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## NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

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**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
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**SUBJECT:** 2022 Draft Federal and State Legislative Advocacy Program

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

Napa Valley Transportation Authority (NVTA) Board adopts a legislative program each year. The Legislative Agenda allows staff to establish direction, and helps focus agency efforts in order to meet key agency goals and objectives. It also authorizes staff to advocate for various policy principals and projects. Staff will be updating the 2021 Legislative Agenda for 2022 and bringing it to the Board in October for approval. The 2021 Legislative Agenda can be found in Attachment 1. NVTA will review the 2021 Legislative Agenda with ATAC and take any comments and/or suggestions proposed for the 2022 draft Legislative Agenda.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No.

### **ATTACHMENT**

(1) 2021 Federal and State Legislative Advocacy Program

## **2021 Federal and State Legislative Advocacy Program and Project Priorities**

### **Federal Legislative Advocacy Program**

- **Revenues**
  - Support efforts to pass federal stimulus bill(s) with a robust transit element, funding for state and local governments, and other measures that would help working families and the local economy in response to the COVID-19 Pandemic.
  - Support efforts to pass a surface transportation authorization legislation that grows the programs established and sustained in the Fixing America's Surface Transportation (FAST) Act that expired this year.
  - 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) Transportation (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.
  - 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 at 150 days.
  - 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.
- Streamline Federal Emergency Management Agency (FEMA) reimbursement processes.

## **State Legislative Advocacy Program**

- Revenues
  - Support efforts to stimulate the economy, including aid to transportation and local government programs, and subsidies for families in response to the Coronavirus Pandemic.
  - 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 allow direct 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 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 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.
  - 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 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 benefit the Vine Transit system.

- Support efforts to create new funding for Bay Area regional corridor operations and transit connectivity.
- Streamline the State's FEMA approval and reimbursement processes.
- 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 and Resiliency
  - 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.
  - Support programs intended to minimize natural disasters that impact transportation infrastructure.
  - Support efforts that would minimize public safety power shutoff (PSPS) and other power outages 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.
- Regulatory Reform
  - Support efforts to identify solutions for improving transit coordination and connectivity as well as corridor operations at the regional and local level.
  - Support efforts that allow local jurisdictions to set speed limits based on other criteria consistent with Vision Zero principles in addition to the 85th percentile speed criterion.
  - 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 reform that expands the definition of acceptable dwelling units.

## **Project Priorities**

- Improvements to State Route 29 and parallel routes, included in the Comprehensive Multi-Modal 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.
- 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
- 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 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 Bicycle and Pedestrian 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
- Major Corridor Management, Operations and Control Center Projects
- Vine bus fleet electrification and regional charging network
- Countywide electric vehicle charging network
- 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.