



December 17, 2025
NVTA Agenda Item 9.3
Continued From: New

Action Requested: APPROVE

NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Antonio Onorato, Director - Administration, Finance and Policy
(707) 259-8779 / Email: anonorato@nvta.ca.gov
SUBJECT: 2026 Federal and State Legislative Advocacy Program and Project
Priorities and Federal and State Legislative Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the 2026 Federal and State Legislative Advocacy Program (Attachment 1) and receive the Federal and State Legislative update.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

Each year, NVTA adopts an annual legislative advocacy program which provides NVTA staff direction on advocacy and project priorities in preparation for the upcoming Federal and State legislative session. The proposed 2026 State and Federal Legislative Platform outlines the agency's legislative priority areas related to transportation, transit, economic development, highway infrastructure, safety, sustainability and the environment, and resiliency.

The Federal Legislative update will be provided by Joel Rubin with the Agency's newest federal advocates- CFM Advocates in Washington, D.C., and the State Legislative update will be provided by Steve Wallach of Platinum Advisors in Sacramento.

FISCAL IMPACT

None for this action. Formal adoption and use of a legislative platform, by clearly indicating NVTa's priorities, may increase the agency's effectiveness when competing for federal or state funding opportunities.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION:

The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND

Each year the NVTa Board approves the Federal and State Legislative Programs and Project Priorities to establish direction and to authorize staff to advocate for various policy principles and projects, and to seek grant funding.

Attachment 1 is the proposed 2026 Programs and Projects Priorities. Attachment 2 is the redlined version showing the changes from the 2025 Legislative Program and Project Priorities. A summary of the changes is included in Table 1 below.

Table 1: Summary of Legislative Agenda Changes

Item	Reason
Added a preamble.	
Federal Legislative Advocacy Program	
Added an introduction to the document	
Added DOT staffing levels support	To advocate for adequate resources for federal transit and federal highway departments
Added federal tolling policy	To remove administrative barriers that delay toll-funded projects or tolling as a user pay mechanism or congestion management tool
Added advocate for increased funding for the New Starts and Small Starts program and a set aside for Small Starts projects in rural areas.	To set aside a portion of funding in rural areas for small starts projects
Removed state of good repair formula funds for 5337 programs	This point only benefits larger transit rail systems.
Removed "Support efforts...through budget sequestration"	No longer warranted.

Added Small Transit Intensive Cities...	To advocate for continued funding and increase the funding set aside to 5%.
State Legislative Advocacy Program	
Added an Introduction to this section	
Added zero emission bus purchase mandates in the Innovative Clean Transit rule to address funding availability	This is an issue that the California Transit Association and CA Air Resources Board is working on to address issues related to zero emission vehicles and manufacturing and supply chain issues
Regional and Local Advocacy Program	
Removed Napa Countywide Transportation Sales Tax Ordinance	Passed Measure U
Added to Regional Transportation and Housing Measures	Included partnerships on transit oriented development and incentivizing ride share and transit usage
Project Priorities	
Removed Soscol Junction and St. Helena to Yountville Vine Trail	Projects are complete
Minor refinements to several bullet points. Removed Transit Oriented Developments as its no longer an agency priority	Minor refinements
Added SR 116/121/12/29 Comprehensive Multimodal Corridor Plan	An updated Comprehensive Multimodal Corridor Plan is needed to compete for State discretionary funds.

ALTERNATIVES

The Board may elect not to approve the 2026 Federal and State Legislative Advocacy Programs and Project Priorities and instead, staff would request direction from the board on each individual issue or advocacy opportunity as they emerge. Depending on the deadlines for letters, grant applications, policy, and statutory changes, some opportunities may be lost since the board meets just once a month.

COUNTYWIDE PLAN GOALS MET BY THIS PROPOSAL

The Legislative Agenda meets all the strategic goals by supporting legislative advocacy for projects, regulatory and statutory reform, however, its impact has greater influence on three specific goals; meeting the needs of the entire community (Goal 1), improving system safety (Goal 2), and supporting Napa County's economic vitality by ensuring staff has the leverage to advocate on behalf of NVTAs priorities.

ATTACHMENT(S)

- (1) 2026 Federal and State Legislative Advocacy Programs, Regional/Local Advocacy and Project Priorities (clean version)
- (2) 2026 Federal and State Legislative Advocacy Programs, Regional/Local Advocacy and Project Priorities (redlined version)
- (3) 2025 Federal and State Legislative Advocacy Programs and Project Priorities 2025

2026 Federal and State Legislative Platform, Regional/Local Advocacy and 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

The Napa Valley Transportation Authority (NVTA) 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, industries businesses and visitors. NVTA's federal priorities focus on securing resources and shaping policies that strengthen public transit, improve 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.

• FUNDING PRIORITIES

- 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 IIJA's advance appropriations a permanent component of the federal surface transportation reauthorization funding
- Advocate for increased appropriations for the Department of Transportation's (DOT) Better Utilizing Investments to Leverage Development (BUILD) program.
- Advocate for increased appropriations 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 formula programs including 5307, 5339, 5311 and 5310 transit formula programs and STBG, CMAQ and CRP

- Sustain state of good repair formula funding provided through the 5337 general fund augmentation
- Advocate to preserve and increase appropriations 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.
- 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.
- Make FTA's 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.
- Advocate for grant programs that fund innovative fuel and other emerging technologies. Support increased funding for advanced/emerging technologies pilot and demonstration programs.
- 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.
- Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts.
- 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 at 150 days.
- 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.
- Maintain DOT staffing levels so that existing grants are allocated and dispersed in a timely manner.
- 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.
- NFTA 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."
- Support efforts to address Medicaid reimbursement for paratransit service.

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 SB 125 (Ting), and the work of the Transit Transformation Task Force that supports and enhance California's public transportation systems.
- Support efforts to lower the 2/3rds 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 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 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 in order 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

- Regional 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 feed the transit system.
 - Incentivize ridesharing and transit use through reimbursable employer-sponsored initiatives such as vouchers and transit passes

Project Priorities

- Improvements to State Route 29 and parallel routes, included in the Comprehensive Multimodal Corridor Plan, including 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 Pla
- Upgrades to park and ride facilities
- 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 Capital Corridor and/or Sonoma Marin Area Rail Transit to Napa and Solano Counties.
- SR 116/121/12/29 Comprehensive Multimodal Corridor Plan

2026 Federal and State Legislative Platform and Project Priorities

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• Revenues-FUNDING PRIORITIES

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- 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.
- Make FTA's 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.
- ~~○ Support efforts to stabilize and increase revenues that flow to the Highway Trust Fund.~~
- Advocate for grant programs that fund ~~clean-innovative~~ fuel ~~technologies~~ and other emerging technologies. Support increased funding for advanced/emerging technologies pilot and demonstration programs.
- 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) Rebuilding American Infrastructure and Sustainability and Equity (RAISE) program and its successor.~~
- ~~○ Advocate for increased appropriations for the Department of Transportation's (DOT) Safe Streets and Roads for All (SS4A) grant program or its successor.~~
- ~~○ Advocate for increased appropriations for Federal Transit Administration (FTA) Bus and Bus Facilities funds and Low and No Emission Vehicle Deployment program (FTA §5339 B and C).~~
- Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts, ~~through budget sequestration.~~
- 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 at 150 days.

- ~~○ Support increased funding for advanced/emerging technologies pilot and demonstration programs.~~
- 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.
- Maintain DOT staffing levels so that existing grants are allocated and dispersed in a timely manner.
- 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.
- NHTA 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."
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- Streamline project delivery, modernize outdated processes, and encourage innovation.

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Revenues ~~FUNDING PRIORITIES~~

- Work closely with state legislators and agencies to ~~renew and~~ maximize AB 32 Cap and ~~Trade—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 SB 125 (Ting), and the work of the Transit Transformation Task Force that supports and enhance California's public transportation systems.
- Support efforts to lower the 2/3rds 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 ~~Governor Newsom's Executive Order N-79-20 requiring all vehicles to be zero emission by 2035~~ 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 NVTAs 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 in order 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 ~~Measures/Ordinance~~ Advocacy Programs

- ~~Napa Countywide Transportation Sales Tax Ordinance~~
 - ~~Lead efforts and advocate to modify the countywide ½ cent sales tax transportation ordinance (Measure T):~~
 - ~~To seek a 30-year extension~~
 - ~~To allow debt issuance to advance projects, improve pavement management scores, and provide seed funding for major in-county projects, and to make other changes that streamline and improve the Measure that enhance services to members of the community.~~
- Regional 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

Project Priorities

- Improvements to State Route 29 and parallel routes, included in the Comprehensive Multimodal Corridor Plan, including improvements to key intersections such as ~~Soscol Avenue (SR 29/SR121/SR12)~~, 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.
- ~~St. Helena to Yountville Vine Trail~~
- 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, and ~~transit including transit~~ including transit signal priority, including changeable messaging signs and emergency highway operation systems. ~~and~~
- 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 NVTa and Napa's jurisdictions
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safe Routest, included in the Countywide Active Transportation, Vision Zero and Local Roadway Safety Plans
- Improvements included along SR 121 including in 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 NVTa's 2017 Express Bus Plan
- Upgrades to ~~Soscol Gateway Transit Center and~~ park and ride facilities
- Vine zero emission bus fleet and fueling including a regional charging network
- Countywide electric vehicle charging network
- ~~Safe and accessible routes and infrastructure to transit and schools~~
- Explore Passenger rail including into the City of Napa and expansion of ~~the Capital Corridor and/or~~ Sonoma Marin Area Rail Transit to Napa and Solano Counties.
- Transit Oriented Developments

- SR 116/121/12/29 Comprehensive Multimodal Corridor Plan

2025 Federal and State Legislative Advocacy Program and Project Priorities

Federal Legislative Advocacy Program

- Revenues
 - Support efforts to implement the Bipartisan Infrastructure Law (BIL) (also known as Infrastructure Investments and Jobs Act) and the Inflation Reduction Act of 2022.
 - Support efforts to stabilize and increase revenues that flow to the Highway Trust Fund.
 - Advocate for grant programs that fund clean fuel technologies and other emerging technologies.
 - 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) Rebuilding American Infrastructure and Sustainability and Equity (RAISE) program and its successor.
 - Advocate for increased appropriations for the Department of Transportation's (DOT) Safe Streets and Roads for All (SS4A) grant program.
 - Advocate for increased appropriations for Federal Transit Administration (FTA) Bus and Bus Facilities funds and Low and No Emission Vehicle Deployment program (FTA §5339 B and C).
 - Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts through budget sequestration.
 - 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 at 150 days.
 - Support increased funding for advanced/emerging technologies pilot and demonstration programs.
 - 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.

State Legislative Advocacy Program

- Revenues
 - Work closely with state legislators and agencies to renew and 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.
 - Advocate for new transit operating funds, while preserving existing transit capital funding.
 - Support efforts associated with SB 125 (Ting), and the work of the Transit Transformation Task Force that supports and enhance California's public transportation systems.
 - Support efforts to lower the 2/3rds 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 Governor Newsom's Executive Order N-79-20 requiring all vehicles to be zero emission by 2035.
 - 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 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 NVTAs 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 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 in order 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.
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- Safety
 - Support State efforts to implement Vision Zero policies 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 Measures/Ordinance Advocacy Programs

- Napa Countywide Transportation Sales Tax Ordinance
 - Lead efforts and advocate to modify the countywide ½ cent sales tax transportation ordinance (Measure T):
 - To seek a 30-year extension
 - To allow debt issuance to advance projects, improve pavement management scores, and provide seed funding for major in-county projects, and to make other changes that streamline and improve the Measure that enhance services to members of the community.
- Regional Transportation and Housing Measures
 - Advocate for regional transportation and housing measures and other efforts led by the Metropolitan Transportation Commission that benefit Napa County.

Project Priorities

- Improvements to State Route 29 and parallel routes, included in the Comprehensive Multimodal Corridor Plan, including improvements to key intersections such as Soscol Avenue (SR 29/SR121/SR12), 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
- St. Helena to Yountville Vine Trail
- 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
- Technology projects that improve highway, local street and road operations, and transit including transit signal priority, changeable messaging signs and emergency highway operation systems and battery storage.
- Projects included in the Countywide Transportation Plan and Plan Bay Area for NVTa and Napa's jurisdictions
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safety, included in the Countywide Active Transportation, Vision Zero and Local Roadway Safety Plans
- Improvements included in the Imola Complete Streets Corridor Plan
- Rapid Bus corridor improvements on major corridors including project in NVTa's 2017 Express Bus Plan
- Upgrades to Soscol Gateway Transit Center and park and ride facilities
- Vine zero emission bus fleet and fueling including a regional charging network
- Countywide electric vehicle charging network
- Safe and accessible routes and infrastructure to transit and schools
- Passenger rail including into the City of Napa and expansion of the Sonoma Marin Area Rail Transit to Napa and Solano Counties.
- Transit Oriented Developments