



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
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SUBJECT: Freedom Affordability Speed Transparent Equity Reliability (FASTER) Initiative

RECOMMENDATION

That the Technical Advisory Committee (TAC) receive an update on the FASTER initiative and comment on NVTA's priority project list.

EXECUTIVE SUMMARY

The Bay Area Council along with the Silicon Valley Leadership Group and San Francisco Bay Area Planning and Urban Research Association (SPUR) are leading the effort for a proposed November 2020 transportation ballot initiative. In August, the FASTER group solicited project priorities from the Bay Area county transportation agencies, including NVTA. NVTA staff have evaluated FASTER's principles and will present proposed project priorities to the NVTA board at its October 23rd for consideration:

1. SR 29 Multi-Modal Corridor Improvements (South County)
2. Sonoma Marin Area Rail Transit (SMART) to Suisun and Vallejo (ferry)
3. SR 37 Improvements

Return to source is an outstanding and significant issue that has not been adequately addressed by the FASTER group. Napa tax generations would generate roughly \$40 million annually if a 1% sales tax was approved by the voters.

FINANCIAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

FASTER would be a Bay Area-wide initiative for consideration by the State Legislature – which first must approve the proposed ballot measure – and the voters in November 2020. The group launched an opinion poll to test various concepts which received mixed results. The polling data showed that, in concept, the public is supportive of raising taxes to fund transportation investments, but is ambivalent about the mechanism that would raise the funds. Based on initial polling and feedback, the proposed approach would be a 1% region-wide sales tax that would generate \$100.6 billion over 40 years. The poll did not include specific projects.

The FASTER group have established a set of principles in its discussions with local officials and the State legislature. Those principles include:

- Prioritize the development and implementation of a true regional transit system
- Provide freedom of access, mobility and a true alternative to driving alone
- Solve existing barriers – including affordability, speed, reliability, and ability to access the system
- Support economic development: transit allows new areas for housing and business development throughout the 9 counties
- Reduce climate emissions and adapt to changing environment

An outstanding issue is how much of the proposed sales tax generated in Napa County would be spent on projects in Napa County.

A representative from the FASTER campaign will be presenting its proposal and polling information at the October 23rd NVTA board meeting.

SUPPORTING DOCUMENTS

Attachments: None