Transportation Authority serves as the Congestion Management Agency for Napa County, responsible for programming state and federal funds for local projects. NVTA handles the county's short- and long-term regional transportation planning, working closely with its local, regional, state, and federal partners to improve Napa County's streets, highways, and bicycle and pedestrian facilities.

NVTA also manages the Vine Transit system, including fixed-route service, door-to-door paratransit and community shuttles, and regional express bus service to key transportation hubs like the Vallejo Ferry, BART and the Capitol Corridor Amtrak.



2026 Federal and State
Legislative Platform
and Local Project Priorities



The Napa Valley Transportation Authority's Federal and State Legislative Platform and Project Priorities serve as the framework for the Authority's advocacy positions on federal and state legislative, administrative, and budgetary issues. NVTA's advocacy efforts are focused on proposals and funding that advance the Authority's core activities and goals. To maximize the greatest outcomes, the Board adopted the following strategic priorities for 2026.

FEDERAL LEGISLATIVE ADVOCACY PLATFORM AND PRIORITIES

FUNDING PRIORITIES

The Napa Valley Transportation Authority maintains a Federal Legislative Program to advance policies and funding initiatives that support the Authority's mission of delivering safe, sustainable, and efficient mobility options for Napa County residents, businesses and visitors. NVTA's federal priorities focus on securing resources and shaping policies that strengthen public transit, improve system safety and regional connectivity, support economies and infrastructure resiliency, and promote access to transportation services.

NVTA's legislative program is guided by the NVTA Board of Directors, representing the County of Napa, the Cities of American Canyon, Napa, St. Helena, Calistoga, and the Town of Yountville, and reflects the agency's role as both the congestion management agency and the countywide public transit provider. Our federal advocacy efforts are designed to ensure that Napa County's unique needs—as a suburban/rural, agricultural, and tourism-based community—are addressed in federal policy discussions.

- 💰 Support efforts to fully implement the Bipartisan Infrastructure Law (BIL) (also known as Infrastructure Investments and Jobs Act) and the Inflation Reduction Act of 2022. Make IJJA's advance appropriations a permanent component of the federal surface transportation reauthorization funding and support the following key programs in the upcoming transportation reauthorization bill.
- 💰 Advocate for increased funding for the Department of Transportation's (DOT) Better Utilizing Investments to Leverage Development (BUILD) program.
- 💰 Advocate for increased funding for the Department of Transportation's (DOT) Safe Streets and Roads for All (SS4A) grant program or its successor.
- 💰 Maintain funding for the Rural Surface Transportation Program at current levels or above.
- 💰 Maintain the Bay Area's share of core transit and highway formula funding as a minimum and grow investments through existing formula programs by stabilizing and sustaining Highway Trust Fund support for transit formula programs including 5307, 5339, 5311 and 5310 transit formula programs and STBG, CMAQ and CRP.
- 💰 Advocate to preserve and increase funding for Federal Transit Administration (FTA) Bus and Bus Facilities funds and Low and No Emission Vehicle Deployment program (FTA §5339 B and C) with particular emphasis on maintaining the current allocation to competitive grants.
- 💰 Make FTA's National Environmental Policy Act (NEPA) requirements for purchasing land consistent with the Federal Highway Administration's (FHWA) NEPA requirements, allowing entities working with FTA to purchase land before the completion of NEPA but not to start construction until the process is finished.



- § Establish uniform Buy America requirements across USDOT's modal programs to ease compliance obligations until there are adequate Original Equipment Manufacturers (OEM) to meet the demand.
- § Advocate for increased funding 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 grant programs that fund innovative fuel and other emerging technologies. Support increased funding for advanced/emerging technologies pilot and demonstration programs.
- § Maintain DOT staffing levels so that existing grants are allocated and disbursed in a timely manner.
- § Support efforts to address the 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 at 150 days.
- § Clarify federal tolling policy to remove administrative barriers that delay toll-funded projects or hinder programs using tolling as a user-pay mechanism or congestion management tool.
- § Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts.
- § Streamline Federal Emergency Management Agency (FEMA) reimbursement processes.
- § Reform the Federal Aviation Administration's Fuel Tax Policy (79 Federal Register 66282) that requires sales taxes generated on aviation fuel to be spent at the airport.
- § Support efforts to address Medicaid reimbursement for paratransit service.
- § NVTA supports an increase to the Section 5307 set aside for Small Transit Intensive Cities (STIC) from 3% to 5% to help increase the efficiency and capacity of public transportation in communities with populations between 50,000 and 200,000 that meet high-performing transit service criteria compared to larger transit agencies.



STATE LEGISLATIVE ADVOCACY PLATFORM AND PRIORITIES

The Napa Valley Transportation Authority (NVTA) maintains a State Legislative Program to advance policies, resources, and partnerships that support safe, sustainable, and equitable mobility for the residents and visitors of Napa County. As both the congestion management agency and countywide public transit provider, NVTA is uniquely positioned to integrate local priorities into statewide transportation, land use, climate, and economic initiatives.

NVTA's legislative advocacy is guided by its Board of Directors and reflects the agency's commitment to ensuring that state policies respond to the needs of smaller, rural, and tourism-based communities as well as the broader regional and statewide goals.



NVTA supports legislative efforts that:

- Provide sustainable, predictable, and flexible funding for public transit, active transportation, and roadway improvements.
- Advance safety, climate resiliency, and clean transportation technologies.
- Improve coordination of housing, land use, and transportation policies while preserving local decision-making.
- Promote equitable access to mobility for youth, seniors, people with disabilities, and low-income residents.
- Streamline project delivery, modernize outdated processes, and encourage innovation.

The guiding principles of this program reflect NVTA's belief that local governments need the tools, flexibility, and resources to achieve shared statewide goals in ways that are responsive to community needs. NVTA's advocacy also aligns with the agency's long-term transportation planning efforts, ensuring that local voices are represented in statewide policy discussions and that Napa County receives its fair share of resources to build a safer, cleaner, and more connected transportation system.



FUNDING PRIORITIES

- 💰 Work closely with state legislators and agencies to maximize AB 32 Cap and Invest 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.
- 💰 Advocate for new transit operating funds like doubling Transportation Development Act (TDA) funds, while preserving existing transit capital funding.
- 💰 Support efforts associated with the SB 125 Transit Transformation Task Force that supports and enhances California's public transportation systems.
- 💰 Support efforts to lower the two-thirds voting threshold for local transportation sales tax measures.
- 💰 Expand efforts that stabilize funding for transportation programs to address fleet transition from traditional fuels to cleaner fuels in response to the Innovative Clean Transit Rule.
- 💰 Support efforts to modify the zero-emission bus purchase mandates in the Innovative Clean Transit Rule to address funding availability and vehicle supply and commercial readiness.
- 💰 Support new 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.
- 💰 Protect transportation funds from being diverted for other purposes or conditioned for housing production.
- 💰 Advocate for formulas that maximize local and regional control of state transportation funds.
- 💰 Support efforts that encourage housing development in priority development areas near transit and honor existing growth boundaries, preserving agriculture and open space to

reduce vehicle miles traveled.

- 💰 Advocate for Transit Oriented Development (TOD) funding and permit streamlining for TOD housing.
- 💰 Identify and advocate for measures that would preserve and grow local streets and road revenues.
- 💰 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 NVTA'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 eliminate farebox recovery requirements and benefit the Vine Transit system.
- 💰 Support efforts to create new funding for Bay Area regional corridor operations, transit connectivity and transit priority on Bay Area highways.
- 💰 Support efforts to identify new revenues to implement complete streets programs, safe routes to schools, and bicycle and pedestrian safety projects.
- 💰 Support efforts by Caltrans to set aside State Highway Operations and Protection Program (SHOPP) Funds for Active Transportation and Transit Projects on the State Highway System.

PROJECT DELIVERY

- ➔ Support efforts to streamline project delivery requirements and reduce costs for delivering projects, including efforts that streamline CEQA processes.
- ➔ Advocate for regulatory streamlining around public utility requirements.
- ➔ Support project delivery tools and processes related to

innovative project funding and delivery including construction manager/general contractor (CM/GC) project delivery, means-based tolling, and resource restoration and enhancement.

Environment and Resiliency

- Support resiliency programs intended to minimize natural disasters that impact transportation infrastructure.
- Support efforts that would maximize energy security and minimize energy disruptions to sustain electric vehicle fleet operations especially during disasters.

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.
- Support transit priority on freeways and highways.
- Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.
- Support programs that assist employers in meeting the SB 1128 commuter-benefit requirements.

Safety

- Support State efforts to implement Vision Zero policies and Local Roadway Safety Plans and programs statewide.
- Support efforts to expand automated speed enforcement.

Statutory and Regulatory Changes

- Support legislation and policies that would allow tolling to reduce vehicle miles traveled, encourage transit use and ridesharing.
- Support efforts that streamline eligibility screening, applications, and administrative oversight of grants, regulatory compliance, and reporting.

- Pursue administrative, regulatory or statutory exemption for public transit buses from truck safety inspections by California Highway Patrol or other entity while buses are in revenue service.
- Support efforts for Medi-Cal transportation coverage for paratransit service providers.



REGIONAL & LOCAL ADVOCACY PROGRAMS

Transportation and Housing Measures

- Advocate for regional transportation and housing measures and other efforts led by the Metropolitan Transportation Commission that benefit Napa County and the Vine Transit system.
- Promote and partner on transit-oriented development near multimodal stations that feeds the transit system.
- Incentivize ridesharing and transit use through reimbursable employer-sponsored initiatives such as vouchers and transit passes.

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Town of Yountville

PROJECT PRIORITIES

- reduce vehicle miles traveled.
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- 🇺🇸 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.
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- Improvements to State Route 29 and parallel routes, included in the Comprehensive Multimodal Corridor Plan, specifically improvements to key intersections such as Carneros (SR 221/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.
- Napa Valley Forward Intersection Improvements.
- 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 Priority Development Areas, Priority Conservation Areas, and Priority Production Areas.
- Technology projects that increase transit operating efficiencies and reduce emissions including transit signal priority and transit queue jump.
- Technology projects that improve highway, local street and road operations, including changeable messaging signs and emergency highway operation systems.
- Transit infrastructure projects that improve system resilience including battery storage and microgrid systems.
- Projects included in the Countywide Transportation Plan and Plan Bay Area for NVRTA and Napa's jurisdictions.
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safe Routes, included in the Countywide Active Transportation, Vision Zero and Local Roadway Safety Plans.
- Improvements included along SR 121 including the Imola Complete Streets Corridor Plan and intersection improvements at Silverado Five-Way and SR 121/221.
- Rapid Bus corridor improvements on major corridors including project in NVRTA's 2017 Express Bus Plan.
- Upgrades to park and ride facilities.

State Route 29



- Vine zero-emission bus fleet and fueling including a regional charging network.
- Countywide electric vehicle charging network
- Explore passenger rail including into the City of Napa and expansion of Capitol Corridor and/or Sonoma Marin Area Rail Transit to Napa and Solano Counties.
- SR 116/121/12/29 Comprehensive Multimodal Corridor Plan



Napa Valley Vine Trail



For more information on NVTA's
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NAPA VALLEY TRANSPORTATION AUTHORITY

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