

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

**Monday, January 22, 2024  
5:30 PM**

**JoAnn Busenbark Board Room**

### **Active Transportation Advisory Committee (ATAC)**

The Napa Valley Transportation Authority (NVTA) Active Transportation Advisory Committee (ATAC) meeting will be held in person. A Zoom option will be available for members of the public to participate. All committee members are expected to participate in person and follow the traditional Brown Act rules.

All materials relating to an agenda item for an open session of a regular meeting of the Active Transportation Advisory Committee (ATAC) are posted on the NVTA website at: <https://nctpa.legistar.com/Calendar.aspx>

#### **PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING**

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 92900898715
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 929 0089 8715 If asked for the participant ID or code, press #.

#### **Public Comments**

Members of the public may comment on matters within the purview of the Committee that are not on the meeting agenda during the general public comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. Members of the public are welcome to address the Committee, however, under the Brown Act Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.

Instructions for submitting a Public Comment are on the next page.

Members of the public may submit a public comment in writing by emailing [info@nvta.ca.gov](mailto:info@nvta.ca.gov) by 12:00 p.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to [info@nvta.ca.gov](mailto:info@nvta.ca.gov) after 12 p.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button (click on the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to "Raise Your Hand" are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

2. To comment by phone, press "\*9" to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself by pressing "\*6" when it is your turn to make your comment, for up to 3 minutes. After the allotted time, you will be re-muted.

Instructions on how to join a Zoom video conference meeting are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

Instructions on how to join a Zoom video conference meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

All materials relating to an agenda item for an open session of a regular meeting of the NVTA ATAC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing [info@nvta.ca.gov](mailto:info@nvta.ca.gov) to request a copy of the agenda.

Materials distributed to the members of the Committee present at the meeting will be available for public inspection after the meeting. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8627 during regular business hours, at least 48 hours prior to the time of the meeting.

Note: Where times are indicated for agenda items, they are approximate and intended as estimates only, and may be shorter or longer as needed.

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8627. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA ATAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

1. Call To Order
2. Roll Call
3. Public Comment
4. Committee Member Comments
5. Staff Comments

## **6. STANDING AGENDA ITEMS**

- 6.1 Safe Routes to School (SRTS) Update
- 6.2 Napa Valley Vine Trail Update
- 6.3 Active Transportation Legislative Updates\*

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

## **7. CONSENT AGENDA**

- 7.1 **Meeting Minutes of November 27, 2023 Active Transportation Advisory Committee (Laura Sanderlin) (Pages 8-10)**

**Recommendation:** ATAC action will accept the November 27, 2022 Meeting Minutes.

**Estimated Time:** 5:50 p.m.

**Attachments:** [Draft Minutes.pdf](#)

## **8. REGULAR AGENDA ITEMS**

- 8.1 **Executive Director's Update (Kate Miller) (Pages 11-14)**

**Recommendation:** Information only

**Estimated Time:** 5:50 p.m.

**Attachments:** [Staff Report.pdf](#)

**8.2 Sales Tax Measure Draft Ordinance and Expenditure Plan  
(Danielle Schmitz) (Pages 15-42)**

**Recommendation:** Staff will review the sales tax measure draft ordinance and expenditure plan. Information only

**Estimated Time:** 6:00 p.m.

**Attachments:** [Staff Report.pdf](#)

**8.3 Election of Active Transportation Advisory Committee (ATAC)  
Chair and Vice Chair for the 2024 Calendar Year (Diana Meehan)  
(Pages 43-44)**

**Recommendation:** That the ATAC nominate and elect a Chair and Vice Chair for the 2024 calendar year.

**Estimated Time:** 6:10 p.m.

**Attachments:** [Staff Report.pdf](#)

**8.4 Active Transportation Advisory Committee (ATAC) By-laws  
Amendment (Diana Meehan) (Pages 45-49)**

**Recommendation:** That the ATAC review and approve changing the ATAC By-laws to reflect election of Chairperson and Vice Chairperson to the last regular meeting of the calendar year, and to change committee member terms to two years.

**Estimated Time:** 6:15 p.m.

**Attachments:** [Staff Report.pdf](#)

**8.5 Vision Zero Story Map Review (Patrick Band) (Pages 50-51)**

**Recommendation:** That the ATAC review the Vision Zero Story Map. Information only

**Estimated Time:** 6:20 p.m.

**Attachments:** [Staff Report.pdf](#)

**9. FUTURE AGENDA ITEMS**

**10. ADJOURNMENT**

**10.1 The next regularly scheduled meeting for the NVTAA Active Transportation Advisory Committee is March 25, 2024 at 5:30 p.m.**

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on January 15, 2024.

Kathy Alexander

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Kathy Alexander, Deputy Board Secretary

\*Information will be available at the meeting

## Glossary of Acronyms

|                 |   |                 |  |
|-----------------|---|-----------------|--|
| <b>AB 32</b>    | Global Warming Solutions Act                              | <b>FAS</b>      | Federal Aid Secondary  |
| <b>ABAG</b>     | Association of Bay Area Governments                       | <b>FAST</b>     | Fixing America's Surface Transportation Act                    |
| <b>ACFR</b>     | Annual Comprehensive Financial Report                     | <b>FHWA</b>     | Federal Highway Administration                                 |
| <b>ADA</b>      | American with Disabilities Act                            | <b>FTA</b>      | Federal Transit Administration                                 |
| <b>APA</b>      | American Planning Association                             | <b>FY</b>       | Fiscal Year  |
| <b>ATAC</b>     | Active Transportation Advisory Committee                  | <b>GHG</b>      | Greenhouse Gas   |
| <b>ATP</b>      | Active Transportation Program                             | <b>GGRF</b>     | Greenhouse Gas Reduction Fund                                  |
| <b>BAAQMD</b>   | Bay Area Air Quality Management District                  | <b>GTFS</b>     | General Transit Feed Specification                             |
| <b>BAB</b>      | Build America Bureau                                      | <b>HBP</b>      | Highway Bridge Program   |
| <b>BART</b>     | Bay Area Rapid Transit District                           | <b>HBRR</b>     | Highway Bridge Replacement and Rehabilitation Program          |
| <b>BATA</b>     | Bay Area Toll Authority                                   | <b>HIP</b>      | Housing Incentive Program                                      |
| <b>BIL</b>      | Bipartisan Infrastructure Law (IIJA)                      | <b>HOT</b>      | High Occupancy Toll  |
| <b>BRT</b>      | Bus Rapid Transit   | <b>HOV</b>      | High Occupancy Vehicle   |
| <b>CAC</b>      | Citizen Advisory Committee                                | <b>HR3</b>      | High Risk Rural Roads  |
| <b>CAP</b>      | Climate Action Plan                                       | <b>HSIP</b>     | Highway Safety Improvement Program                             |
| <b>CAPTI</b>    | Climate Action Plan for Transportation Infrastructure     | <b>HTF</b>      | Highway Trust Fund   |
| <b>Caltrans</b> | California Department of Transportation                   | <b>HUTA</b>     | Highway Users Tax Account                                      |
| <b>CASA</b>     | Committee to House the Bay Area                           | <b>HVIP</b>     | Hybrid & Zero-Emission Truck and Bus Voucher Incentive Program |
| <b>CBTP</b>     | Community Based Transportation Plan                       | <b>IFB</b>      | Invitation for Bid   |
| <b>CEQA</b>     | California Environmental Quality Act                      | <b>ITIP</b>     | State Interregional Transportation Improvement Program         |
| <b>CIP</b>      | Capital Investment Program                                | <b>ITOC</b>     | Independent Taxpayer Oversight Committee                       |
| <b>CMA</b>      | Congestion Management Agency                              | <b>IS/MND</b>   | Initial Study/Mitigated Negative Declaration                   |
| <b>CMAQ</b>     | Congestion Mitigation and Air Quality Improvement Program | <b>JARC</b>     | Job Access and Reverse Commute                                 |
| <b>CMP</b>      | Congestion Management Program                             | <b>LCTOP</b>    | Low Carbon Transit Operations Program                          |
| <b>CalSTA</b>   | California State Transportation Agency                    | <b>LIFT</b>     | Low-Income Flexible Transportation                             |
| <b>CTA</b>      | California Transit Association                            | <b>LOS</b>      | Level of Service   |
| <b>CTP</b>      | Countywide Transportation Plan                            | <b>LS&amp;R</b> | Local Streets & Roads  |
| <b>CTC</b>      | California Transportation Commission                      | <b>LTF</b>      | Local Transportation Fund                                      |
| <b>CY</b>       | Calendar Year   | <b>MaaS</b>     | Mobility as a Service  |
| <b>DAA</b>      | Design Alternative Analyst                                | <b>MAP 21</b>   | Moving Ahead for Progress in the 21 <sup>st</sup> Century Act  |
| <b>DBB</b>      | Design-Bid-Build  | <b>MPO</b>      | Metropolitan Planning Organization                             |
| <b>DBE</b>      | Disadvantaged Business Enterprise                         | <b>MTC</b>      | Metropolitan Transportation Commission                         |
| <b>DBF</b>      | Design-Build-Finance                                      | <b>MTS</b>      | Metropolitan Transportation System                             |
| <b>DBFOM</b>    | Design-Build-Finance-Operate-Maintain                     | <b>ND</b>       | Negative Declaration   |
| <b>DED</b>      | Draft Environmental Document                              | <b>NEPA</b>     | National Environmental Policy Act                              |
| <b>EIR</b>      | Environmental Impact Report                               | <b>NOAH</b>     | Natural Occurring Affordable Housing                           |
| <b>EJ</b>       | Environmental Justice                                     | <b>NOC</b>      | Notice of Completion   |
| <b>EPC</b>      | Equity Priority Communities                               | <b>NOD</b>      | Notice of Determination  |
| <b>ETID</b>     | Electronic Transit Information Displays                   |                 |  |

## Glossary of Acronyms

|                   |  |               |   |
|-------------------|--|---------------|---|
| <b>NOP</b>        | Notice of Preparation  | <b>SHA</b>    | State Highway Account   |
| <b>NVTA</b>       | Napa Valley Transportation Authority   | <b>SHOPP</b>  | State Highway Operation and Protection Program                  |
| <b>NVTA-TA</b>    | Napa Valley Transportation Authority-Tax Agency  | <b>SNTDM</b>  | Solano Napa Travel Demand Model                                 |
| <b>OBAG</b>       | One Bay Area Grant   | <b>SR</b>     | State Route   |
| <b>PA&amp;ED</b>  | Project Approval Environmental Document  | <b>SRTS</b>   | Safe Routes to School   |
| <b>P3 or PPP</b>  | Public-Private Partnership   | <b>SOV</b>    | Single-Occupant Vehicle   |
| <b>PCC</b>        | Paratransit Coordination Council   | <b>STA</b>    | State Transit Assistance  |
| <b>PCI</b>        | Pavement Condition Index   | <b>STIC</b>   | Small Transit Intensive Cities                                  |
| <b>PCA</b>        | Priority Conservation Area   | <b>STIP</b>   | State Transportation Improvement Program                        |
| <b>PDA</b>        | Priority Development Areas   | <b>STP</b>    | Surface Transportation Program                                  |
| <b>PID</b>        | Project Initiation Document  | <b>TAC</b>    | Technical Advisory Committee                                    |
| <b>PIR</b>        | Project Initiation Report  | <b>TCM</b>    | Transportation Control Measure                                  |
| <b>PMS</b>        | Pavement Management System   | <b>TCRP</b>   | Traffic Congestion Relief Program                               |
| <b>Prop. 42</b>   | Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes | <b>TDA</b>    | Transportation Development Act                                  |
| <b>PSE</b>        | Plans, Specifications and Estimates  | <b>TDM</b>    | Transportation Demand Management<br>Transportation Demand Model |
| <b>PSR</b>        | Project Study Report   | <b>TE</b>     | Transportation Enhancement                                      |
| <b>PTA</b>        | Public Transportation Account  | <b>TEA</b>    | Transportation Enhancement Activities                           |
| <b>RACC</b>       | Regional Agency Coordinating Committee   | <b>TEA 21</b> | Transportation Equity Act for the 21 <sup>st</sup> Century      |
| <b>RAISE</b>      | Rebuilding American Infrastructure with Sustainability and Equity  | <b>TFCA</b>   | Transportation Fund for Clean Air                               |
| <b>RFP</b>        | Request for Proposal   | <b>TIP</b>    | Transportation Improvement Program                              |
| <b>RFQ</b>        | Request for Qualifications   | <b>TIFIA</b>  | Transportation Infrastructure Finance and Innovation Act        |
| <b>RHNA</b>       | Regional Housing Needs Allocation  | <b>TIRCP</b>  | Transit and Intercity Rail Capital Program                      |
| <b>RM 2</b>       | Regional Measure 2 Bridge Toll   | <b>TLC</b>    | Transportation for Livable Communities                          |
| <b>RM 3</b>       | Regional Measure 3 Bridge Toll   | <b>TLU</b>    | Transportation and Land Use                                     |
| <b>RMRP</b>       | Road Maintenance and Rehabilitation Program  | <b>TMP</b>    | Traffic Management Plan   |
| <b>ROW (R/W)</b>  | Right of Way   | <b>TMS</b>    | Transportation Management System                                |
| <b>RTEP</b>       | Regional Transit Expansion Program   | <b>TNC</b>    | Transportation Network Companies                                |
| <b>RTIP</b>       | Regional Transportation Improvement Program  | <b>TOAH</b>   | Transit Oriented Affordable Housing                             |
| <b>RTP</b>        | Regional Transportation Plan   | <b>TOC</b>    | Transit Oriented Communities                                    |
| <b>SAFE</b>       | Service Authority for Freeways and Expressways   | <b>TOD</b>    | Transit-Oriented Development                                    |
| <b>SAFETEA-LU</b> | Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users                              | <b>TOS</b>    | Transportation Operations Systems                               |
| <b>SB 375</b>     | Sustainable Communities and Climate Protection Act 2008  | <b>TPA</b>    | Transit Priority Area   |
| <b>SB 1</b>       | The Road Repair and Accountability Act of 2017   | <b>TPI</b>    | Transit Performance Initiative                                  |
| <b>SCS</b>        | Sustainable Community Strategy   | <b>TPP</b>    | Transit Priority Project Areas                                  |
|                   |  | <b>VHD</b>    | Vehicle Hours of Delay  |
|                   |  | <b>VMT</b>    | Vehicle Miles Traveled  |

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

January 22, 2024

ATAC Item 7.1

Continued From: New

Action Requested: Approve

## Meeting Minutes - Draft Active Transportation Advisory Committee (ATAC)

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Monday, November 27, 2023

5:30 PM

JoAnn Busenbark Board Room

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### 1. Call To Order

In the absence of Chair Christian, Vice Chair Knapczyk called the meeting to order at 5:34pm.

### 2. Roll Call

**Present:** 5 - Jonathan Schellin  
Majel Arnold  
Jeffrey Davis  
Frances Knapczyk  
Michael Rabinowitz

**Absent:** 1 - Barry Christian

### 3. Public Comment

Napa County resident, Justin Hole inquired about what The Vine does with retired buses.

### 4. Committee Member Comments

Committee members each introduced themselves.

### 5.1 Staff Comments

Patrick Band requested for volunteers to take photos in each jurisdiction that will be published in an online story map.

Diana Meehan reported current ATAC member vacancies.

### 5.2 Mark Lucas Remembrance

## 6. STANDING AGENDA ITEMS

### 6.1 Safe Routes to School (SRTS) Update

Carlotta Sainato and Kara Vernor reported on recent Napa County Bicycle Coalition activities.

### 6.2 Active Transportation Legislative Updates\*

Staff member Patrick Band reported recent legislative updates affecting active transportation.

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

## 7. PRESENTATIONS



**7.1 Vine Trail Signage Presentation (Kara Vernor/Shawn Casey-White)**

Information only/No action taken

{Member Arnold departed at 6:30pm}

**8. CONSENT AGENDA**

Motion MOVED by SCHELLIN, SECONDED by DAVIS to APPROVE Consent Item 8.1. Motion passed unanimously.

**Aye:** 4 - Vice Chair Schellin, Member Davis, Member Knapczyk, and Member Rabinowitz

**Absent:** 2 - Chairperson Christian, and Member Arnold

**8.1 Meeting Minutes of September 26, 2023 Active Transportation Advisory Committee (ATAC) (Laura Sanderlin) (Pages 8-10)**

**9. REGULAR AGENDA ITEMS**

**9.1 Active Transportation Advisory Committee (ATAC) Work Plan and Meeting Schedule for Calendar Year 2024 (Diana Meehan) (Pages 11-14)**

Committee requested to move the proposed November 2024 meeting to 18th.

Motion MOVED by RABINOWITZ, SECONDED by SCHELLIN to APPROVE the 2024 ATAC Work plan and meeting calendar. Motion passed unanimously.

**Aye:** 4 - Vice Chair Schellin, Member Davis, Member Knapczyk, and Member Rabinowitz

**Absent:** 2 - Chairperson Christian, and Member Arnold

**9.2 Federal and State Legislative Advocacy Platform and Project Priorities for Calendar Year 2024 (Danielle Schmitz) (Pages 15-20)**

Information only/No action taken

Public comment by Kara Vernor regarding proposed Transportation Measure updates.

**9.3 Active Transportation Network - Existing Facilities Rubric (Patrick Band) (Pages 21-28)**

Information only/No action taken

Public comment made by Shawn Casey White regarding capital plan and social equity of aging trails.

**9.4 Napa Valley Vine Trail Coalition (NVVTC) Active Transportation Advisory Committee (ATAC) Appointment (Diana Meehan) (Page 29)**

Motion MOVED by KNAPCZYCK, SECONDED by RABINOWITZ to APPROVE for the appointment of Member Schellin to represent ATAC on the NVVTC Board of Directors. Motion passed unanimously.

**Aye:** 4 - Vice Chair Schellin, Member Davis, Member Knapczyk, and Member Rabinowitz

**Absent:** 2 - Chairperson Christian, and Member Arnold

## **10 FUTURE AGENDA ITEMS**

-Vision Zero update

## **11. ADJOURNMENT**

Vice Chair Knapczyk adjourned the meeting at 7:29pm.

**11.1 The next regularly scheduled meeting for the NVTA Active Transportation Advisory Committee is January 22, 2024 at 5:30 p.m.**

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Laura Sanderlin, NVTA Board Secretary



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Active Transportation Advisory Committee Agenda Memo

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**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** Executive Director Report

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#### **RECOMMENDATION**

Information only

#### **EXECUTIVE SUMMARY**

The report summarizes recent Napa Valley Transportation Authority (NVRTA) events and activities as well as Regional, State, and Federal activities of interest.

#### **BACKGROUND**

##### **NVRTA Activities:**

- CTC awarded \$50 million to the SR 37 Tolay Creek Bridge replacement project to receive from the Local Transportation Climate Adaption Program (LTCAP).
- NVRTA received a Federal Transit Administration Grant for \$448,000 for four new buses to serve enhanced mobility services for seniors and individuals with disabilities.

##### **Regional Activities**

- The Metropolitan Transportation Commission (MTC) released the Napa Forward Intersection Improvements draft environmental document for public comment. This is a joint project that MTC and NVRTA are partnering to complete and involves evaluating safety and operational improvements on SR 29 at Oakville Cross Road and Rutherford Road. MTC is expected to certify the document at its March meeting.

##### **State Activities**

- California is facing a \$68 billion deficit which is largely due to unprecedented prior-year revenue shortfalls. The state has almost \$24 billion in reserve ("Rainy Day Fund"). The Legislative Analyst's Office (LAO) has noted that additional cuts to schools and community colleges should be considered making up an additional \$17 billion. The LAO is also recommending eliminating one-time spending which would reduce the deficit by another \$10 billion. While there is still a challenging

year ahead resulting in painful cuts to services, the LAO is forecasting revenues to grow beginning in the FY 2024.

- Senator Aisha Wahab (Senate District 10 – East Bay) modified SB 397, and the new bill would require the Bay Area’s transit systems to be consolidated.
- SB 125 (Ting) is a budget trailer bill that funded the state’s transit agencies with roughly \$5 billion in new funding to address the looming fiscal crisis facing public transit systems around the state. The Bill also formed the Transit Transformation Task Force. Appointments by Transportation Secretary Toks Omishakin were announced on December 18<sup>th</sup>. I’m happy to report that I was appointed to this historic committee. The Task Force will culminate in a report to the legislature by October 2025 and will address, in part, a summary of current service structures and funding, and proposals to improve the customer experience in order to restore and increase transit ridership. A copy of the CalSTA press release is attached to this report.

## **Federal Activities**

- On November 15, Congress passed a continuing resolution (CR) to fund the government. The CR funds four appropriations bills including transportation and will expire on January 19<sup>th</sup>.
- The White House [released](#) a Statement of Administration Policy (SAP) opposing passage of the House of Representative’s funding bill for the Department of Transportation. The legislation as drafted would slash spending for public transit and Amtrak. Both democratic and moderate republican lawmakers have said that the bill would jeopardize Amtrak service and restrict funding made available by the Bipartisan Infrastructure Law for new transit projects. Leadership in the House of Representatives postponed a scheduled vote on the funding bill earlier this month before it was scheduled to be considered on the floor over bipartisan objections.
- The Senate voted 50-48 to advance a joint resolution that would block a Federal Highway Administration’s (FHWA) rule requiring that materials in EV charging stations bought with federal funds be made in the United States. In a statement, the White House said President Biden would veto the resolution. By blocking the resolution from becoming law, the FHWA could continue phasing-in domestic requirements that would, from the White House’s perspective, bolster domestic production of EV components.

## **ATTACHMENT**

- (1) CalSTA December 8 Press Release Transit Transformation Task Force Appointments



**NEWS RELEASE  
FOR IMMEDIATE RELEASE**  
December 8, 2023  
**CalSTA Contact:** media@calsta.ca.gov

**Gavin Newsom**  
Governor

**Toks Omishakin**  
Secretary

## **Secretary Omishakin Appoints 25 Members to Transit Transformation Task Force**

**SACRAMENTO** – The California State Transportation Agency (CalSTA) today announced Transportation Secretary Toks Omishakin has appointed 25 members to the state's Transit Transformation Task Force.

Established in the transit recovery package signed by Governor Gavin Newsom as part of the 2023-24 state budget, the task force will develop policy recommendations to grow transit ridership, improve the transit experience and address long-term operational needs.

After receiving more than 70 applications from a wide range of prospective candidates representing state government, local agencies, academic institutions, advocacy organizations and other stakeholders, Secretary Omishakin made the following selections:

**Kome Ajise**  
Executive Director, Southern California Association of Governments

**Rashidi Barnes**  
Chief Executive Officer, Eastern Contra Costa Transit Authority

**Alix Bockelman**  
Chief Deputy Executive Director, Metropolitan Transportation Commission

**Sharon Cooney**  
Chief Executive Officer, San Diego Metropolitan Transit System (MTS)

**Ian Griffiths**  
Policy Director, Seamless Bay Area

**Amy Hance**  
Deputy Director General Services, City of Clovis

**James Lindsay**  
International Vice President, Amalgamated Transit Union

**Eli Lipmen**  
Executive Director, Move LA

**Juan Matute**  
Deputy Director, UCLA Institute of Transportation Studies

**Kate Miller**  
Executive Director, Napa Valley Transportation Authority/Vine Transit

**Lorelle Moe-Luna**  
Multimodal Services Director, Riverside County Transportation Commission

**Seamus Murphy**  
Executive Director, San Francisco Bay Water Emergency Transportation Authority

**Laurel Paget-Seekins**  
Senior Policy Advocate for Transportation Justice, Public Advocates

**Michael Pimentel**  
Executive Director, California Transit Association

**Robert Powers**  
General Manager, San Francisco Bay Area Rapid Transit District (BART)

**Carl Sedoryk**  
CEO, Monterey-Salinas Transit District

**David Sforza**  
Principal Consultant,  
Assembly Transportation  
Committee

**Tony Tavares**  
Director, Caltrans

**Laura Tolkoff**  
Transportation Policy  
Director & Interim Chief  
Policy Officer, SPUR

**Mark Tollefson**  
Undersecretary, CalSTA

**Michael Turner**  
Executive Officer -  
Government Relations, Los  
Angeles County Metropolitan  
Transportation Authority

**Kari Watkins**  
Associate Professor,  
UC Davis

**Mark Watts**  
Legislative Advocate,  
Transportation California

**Melissa White**  
Principal Consultant, Senate  
Transportation Committee

**Jim Wunderman**  
President and CEO,  
Bay Area Council

“Public transportation is essential to achieving our state’s world-leading climate and equity goals but is facing an existential crossroads – not just in California but throughout the country,” said Secretary Omishakin. “I look forward to partnering with task force members on ways to put our state’s public transit agencies on a path toward long-term financial stability and delivering a world-class transit system for all people in California.”

The task force will kick off with a virtual meeting on December 19 and aims to meet in person every two months beginning in February 2024. Agendas, meeting materials and other task force information will be available on the [CalSTA website](#).

CalSTA, in consultation with the task force, will prepare a report of findings and policy recommendations based on the task force’s efforts and submit it to the Legislature by October 2025. The report will include a detailed analysis of specified issues and recommendations on specified topics, including, among others, reforming the Transportation Development Act.

The task force was established as part of Senate Bill 125, which also gives transit agencies increased flexibility to use state investments to fund transit operations or capital improvements, along with accountability measures. Just this year, California has invested nearly \$3.5 billion in state funding to expand transit and passenger rail service throughout the state.

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## **NAPA VALLEY TRANSPORTATION AUTHORITY Active Transportation Advisory Committee Agenda Letter**

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**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Director Capital Development and Planning  
(707) 259-5968 / Email: [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** Sales Tax Replacement Measure Draft Ordinance and Expenditure Plan

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### **RECOMMENDATION**

Information Only

### **EXECUTIVE SUMMARY**

The purpose of this memo is to summarize the proposed structure of a new Transportation Measure that would replace Measure T on the November 2024 Ballot, the progress made to date, and the next steps. NVTA staff intends to request the NVTA-TA Board release a draft ordinance and expenditure plan in February for circulation to the Cities, Town, and County for approval.

### **BACKGROUND AND DISCUSSION**

Measure T is a ½ cent sales tax approved by the voters in 2012. The Measure became operative in 2018 and will expire in 2043, generating roughly \$25 million annually. It stipulates a fixed percentage distribution to each jurisdiction for maintaining and repairing local streets and roads. This includes maintenance and upgrades to other infrastructure within the roadway, such as sidewalks, curbs, gutters, as well as complete street amenities and any other statutory or policy upgrade requirements.

Prompted by declining Pavement Condition Index (PCI) Scores, NVTA staff have focused recent efforts to identify proposals that would make the Measure revenues more impactful for our residents, visitors and work force by improving roadway conditions and reducing traffic congestion. These proposed changes include:

- Increase the number of years the Measure is in place to 30 years (from 25 years) beginning in 2025 until 2055.

- Allow bonding.
- Replace the existing distribution to the jurisdictions with a return to source/lane mile formula which would be memorialized in the ordinance and updated every five years to reflect changes in development.
- Include a set aside for regional highway improvements.
- Replace the 6.67% equivalent requirement with an alternative that would improve active transportation infrastructure.
- Develop a new maintenance of effort (MOE) approach that keeps pace with inflation.

To successfully administer the new program, NVTAs Administrative Fees would be set at 2.5%, which would cover consultant fees and new staffing associated with bonding and capital project oversight. Under Measure T, a separate allowance was provided to fund the work of the Independent Taxpayer Oversight Committee. Staff is proposing to fund those costs as part of the 2.5% NVTAs administrative fee.

- Program Details:
  - Measure LSR Formula - The new distribution formula is based on a return to source for all jurisdictions and a 50%/50% return to source and lane mile hybrid for the county. The proposal would update the formula every five years, calculated using the most recent three years of revenue generations to allow for planning and smoothing respectively. Factored into this formula is a 3% floor (minimum distribution) but with a variance cap set at 1% so that if the percentage of a jurisdiction's sales tax generations dropped below 2%, the floor would kick-in, but only up to a 1% subsidy.
  - 6.67% Requirement – The Policy Steering Committee strongly recommended retaining an active transportation provision in the Measure. Prompted by this direction, NVTAs staff and the Technical Steering Committee considered several different options that was manageable by the jurisdictions and supported by the bicycle and pedestrian community. The preferred option is outlined below:
    - Once this Ordinance becomes operative, in order to receive annual allocations under this Ordinance, the Agencies (collectively) must demonstrate that at least seven percent (7%) of the value of the allocations each year under Section 3(A) has been committed to the project development, construction, and maintenance of Class I and/or Class IV active transportation project(s) identified in the adopted Countywide Active Transportation Plan, as that Plan may be amended from time to time, utilizing funding not derived from this ordinance. Up to 20% of the requirement may be met by routine maintenance expenditures. This obligation may be fulfilled by the Agencies collectively and NVTAs. Eligible funds sources may include Congestion Mitigation and Air Quality Improvement (CMAQ) funding



(or its successor), other local or formula specific funds, and revenues under this ordinance set aside for highway improvements included in the Expenditure Plan in an amount that equals 7% over the term of this Ordinance. Funding for Class I and/or Class IV projects that are funded by philanthropy, state discretionary funding or federal discretionary funding shall not count toward the seven percent (7%).

Surplus equivalent fund commitments under Measure T, the Napa Countywide Road Maintenance Act, will count toward the 7% requirement under this Ordinance. Agencies shall certify annually the amount of equivalent funds spent by their jurisdiction.

- Maintenance of Effort (MOE) - Under Measure T, the MOE was based on a 3-year average (FY 2008-2010) of general fund expenditures. The proposed changes would set the MOE at 20% of the eligible annual revenues a jurisdiction could receive (this would not include funds brought forward through bonding). Consistent with Measure T, jurisdictions would be allowed to meet this requirement over a three-year average, should a jurisdiction not be able to meet it in a single year.
- Bonding - NVTa staff completed modeling using NVTa's StreetSaver and a financial model developed by KNN Public Finance, NVTa's financial consultant, to estimate revenues for each jurisdiction over the 30-year period and to demonstrate how bonding affects PCI scores. The modeling shows that NVTa could take out \$80 million for regional capital improvements and still be able to support increased PCI scores as compared to maintaining the existing Measure T pay-as-you-go model.

#### Regional Capital Program to Address Traffic and Emergencies

- Apportion \$80 million for specific projects to improve traffic and add emergency highway operations. NVTa polled prospective voters about a number of capital projects. The respondents overwhelmingly supported the following projects:
  - SR 29/SR 12 –Intersection Improvements at SR 29 and Jameson Canyon/Airport Road and SR 12/Kelly Road
  - SR 29-American Canyon – Operational Improvements on SR 29 between Napa Junction and American Canyon Road
  - SR 29-SR 12/121 – Intersection Improvements at SR 29/Carneros Highway
  - Emergency Evacuation Routes – Highway Emergency Operations Center and Battery Storage Facility including Changeable Messaging Signs through Napa to direct traffic in emergencies

Accomplishments to date:

- Polling
  - A survey was conducted on June 14-21, 2023
  - Hybrid email/web/live including 600 interviews in English and Spanish
  - Repairing local roads and reducing traffic congestion were high priorities
  - Traffic congestion was ranked as the most important problem
  - 77% stated that they would support a ballot measure
- Steering Committees Formed
  - Policy Steering Committee (PSC): Liz Alessio, Anne Cottrell, Mark Joseph, and Alfredo Pedroza,
  - Executive Steering Committee (ESC): Ryan Alsop, Anil Comelo, Jason Holley, Steve Potter, Brad Raulston, and Laura Snideman
  - Technical Steering Committee (TSC): John Ferons, Joe Leach, Steve Lederer, Julie Lucido, Derek Raynor, and Erica Ahmann Smithies
- Draft Ordinance and Expenditure Plan

Next Steps:

- February 2024 – NVTA-TA to release draft ordinance and expenditure plan
- February – April 2024 - NVTA to present to local jurisdictions' governing bodies
- March – May 2024 – NVTA to release a second poll
- May 2024 – NVTA-TA to approve final ordinance and expenditure plan

Schedule:

| Measure Extension – Next Steps  | Start            | Stop           |
|---|------------------|----------------|
| Polling*  | 4/23             | 6/23           |
| Establish Steering Committee Structure  | 8/23             | 8/23           |
| Policy Steering Committee, City Managers/CEO, Public Works Directors, and TAC Updates (monthly or as needed)                                | 8/23             | 8/24           |
| Finalize Draft Proposed Ordinance Changes   | 11/23            | 2/24           |
| Approval of NVTA-TA Board to proceed  | 2/24             | 2/24           |
| Attend Stakeholder Meetings (jurisdictions, Napa Bike, Napa Valley Vintners, Napa Valley Grape Growers, Visit Napa Valley, NVTA Committees) | 9/23             | 10/24          |
| Polling   | 3/24             | 5/24           |
| Approval of expenditure plan by jurisdictions   | 4/24             | 5/24           |
| Final approval of ordinance and expenditure plan<br>NVTA-TA and NVTA Board Approval   | 5/24             | 6/24           |
| Approval of ordinance by County   | 6/24             | 7/24           |
| Ballot initiative to Registrar  | May 2024         | June 2024      |
| Impartial analysis due date (General Counsel)   | July 2024        | August 9, 2024 |
| Election  | November 5, 2024 |                |

\*Additional polling may be requested by the Board.

**ATTACHMENTS**

- (1) Draft Ordinance and Expenditure Plan
- (2) LSR Formula Distribution
- (3) Financial modeling and PCI scores

**NAPA VALLEY TRANSPORTATION AUTHORITY-TAX  
AGENCY (NVTA-TA) ORDINANCE NO. 2024-01**

**NAPA VALLEY TRANSPORTATION IMPROVEMENT ACT  
CONTINUING A TRANSACTION AND USE TAX**

The Napa Valley Transportation Authority–Tax Agency (the “Authority”) ordains as follows:

**SECTION 1. TITLE AND AUTHORITY:** This Ordinance shall be known and may be cited as the Napa Valley Transportation Improvement Act, hereinafter referred to as the Ordinance. This Ordinance continues a retail transactions and use tax for a thirty year period commencing July 1, 2025, authorizing the Authority to continue imposing a one half of one percent sales tax (1/2%) and to issue bonds to finance capital outlay expenditures as provided in the Expenditure Plan .

This Ordinance is enacted, in part, pursuant to the provisions of California Government Code Section 67912, Division 19 (commencing with section 180000) of the Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

**SECTION 2. EXPENDITURE PLAN PURPOSES:** This Ordinance provides for the implementation of the Napa Valley Transportation Improvement Act Expenditure Plan, Attachment 1 hereto (the “Expenditure Plan”) which will provide funding for highway improvements, countywide local street and road improvements, and low-income transit fare subsidies for veterans, persons with disabilities and senior citizens. This funding program is committed for highway improvements, and maintenance of currently under-funded local community streets and supporting infrastructure (e.g., sidewalks, gutters, curbs) within the public right-of-way. Low-income fare subsidies may be funded from the Authority’s Administration Fee and/or from the Authority’s other revenue sources. These improvements shall be funded by a one-half of one percent transactions and use tax established for a thirty-year period commencing July 1, 2025, replacing Measure T, the Napa Countywide Road Maintenance Act, ordinance no 2012-01 (“Measure T”). The revenues shall be deposited in a special fund, used solely for the identified improvements as provided herein, and made available to the agencies responsible for the improvements for all purposes necessary for the approval and implementation of the tasks. Notwithstanding any other provision of this Ordinance, identified improvements (the “projects” or “programs”) that are eligible to receive revenues from the tax are described in the Expenditure Plan, which Expenditure Plan is hereby incorporated by reference as if fully set forth herein.

**SECTION 3. EXPENDITURE PLAN SUMMARY:** The revenues received by the Authority from this Ordinance, after deduction of required California Department of Tax and Fee Administration (the “CDTFA”) costs for performing the functions specified in Section 180204(b) of the Public Utilities Code, reimbursing the County of Napa for its cost in conducting the election if the measure is approved per Section 180203(a) of the Public Utilities Code, administration (Section 12 A), and the costs of the annual financial and biennial performance audits (Section 11), shall be used to fund the improvements set forth herein. In the event the measure does not pass, the costs for conducting the election shall be borne by the Authority. A summary of the projects and programs that are eligible to receive this funding is provided in the following sections. All funding and revenues are expressed in 2024 dollars. The annual revenues shall be allocated as follows:

- A. Local Streets and Roads Maintenance Program:** Subject to Paragraph B, of the annual revenues available for local streets and road maintenance shall be allocated pursuant to the formula set forth below, to each city, town, and the county (hereinafter referred to individually as Agency and collectively as Agencies) to provide revenue for such projects and to supplement, but not supplant, other revenues available for the Local Streets and Road Maintenance Program. The revenues allocated to each Agency under this Section 3(A) must be used for maintenance, reconstruction or rehabilitation of local streets, roads, and infrastructure within the public right-of-way.

The revenue allocated to the Local Streets and Roads Maintenance Program shall be allocated to, and expended by, each Agency pursuant to the following formula, which will be updated by the Authority and become effective on July 1<sup>st</sup> 2025 and every successive 5 years. The total revenues distributed to the Agencies for local streets and road maintenance and rehabilitation will be net of administration fees, costs associated with bond debt, and capital projects administered by the Napa Valley Transportation Authority, A California joint powers authority (hereinafter “NVT”) and listed in the Expenditure Plan plus any interest earned on unobligated revenues balances.

The Cities of American Canyon, Calistoga, Napa, and St. Helena, and the Town of Yountville will receive a percentage distribution based on the sales tax generation in their respective jurisdiction. The County will receive an amount based on fifty percent (50%) sales tax generation and fifty percent (50%) lane miles in the County. A jurisdiction may receive a subsidy of up to one percent (1%) if their Local Streets and Roads revenue distribution falls below 3%.

Once the percentage distributions are calculated on the above formula, an adjustment will be applied to normalize the total annual program to one hundred percent (100%). Net revenues, plus interest earned on unobligated balances, shall be apportioned to the Agencies’ transportation improvement account on a quarterly basis.

- B.** Once this Ordinance becomes operative, in order to receive annual allocations under this Ordinance, the Agencies (collectively) must demonstrate that at least seven percent (7%) of the value of the allocations each year under Section 3(A) has been committed to the project development, construction, and maintenance of Class I and/or Class IV Bike lane project(s) identified in the adopted Countywide Active Transportation Plan, as that Plan may be amended from time to time, utilizing funding not derived from this ordinance . Up to 20% of the requirement may be met by routine maintenance expenditures. This obligation may be fulfilled by the Agencies collectively and NVTa. Eligible funds sources may include Congestion Mitigation and Air Quality Improvement (CMAQ) funding (or its successor), other local or formula specific funds, and revenues under this ordinance set aside for highway improvements included in the Expenditure Plan in an amount that equals 7% over the term of this Ordinance. Funding for Class I and/or Class IV projects that are funded by philanthropy, state discretionary funding or federal discretionary funding shall not count toward the seven percent (7%).
- C.** Regional Capital Improvement Program administered by the Authority not to exceed \$80 million as included in the Expenditure Plan.
- D. Administration:** Actual costs, not to exceed two and one half percent (2.5%) of the annual revenue, may be used for administration of this Ordinance by the Authority.

#### **SECTION 4. REQUEST FOR ELECTION**

- A.** The Authority hereby requests the Napa County Board of Supervisors place this Ordinance before the voters for approval on the November 5, 2024 ballot.
- B.** The proposition to be placed on the ballot shall contain a summary of the projects and programs and shall read substantially as follows:

[INSERT BALLOT LANGUAGE]

**SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX:** In addition to any other taxes authorized by law, there is hereby imposed in the incorporated and unincorporated territory of the County of Napa, in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, and Sections 7261 and 7262 of the Revenue and Taxation Code except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code, and Division 19 of the Public Utilities Code commencing with Section 180000, which provisions are adopted by reference, a retail transactions and use tax at the rate of one-half of one percent (1/2%) for a thirty year period commencing July 1, 2025, which tax shall be in addition to any existing or future authorized state or local

transactions and use tax.

**SECTION 6. BONDING AUTHORITY:** Pay-as-you-go financing is the preferred method of financing transportation improvements and programs under this Ordinance. However, the Authority may decide to use bond financing as an alternative method if the scope of the planned expenditures makes pay-as-you-go financing infeasible.

Upon voter approval of this Ordinance, the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, in an amount equal to the sum of the principal of, and interest on, the bonds, not to exceed the estimated proceeds of the tax, and to secure such indebtedness solely by way of future collection of the tax, for capital outlay expenditures for the purposes set forth in this Ordinance, including, but not limited to, carrying out the transportation projects described in the Expenditure Plan.

**SECTION 7. CONTRACT WITH STATE:** The Authority shall notify the CDTFA at least 110 days prior to the operative date and shall contract with the California Department of Tax and Fee Administration to perform all functions incidental to the administration and operation of this transactions and use tax Ordinance, provided that if the Authority shall not have contracted with the CDTFA prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

**SECTION 8. EXPENDITURE PLAN PROCEDURES:**

- A. Each Agency shall biennially develop and submit to the Authority a five-year list of projects to be funded with revenues made available for the Local Streets and Roads Maintenance Program (Section 3(A)). Each Agency shall conduct a local public meeting and adopt a Resolution in support of the proposed list of projects prior to submitting the project list to the Authority pursuant to Section 8. Agencies will identify in the five-year project list those projects that require funds to be advanced through bonding, borrowing and/or funding exchange.
- B. In the allocation of all revenues made available under Section 3, the Authority shall make every effort to maximize state, federal, and local transportation funding to the Agencies. The Authority may amend the Expenditure Plan in accordance with Section 21 as needed to maximize the transportation funding available throughout the county. It is also the intent of the Authority to encourage the purchase of goods and services for the projects described in Section 3 from suppliers based in Napa County.

- C. The Agencies and the Authority shall fully consider the needs of non-motorized travelers, including pedestrians, bicyclists and persons with disabilities, in all planning, maintenance, construction, operations and project development activities and products. The Agencies and the Authority with projects funded in full or in part with Authority revenues shall endeavor to not remove or reduce existing facilities for bicycling or pedestrians.

**SECTION 9. PROJECT PROGRAMMING APPROVAL:** Prior to the operative date of this Ordinance, and biennially thereafter, the Authority shall approve a five-year list of projects eligible to be funded with the revenues made available under Section 3 herein, provided that the submittal meets all of the requirements of this Ordinance and funding is, or is estimated to be, available. Prior to Authority approval, the Independent Taxpayer Oversight Committee shall consider each Agency's biennial five-year list of projects and make a finding that such projects are consistent with the intent of this Ordinance, and make a recommendation on which of the items on those project lists should be approved to the Authority.

**SECTION 10. COOPERATIVE FUNDING EXCHANGE AGREEMENTS:** To maximize the effectiveness of the retail transactions and use tax revenues, the Authority and/or Agency(ies) may loan revenues actually received, allocated or granted to any public agency within the area of jurisdiction of the Authority provided that the percentage of revenues allocated as provided in Section 3 is maintained over the duration of the Ordinance. Any exchange or loan agreement must include detailed repayment provisions, including appropriate interest earnings based upon the current treasury rate of interest. All loans and/or exchanges must be approved by the Authority by a majority vote, and shall be consistent with any and all rules approved by the Authority relating thereto.

**SECTION 11. LOCAL STREETS AND ROADS MAINTENANCE OF EFFORT:** It is the intent of the Authority that revenues provided from this Ordinance be used to supplement, not supplant, existing local general fund revenues being used for the transportation improvements described in the Expenditure Plan. Each Agency receiving revenues pursuant to Section 3 shall annually maintain, as a minimum, the "maintenance of effort" as defined in this Section 11. To meet the Maintenance of Effort requirement, each Agency will expend, at a minimum, the equivalent of 20% of the Agency's prior year's local streets and roads sales tax revenue in local general fund revenues for Local Streets and Roads Maintenance and supporting infrastructure within the public right-of-way for pavement sealing, overlays, reconstruction, associated infrastructure, as required, excluding any local revenues expended for the purpose of storm damage repair as verified by an independent auditor. Bond issuances, borrowing, or funding exchanges will not be counted as part of the Agency's prior year local streets and roads sales tax revenue. The Maintenance of Effort amount will be established and approved by the Authority at the beginning



of each fiscal year. Prior to the beginning of each fiscal year thereafter, Agencies shall certify to the Authority that the maintenance of effort requirement required by this Section will be met that fiscal year, copies of which shall be provided to the Authority Auditor. Any Agency that does not meet its local maintenance of effort requirement for a three-year average period shall have its funding under Section 3 the following year reduced by the amount the Agency did not meet its required average maintenance of effort level for the three prior years. Any funds not allocated due to failure to meet the maintenance of effort requirement shall be reserved for the Agency until any and all maintenance of effort expenditures are fulfilled.

**SECTION 12. PRIVATE SECTOR FUNDING:** Revenues provided from this measure shall not be used to replace private developer funding that has been or will be committed for any project to help alleviate the direct traffic impacts of any new or redeveloped residential, commercial or industrial development in Napa County or its cities.

**SECTION 13. INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE:**

**ITOC Goal and Functions:** Voter adoption of this transportation retail transactions and use tax Ordinance shall result in creation of the Independent Taxpayer Oversight Committee ("ITOC") upon the operative date of this tax. The ITOC shall remain in existence for so long as the tax herein exists. The ITOC shall review the fiscal and program performance of the retail transactions and use tax transportation program through a biennial performance audit to ensure that all transportation retail transactions and use tax revenues are spent by the Authority in accordance with all provisions of the voter-approved Expenditure Plan and Ordinance. The ITOC's secondary mission is to provide positive, constructive advice to the Authority on how to improve implementation over the thirty year course of the program; this role shall include consideration by the ITOC of the biennial project lists submitted by the Agencies under Section 8. Expenses associated with carrying out the work of the ITOC and ITOC member stipends will be funded from the Authority's 2.5% administration fees.

- A. **Audit Requirement:** The ITOC shall oversee the independent financial audit of the Authority and the financial and performance audits of the Agencies, which shall be performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States and performance goals adopted by the Authority consistent with Public Utilities Code Section 180000 et seq. The audits shall include the basic financial statements of the Authority as defined by the Governmental Accounting Standard Board and the performance of all aspects of the program based on the specific performance goals adopted by the Authority. The ITOC audit shall not relieve the Authority from performing its auditing obligations as imposed by law. All Audits

shall be posted on the Authority's website in a manner that is easily accessible to the public.

1) Role of Fiscal and Performance Audit and the ITOC:

- a. The ITOC shall, under the procurement rules of the Authority, jointly recommend with the active involvement of the Executive Director, an independent California Certified Public Accountant to conduct an annual financial audit of the Authority pursuant to the provisions of this Ordinance, report findings based on the audit to the Authority, and to recommend any additional considerations which the ITOC believes may improve the financial operation while meeting all voter mandates.
- b. The ITOC shall, under the procurement rules of the Authority jointly recommend with the active involvement of the Executive Director and the Authority Auditor, retention of an independent audit firm to conduct a biennial performance audit of the Agencies, pursuant to the provisions of this Ordinance, report findings based on the audits to the Authority, and recommend any additional considerations which the ITOC believes may improve the integrity of program implementation while meeting all voter mandates.
- c. The ITOC shall review each Agency's annual independent financial audit, report relevant findings based on the audits to the Authority, and recommend any changes which the ITOC believes may improve the financial operations while meeting all voter mandates.
- d. Upon request of the ITOC Chair, the Authority may hold a publicly noticed meeting annually, which may be a regular or special Authority Board meeting, with the direct participation of the ITOC, to consider the findings and recommendations of the audits. A report of the findings and recommendations of each audit by the ITOC shall be made readily available to the public in print and on the Authority's electronic website.
- e. The Authority shall publish a biennial report to the community to be published at the expense of tax revenues in all local newspapers of general circulation in Napa County.

**B. Membership and Selection Process**

- 1) The Authority shall develop an open selection process, actively recruit, and

appoint seven (7) Committee members who shall be residents of the County of Napa possessing the following credentials:

- a. One member who is a professional, retired or active, in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.
- b. One member who is a licensed civil engineer, retired or active, with at least five years of demonstrated experience in the fields of transportation in government and/or the private sector.
- c. One member who is a Certified Public Accountant (CPA), retired or active, and experienced in financial audits.
- d. One member shall be a representative of a Napa region Chamber of Commerce.
- e. One member from a bona fide taxpayers association.

Two members from the public at-large. vacant

- 2) The Chair and the Executive Director of NVTa, the Chair of the NVTa Technical Advisory Committee, and the County Auditor-Controller shall serve as non-voting ex-officio members of the ITOC.

#### **C. Terms and Conditions for Committees**

- 1) The voting Committee members shall serve a two, three, and four year term, determined by the drawing of lots. Thereafter, Committee members shall serve four-year terms.
- 2) The Authority shall develop by-laws for the operation of the ITOC. The ITOC members shall receive a stipend of \$300 per quarterly meeting and no other payment shall be made for any purpose. This stipend will increase by \$50 per quarterly meeting every five years beginning in the new fiscal year. A position on the Committee shall become vacant as a result of a member failing to attend two consecutive meetings. Meetings may be canceled or rescheduled in consultation with the Chair of the ITOC. Committee members are not entitled to a stipend if a meeting is canceled.
- 3) The voting Committee members cannot be current local elected officials in Napa County or a full-time staff member of any city, town, or county government, a local transit operator, or state transportation agency.

- 4) Non-voting ex-officio Committee members shall serve only as long as they remain incumbents in their respective positions and shall be automatically replaced by their successors in those positions.
- 5) If and when vacancies on the ITOC occur on the part of voting Committee members, either due to expiration of term or a vacancy occurring during a term, the Authority shall endeavor to appoint an appropriate replacement within 90 days of the vacancy to fill the remainder of the term pursuant to the provisions of Government Code Sections 54970, *et. seq* (the Maddy Act). If committee member vacancies persist for more than 90 days, and the Authority has failed to identify a qualified member to fill a designated position as stated under Section 13, paragraph B, the Authority may select a community member at large to fill the position.

#### **D. ITOC Operation Protocols**

- 1) The ITOC shall be appointed within 180 days prior to the operative date of the retail transactions and use tax and continue as long as retail transactions and use tax revenues from the current voter authorization are available for expenditure.
- 2) The Authority Board and staff shall fully cooperate with and provide necessary financial and staff support to ensure the ITOC successfully carries out its duties and obligations.

#### **E. Conflict of Interest**

- 1) ITOC voting members shall have no legal action pending against the Authority and are prohibited from participating in any commercial activity directly or indirectly involving the Authority, such as being a consultant or vendor to the Authority during their tenure on the ITOC.
- 2) ITOC voting members shall not have direct and/or indirect commercial interest or employment with any public or private entity which receives transportation retail transactions and use tax revenues authorized by this Ordinance.

### **SECTION 14. ADMINISTRATIVE FUNCTIONS AND EXPENSES:**

- A. Revenues may be expended by the Authority necessary to administer the Ordinance; however, in no case shall administrative expenditures exceed two and one-half percent (2.5%) of the annual budgeted revenues provided by the

Ordinance. No more than one percent (1.0%) of revenues shall be used for salaries, wages, or benefits of Authority staff.

- B. Administrative functions include providing overall program direction and management necessary to implement Authority policy, formulating organizational goals and objectives, coordinating activities and funding exchanges with other agencies and organizations, administering finance and debt issuance, accounting, purchasing, personnel, government and community relations, and legal matters.

**SECTION 15. RECEIPT AND ALLOCATION OF TAX REVENUES:** The County Auditor-Controller shall receive the tax revenue and shall allocate funds to the Agencies at direction of the Authority on a calendar quarter basis, together with any accrued interest, by the end of the following quarter.

**SECTION 16. ESTABLISHMENT OF SEPARATE ACCOUNTING:** Each Agency receiving the revenues identified in Section 3 shall have its revenues deposited in a separate interest-bearing Special Revenue Transportation Improvement Fund. Interest earned on revenues allocated pursuant to this Ordinance shall be expended only for those purposes permitted by this Ordinance.

**SECTION 17. IMPLEMENTING ORDINANCES:** Upon approval of this Ordinance by the voters the Authority shall, in addition to the rules required to be provided pursuant to this Ordinance, adopt implementing ordinances, rules, and policies that are not inconsistent with the purpose and intent of this Ordinance and take such other actions as may be necessary and appropriate to carry out its responsibilities.

**SECTION 18. EFFECTIVE AND OPERATIVE DATES:** This Ordinance shall be effective on July 1, 2025, if two-thirds of the electors voting on the ballot proposition approving the Ordinance vote to approve the ballot proposition on November 5, 2024. The imposition of the tax authorized by this Ordinance shall be operative on July 1, 2025, and after at least 110 days notice to the CTDFA, at which time Measure T will be repealed in its entirety and replaced by this Ordinance. There shall be no concurrent assessment of Measure T and the tax to be imposed by this Ordinance.

**SECTION 17. PLACE OF SALE:** For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the CDTFA.

**SECTION 20. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES:** In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

- A. Wherever the State of California is named or referred to as the taxing agency, the name of this county shall be substituted therefor. However, the substitution shall not be made:
  - 1) The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, CDTFA, State Treasury, or the Constitution of the State of California;
  - 2) The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the CDTFA, in performing the functions incident to the administration or operation of this Ordinance.
  - 3) In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
    - a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the state under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;
    - b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.
  - 4) In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.
- B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

**SECTION 21. PERMIT NOT REQUIRED:** If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

**SECTION 22. EXEMPTIONS AND EXCLUSIONS:**

- A. There shall be excluded from the computation of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.
- B. There are exempted from the computation of the amount of the transactions tax the gross receipts from:
  - 1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.
  - 2) Sales of property to be used outside the county which is shipped to a point outside the county, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the county shall be satisfied:
    - a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-county address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and
    - b. With respect to commercial vehicles, by registration to a place of business out-of-county and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.
  - 3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
  - 4) A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the

property for an amount fixed by the lease prior to the operative date of this Ordinance.

- 5) For the purposes of subparagraphs (3) and (4) of this Section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
- C. There are exempted from the use tax imposed by this Ordinance, the storage, use or other consumption in this county of tangible personal property:
- 1) The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.
  - 2) Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.
  - 3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
  - 4) If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.
  - 5) For the purposes of subparagraphs (3) and (4) of this Section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
  - 6) Except as provided in subparagraph (7), a retailer engaged in business in the county shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the county or participates within the county in making the sale of the property,



including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the county or through any representative, agent, canvasser, solicitor, subsidiary, or person in the county under the authority of the retailer.

- 7) "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the county.

- D. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

**SECTION 23. AMENDMENTS:** The Expenditure Plan may be amended to provide for the use of additional federal, state, and local revenues or to account for unexpected revenues by approval of a two-thirds vote of the members of the Authority; the two-thirds must include the City of Napa, the County of Napa, and at least three other jurisdictions. No amendment may, in the aggregate, reduce the percentage of tax revenue allocated to the Local Streets and Roads Maintenance Program as apportioned in Section

3. No amendment shall operate so as to affect the rate or duration of tax imposed by this Ordinance. Amendments to the Expenditure Plan shall be effective forty-five (45) days after notice of approval of the amendments is given by the Authority

Amendments constituting expenditures for new programs or new projects that were not a part of the voter approved Expenditure Plan or referred to in the Local Streets and Roads Maintenance Program may only be approved with the subsequent consent of the electorate.

As required by state law, all amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

**SECTION 24. TEN-YEAR PROGRAM REVIEW:** After the tax has been in effect for ten years after the operative date, the Authority shall conduct a comprehensive review of all revenues, projects and programs under the Expenditure Plan to evaluate the performance of the overall program over the previous ten-year period and to make revisions to the Expenditure Plan to improve its performance and allow for changed demographic conditions, transportation needs, revenues, and technology over the subsequent ten years. Revisions to the Ordinance and Expenditure Plan required as a result of the ten-year review shall be subject to the amendment process in Section 23. However, the 99% local street and road allocation provided in Section 3 shall not be altered.

**SECTION 25. DESIGNATION OF FACILITIES:** Each project or program receiving in excess of \$250,000 funded in whole or in part by revenues from the Ordinance shall be clearly designated with project signage at the project site during its construction or implementation as being provided by revenues from the Ordinance.

**SECTION 26. SEVERABILITY:** If any section, part, clause, or phrase of this Ordinance is for any reason held invalid or unconstitutional, the remaining portions shall not be affected but shall remain in full force and effect.

**SECTION 27. ANNUAL APPROPRIATIONS LIMIT:** Article XIII (B) of the California Constitution requires the establishment of an annual appropriations limit for governmental entities. The maximum annual appropriations limit for the Authority is hereby established as \$250 million. The appropriations limit shall be subject to adjustment as provided by law. All expenditures of the retail transactions and use tax revenues imposed by Section 4 are subject to the appropriations limit of the Authority.

**SECTION 28. ENJOINING COLLECTION FORBIDDEN:** No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the state or the Authority, or against any officer of the state or the Authority, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

**SECTION 29. COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).** Pursuant to the State CEQA Guidelines Section 15378(b)(4), adoption of this retail transactions and use tax ordinance and Expenditure Plan is not a “project” subject to the requirements of CEQA. Prior to commencement of any project included in the Expenditure Plan, any necessary environmental review required by CEQA shall be completed. Estimated costs in the Expenditure Plan include the cost of such environmental review.

**SECTION 30. DEFINITIONS:**

- A. *Agency* means those cities, town, and county that lie within the geographic boundaries of the County of Napa.

- B. *Authority* means the Napa Valley Transportation Authority – Tax Agency created by the Napa County Board of Supervisors with the concurrence of a majority of cities having a majority of the incorporated population of the county.
- C. *Expenditure Plan* means the expenditure plan required by Section 180206 of the Public Utilities Code to be adopted prior to the call of an election on this Ordinance. The expenditure plan includes the allocation of revenues for each authorized purpose. To the extent the summarized provisions of the expenditures contemplated by this Ordinance cannot be reconciled with the Expenditure Plan set forth in Attachment 1, the provisions of Attachment 1 shall prevail.
- D. *Effective Date* means the date the measure was passed by the electorate.
- E. *Highways* means all purposes necessary and convenient to the design, right-of-way acquisition, and construction of highway facilities, including all state highway routes and any other facilities so designated in the Expenditure Plan.
- F. *Infrastructure* means all components within the right-of-way necessary to support the roadway which includes road pavement, sub-grade, curb, gutter, sidewalks, curb ramps, surface and subsurface drainage, replacement traffic control devices, replacement roadway lighting, striping, pavement marking, intelligent transportation systems, and signage.
- G. *Maintenance* means repair, reconstruction or rehabilitation, and/or replacement of streets, roadways, and other infrastructure within the public right-of-way.
- H. *Operative Date* means the date the tax begins to collect revenue for this measure.
- I. *Project* is a single effort with a beginning and an end that would cause the construction or maintenance or reconstruction of some tangible portion of a transportation asset owned or operated by public agency that has independent utility. A *project* does not appear without a detailed description as to cost and location in a local agency budget, and it must appear in a capital budget.
- J. *Reconstruction or Rehabilitation* includes any overlay, including the placement or replacement of base materials and any sub-grade work or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the state for 3R (reconstruction, resurfacing, and rehabilitation). This does not include widening for the purpose of increasing the traffic capacity of a street or highway. This does include additions, changes or reconstruction of Infrastructure directly associated

with the function of a street or roadway. It also includes additions necessary to incorporate and/or maintain bicycle and/or pedestrian facilities called for in the Napa County Transportation and Planning Agency's Countywide Bicycle Plan or adopted bicycle plans of the Agencies and any improvements or alterations necessary to the roadway and or pedestrian or bicycle travel ways to improve overall circulation and to meet American's with Disabilities Act requirements.

- K. *Regional Transportation Improvement Program Submission* means any program of projects sent or otherwise caused to be delivered to the Regional Transportation Planning Agency for Napa County by the entity designated by the Regional Transportation Planning Agency with the submission of that program for the local agencies for consideration by the Regional Transportation Planning Agency for inclusion in the Regional Transportation Improvement Program or its related documents.
- L. *Local Streets and Roads* means the pavement facilities and supporting Infrastructure within the street, road, or highway right-of-way.
- M. *Storm damage repair* means repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to storms and flooding, in those jurisdictions that have been declared disaster areas by the President of the United States and/or by the Governor of California.
- N. *Funding Exchange* means borrowing from or replacing project funding with another funding source to accelerate project delivery.

**SECTION 31. PUBLICATION OF ORDINANCE:** A summary of this Ordinance shall be published at least five days before its passage in the local newspapers of general circulation published in the County of Napa, and at least once before the expiration of 15 days after its passage together with the names of the Directors voting for and against the same.

The foregoing Ordinance was introduced and read at a regular meeting of the Napa Valley Transportation Authority, held on January 17, 2024, and passed at a regular meeting of the Napa Valley Transportation Authority held on April 17, 2024, by the following vote:

\_\_\_\_\_  
LIZ ALESSIO, NVTA-TA Chair

Ayes: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Noes: \_\_\_\_\_

Absent: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Laura Sanderlin, NVTA-TA Board Secretary APPROVED:

\_\_\_\_\_  
Osman Mufti, NVTA-TA Legal Counsel

Attachment (1) Napa Valley Transportation Improvement Act Expenditure Plan

## ATTACHMENT 1

### NAPA VALLEY TRANSPORTATION IMPROVEMENT ACT EXPENDITURE PLAN

The net revenues received by the Authority from the proposed transactions and use tax shall be used to fund the projects described below after paying for the costs of this election, the cost of debt service, and the cost of administering the program. Only two and one half of one percent (2.5%) of the net revenues may be expended for costs of administration. The revenues received by the Auditor Controller will be less the fees charged by the California Tax and Fee Administration to collect the sales tax. All funding and revenues are expressed in 2024 dollars over the thirty-year life of the program.

The revenue allocated to each Agency under this Expenditure Plan may be used for any direct costs of design, materials testing, all project required environmental reviews, construction management, inspection, and construction of the projects.

#### **Local Streets and Roads Maintenance Program**

Description:

After deductions for capital highway improvement and highway operations and emergency evacuation projects, in an amount not to exceed \$80 million and associated debt service expenses, and the Authority's administration fees of two and one half percent (2.5%), the balance of funds shall be allocated to the Local Streets and Roads Maintenance Program. Under the Ordinance, the funds for the Local Streets and Roads Maintenance Program must be used for maintenance, reconstruction or rehabilitation of local streets, roads, and infrastructure within the public right-of-way as defined.

The estimated funding for the Local Streets and Maintenance Program is (millions of dollars):

| Project         | Percentage Distribution |
|-----------------|-------------------------|
| American Canyon | 8.0%                    |
| Calistoga       | 3.0%                    |
| City of Napa    | 40.2%                   |
| Napa County     | 38.8%                   |
| St. Helena      | 6.6.0%                  |
| Yountville      | 3.4%                    |
|                 |                         |
| Total           | 100.0%                  |

The percentage distribution and estimated Transaction and Use Tax is based on 2024 values and will be updated when the sales tax becomes operative on July 1, 2025 and every successive five years based on the formula established in Section 3, Paragraph A: Local Streets and Roads Maintenance Program.

### Transportation Enhancement Projects

| <u>Project Name</u>   | <u>Amount</u>   |
|---|---|
| <u>SR 29/SR 12 – Intersection Improvements at SR 29 and Jameson Canyon/Airport Road and SR 12/Kelly Road</u>  | <u>Costs for capital projects funded by the Napa Valley Transportation Improvement Act may not exceed \$80 million.</u> |
| <u>SR 29-American Canyon – Operational Improvements on SR 29 between Napa Junction and American Canyon Road</u>                                       |   |
| <u>SR 29-SR 12/121 – Intersection Improvements at SR 29/Carneros Highway</u>  |   |
| <u>Highway Operations and Emergency Evacuation Center – highway system adaptive messaging signs and Vine Transit emergency evacuation operations.</u> |   |
| <u>Low Income Transit Subsidies</u>   | <u>Estimated annual cost of \$10,000 and funded from Authority's administrative fees or other Authority revenues.</u>   |
| <u>Fares for Veterans, Persons with Disabilities, and Elderly Persons</u>   |   |

### **Amendments**

This Expenditure Plan may be amended to provide for the use of additional federal, state, and local revenues or to account for unexpected revenues by approval of a two-thirds vote of the members of the Authority; the two-thirds must include the City of Napa, the County of Napa, and at least three other jurisdictions. No amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

Amendments constituting expenditures for new programs or new projects that were not a part of the voter approved Expenditure Plan or referred to in the Local Streets and Roads Maintenance Program may only be approved with the subsequent consent of the electorate.



# ATTACHMENT 2

## ATAC ITEM 8.2

### JANUARY 22, 2024

#### Napa Valley Transportation Authority- Tax Agency

##### Summary of Measure X Bonding Scenarios

##### \$80M Capital Set-Aside

|  | Measure X<br>Scenario 1 | Measure X<br>Scenario 2 | Measure X<br>Scenario 3 |
|--|-------------------------|-------------------------|-------------------------|
| Local Bond Approach  | "Equal Issuances"       | "Issuance Ramp Up"      | "Issuance Ramp Down"    |
| Regional Bonding   | \$80 Million Set-Aside  | \$80 Million Set-Aside  | \$80 Million Set-Aside  |
| Measure Term   | FY 26 - FY 55           | FY 26 - FY 55           | FY 26 - FY 55           |
| Total Sales Tax Revenues @ 2.5% (Y1-Y5) - 3.0% (Y6-Y30) growth | \$ 1,278,323,221        | \$ 1,278,323,221        | \$ 1,278,323,221        |
| NVTA   |                         |                         |                         |
| Admin \$ (@ 2.5%)  | \$ 31,958,081           | \$ 31,958,081           | \$ 31,958,081           |
| Regional Bond 1 Proceeds (FY 27):                              | 40,000,000              | 40,000,000              | 40,000,000              |
| Regional Bond 2 Proceeds (FY 30):                              | 40,000,000              | 40,000,000              | 40,000,000              |
| Regional Bond Debt Service                                     | 52,224,750              | 52,224,750              | 52,224,750              |
| <b>Regional Admin &amp; Debt Service \$</b>                    | <b>\$ 164,182,831</b>   | <b>\$ 164,182,831</b>   | <b>\$ 164,182,831</b>   |
| Jurisdictions  |                         |                         |                         |
| <b>Local Allocation \$ (less Regional D/S)</b>                 | <b>\$ 1,114,140,390</b> | <b>\$ 1,114,140,390</b> | <b>\$ 1,114,140,390</b> |
| Local Debt Service \$  | 445,789,000             | 419,081,750             | 480,577,500             |
| <b>Local Allocation/PAYGO Revenues</b>                         | <b>\$ 668,351,390</b>   | <b>\$ 695,058,640</b>   | <b>\$ 633,562,890</b>   |
| Local Bond \$  |                         |                         |                         |
| Local Bond 1 Proceeds (FY 27):                                 | \$ 72,000,000           | \$ 20,000,000           | \$ 120,000,000          |
| Local Bond 2 Proceeds (FY 30):                                 | 72,000,000              | 65,000,000              | 95,000,000              |
| Local Bond 3 Proceeds (FY 33):                                 | 72,000,000              | 85,000,000              | 65,000,000              |
| Local Bond 4 Proceeds (FY 36):                                 | 72,000,000              | 110,000,000             | 20,000,000              |
| <b>Total Local Bond Proceeds:</b>                              | <b>\$ 288,000,000</b>   | <b>\$ 280,000,000</b>   | <b>\$ 300,000,000</b>   |
| <b>Total Jurisdictional Resources Available</b>                | <b>\$956,351,390</b>    | <b>\$975,058,640</b>    | <b>\$933,562,890</b>    |

|  | Measure X<br>Scenario 1<br>"Equal Issuance" | Measure X<br>Scenario 2<br>"Ramp Up" | Measure X<br>Scenario 3<br>"Ramp Down" | Current<br>Measure T Funding |
|--|---|--------------------------------------|--|------------------------------|
| <b>Proceeds- Measure X (PayGo + Bonding)</b>     |   |                                      |  |                              |
| City of Napa (40.2%; 40.35%)                     | \$ 384,453,259                              | \$ 391,973,573                       | \$ 375,292,282                         | \$ 346,974,600               |
| County of Napa (38.8%; 39.65%)                   | 371,064,339                                 | 378,322,752                          | 362,222,401                            | 339,939,500                  |
| American Canyon (8.0%; 7.7%)                     | 76,508,111                                  | 78,004,691                           | 74,685,031                             | 66,055,041                   |
| St. Helena (6.6%; 5.9%)                          | 63,119,192                                  | 64,353,870                           | 61,615,151                             | 52,740,600                   |
| Calistoga (3.0%; 2.7%)                           | 28,690,542                                  | 29,251,759                           | 28,006,887                             | 23,517,500                   |
| Yountville (3.4%; 2.7%)                          | 32,515,947                                  | 33,151,994                           | 31,741,138                             | 23,517,500                   |
| <b>Total- Jurisdictional Resources Available</b> | <b>\$ 956,351,390</b>                       | <b>\$ 975,058,640</b>                | <b>\$ 933,562,890</b>                  | <b>\$ 852,744,741</b>        |

|  | Measure X<br>Scenario 1<br>"Equal Issuance" | Measure X<br>Scenario 2<br>"Ramp Up" | Measure X<br>Scenario 3<br>"Ramp Down" | Current<br>Measure T Scores |
|--|---|--------------------------------------|--|-----------------------------|
| <b>PCI Scores Measure X + HUTA + RMRA + MOE</b>        |   |                                      |  |                             |
| PCI Score in Year 10<br>General Funds are not included |   |                                      |  |                             |
| City of Napa   | 81.9 (+21.9)                                | 81.1 (+21.1)                         | 83.1 (+23.1)                           | 60                          |
| County of Napa   | 71.3 (+27.3)                                | 71 (+27)                             | 71.9 (+27.9)                           | 44                          |
| American Canyon  | 64.6 (+6.6)                                 | 64.2 (+6.2)                          | 64.9 (+6.9)                            | 58                          |
| St. Helena   | 76.4 (+24.4)                                | 76 (+24)                             | 76.3 (+24.3)                           | 52                          |
| Calistoga  | 74.7 (+17.7)                                | 74.2 (+17.2)                         | 75.3 (+18.3)                           | 57                          |
| Yountville   | 82.3 (+4.3)                                 | 82.5 (+4.5)                          | 82.3 (+4.3)                            | 78                          |

HUTA: Highway Users Tax Account. Per gallon excise tax on gasoline/diesel fuel, sales tax and registration taxes on motor vehicles for transportation purposes.

RMRA: Road Maintenance and Rehabilitation Account (aka SB1): 12c a gallon excise tax, with annual inflation adjustments beginning in 11/1/2017.

MOE: Maintenance of Effort at a 20% match of PayGo revenues.

## Distribution Scenarios

## ATTACHMENT 3 ATAC ITEM 8.2 JANUARY 22, 2024

Updated: October 6, 2023

Option 1: Return to Source all jurisdictions and 50% lane miles for County - FY 2022-23 Revenue Factors

| Jurisdiction    | Return to Source Amount |      | Lane Miles |        | Sub-total                        | Final Distribution   | Measure T | 2021 Measure X % |
|-----------------|-------------------------|------|------------|--------|----------------------------------|----------------------|-----------|------------------|
| Column Number   | A                       | B    | C          | D      | E                                | F                    |           |                  |
|                 | Value<br>(in 1,000s)    | %    | Value      | %      | County =<br>(B+D)/2;<br>Cities=B | Normalize to<br>100% |           |                  |
| American Canyon | \$ 3,728                | 9%   | 112.8      | 7.5%   | 9.5%                             | 8.5%                 | 7.7%      | 7%               |
| City of Napa    | \$ 17,829               | 45%  | 467.6      | 31.0%  | 45.3%                            | 40.4%                | 40.4%     | 41%              |
| Yountville      | \$ 1,788                | 5%   | 16.6       | 1.1%   | 4.5%                             | 4.1%                 | 2.7%      | 3%               |
| St. Helena      | \$ 2,595                | 7%   | 51.5       | 3.4%   | 6.6%                             | 5.9%                 | 5.9%      | 7%               |
| County of Napa  | \$ 12,177               | 31%  | 828.7      | 55.0%  | 42.9%                            | 38.3%                | 39.7%     | 39%              |
| Calistoga       | \$ 1,241                | 3%   | 30.6       | 2.0%   | 3.2%                             | 2.8%                 | 2.7%      | 3%               |
| Total           | \$ 39,358               | 100% | 1,507.8    | 100.0% | 112.0%                           | 100.0%               |           |                  |

Option 2: Return to Source + County 50/50 Return to Source/Lane Miles Average of FY 2021, 2022, 2023 Sales Tax Generations

| Jurisdiction    | Return to Source Amount |        | Lane Miles |        | Sub-total                        | Final Distribution   | 3% Floor | 3% Floor Difference | 3% Floor with 1% Variance Cap <sup>4</sup> | 3% Floor with 1% Variance Difference | Measure T |
|-----------------|-------------------------|--------|------------|--------|----------------------------------|----------------------|----------|---------------------|--|--------------------------------------|-----------|
| Column Number   | A                       | B      | C          | D      | E                                | F                    |          |                     |  |                                      |           |
|                 | Value<br>(in 1,000s)    | %      | Value      | %      | County =<br>(B+D)/2;<br>Cities=B | Normalize to<br>100% |          |                     |  |                                      |           |
| American Canyon | \$ 3,261                | 8.9%   | 112.8      | 7.5%   | 8.90%                            | 8.0%                 | 8.0%     | -0.02%              | 8.0%                                       | -0.08%                               | 7.7%      |
| City of Napa    | \$ 16,493               | 45.0%  | 467.6      | 31.0%  | 45.00%                           | 40.3%                | 40.2%    | -0.10%              | 40.3%                                      | -0.41%                               | 40.4%     |
| Yountville      | \$ 1,401                | 3.8%   | 16.6       | 1.1%   | 3.82%                            | 3.4%                 | 3.4%     | -0.01%              | 3.4%                                       | -0.04%                               | 2.7%      |
| St. Helena      | \$ 2,703                | 7.4%   | 51.5       | 3.4%   | 7.37%                            | 6.6%                 | 6.6%     | -0.02%              | 6.6%                                       | -0.07%                               | 5.9%      |
| County of Napa  | \$ 11,665               | 31.8%  | 828.7      | 55.0%  | 43.39%                           | 38.9%                | 38.8%    | -0.09%              | 38.9%                                      | -0.40%                               | 39.7%     |
| Calistoga       | \$ 1,131                | 3.1%   | 30.6       | 2.0%   | 3.09%                            | 2.8%                 | 3.0%     | 0.23%               | 2.8%                                       | 1.00%                                | 2.7%      |
| Total           | \$ 36,654               | 100.0% | 1,507.8    | 100.0% | 111.57%                          | 100.0%               | 100.0%   | 0.00%               | 100.0%                                     | 0.00%                                |           |

### Notes:

1. Total Sales Tax generations used as proxy to calculate distribution %s.
2. Quarter 4 for FY 2022-23 are projections based on prior 3 quarters
3. The amended attached reflects American Canyon receiving \$1,276,561 retroactively on an appeal which was applied equally over seven quarters- Q3FY20-21 through Q1FY22-23



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Active Transportation Advisory Committee Agenda Memo

**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Principal Planner  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Nomination and Election of Chairperson and Vice Chairperson of the Active Transportation Advisory Committee (ATAC)

#### **RECOMMENDATION**

That the Active Transportation Advisory Committee (ATAC) nominate and elect a chairperson and vice chairperson to serve for the 2024 Calendar Year.

#### **BACKGROUND**

The ATAC Bylaws require that the committee nominate and select a chairperson and vice chairperson at the first meeting of the calendar year. The committee chairperson will preside over meetings. The vice chairperson will preside over meetings in the absence of the Chairperson.

The current chairperson is Barry Christian and the vice chairperson is Frances Knapczyk. An ATAC member list with term expirations is provided for reference. Past chair/vice chair list 2019-2023 is shown in Table 1.

**TABLE 1: ATAC Chair and Vice Chair 5-year list**

| YEAR | CHAIR            | VICE CHAIR       |
|------|------------------|------------------|
| 2023 | Barry Christian  | Frances Knapczyk |
| 2022 | Barry Christian  | Frances Knapczyk |
| 2021 | Frances Knapczyk | Barry Christian  |
| 2020 | Frances Knapczyk | Cruz Correa      |
| 2019 | Frances Knapczyk | Cruz Correa      |

#### **ATTACHMENT**

(1) ATAC Membership Roster - Redacted 1/9/2024



## ACTIVE TRANSPORTATION ADVISORY COMMITTEE (ATAC)

### MEMBER ROSTER

| ATAC MEMBERS       | REPRESENTING    | TERM ENDS        | NVTA APPOINTMENT (Reappointment) DATE | EMAIL      | PHONE      |
|--------------------|-----------------|------------------|---------------------------------------|------------|------------|
| Barry Christian    | American Canyon | January 30, 2024 | January 2021                          | [REDACTED] | [REDACTED] |
| VACANT             | American Canyon |                  |                                       |            |            |
| Frances Knapczyk   | City of Napa    | July 31, 2024    | March 2022                            | [REDACTED] | [REDACTED] |
| Jonathan Schellin  | City of Napa    | July 31, 2025    | March 2022                            | [REDACTED] | [REDACTED] |
| VACANT             | City of Napa    | September 2025   | September 2022                        |            |            |
| Michael Rabinowitz | City of Napa    | May 31, 2024     | May 19, 2021                          | [REDACTED] | [REDACTED] |
| Jeff Davis         | Napa County     | Aug. 30, 2024    | Aug. 18, 2021                         | [REDACTED] | [REDACTED] |
| VACANT             | Napa County     |                  |                                       |            |            |
| Majel Arnold       | Yountville      | July 2025        | September 2022                        | [REDACTED] | [REDACTED] |
| VACANT             | Calistoga       | January 2024     |                                       |            |            |
| VACANT             | St. Helena      | August 30, 2024  |                                       |            |            |

Terms are for three years  
 Expiring Terms-open recruitment  
 Pending  
 Resignation



## NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

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**TO:** Active Transportation Advisory Committee (ATAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Principal Planner  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** ATAC Bylaws Changes

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### **RECOMMENDATION**

That the Active Transportation Advisory Committee (ATAC) approve changing the ATAC Bylaws to reflect election of Chairperson and Vice Chairperson to the last regular meeting of the calendar year, and to change committee member terms to two years.

### **EXECUTIVE SUMMARY**

NVTa has established three advisory committees serving the NVTa Board on various transportation matters. Each of the advisory committees elects a new chairperson and vice chairperson at the final meeting of the calendar year for newly elected officers to begin their roles at the first meeting of the new calendar year. ATAC is the only committee with elections at the first meeting of the calendar year. Staff is proposing changing the Bylaws to be consistent with all other NVTa committees to elect the chairperson and vice chairperson at the final meeting of the year.

The ATAC term of service is three years. All other NVTa committee terms are for two years. To encourage membership on the committee and to remain consistent with all other committees, staff is proposing reducing the term of service to two years. There are no limits on the number of times a committee member can reapply to serve.

### **FISCAL IMPACT**

None

### **BACKGROUND AND DISCUSSION**

The Active Transportation Advisory Committee Bylaws currently require the election of the chairperson and vice chairperson be at the first regular meeting of the calendar year

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in January. Upon election in January, the newly elected members begin their service which does not allow time for newly elected chair and vice chairs to prepare for their roles. Staff is proposing to change the election of chairperson and vice Chairperson to the last meeting of the calendar year for consistency with other NVTAs advisory committees and to allow for the new chairperson and vice chairperson time to prepare for their service for the full calendar year.

The ATAC consists of eleven (11) members from six (6) jurisdictions. Four (4) members from the City of Napa; two (2) members from the County of Napa, two (2) members from the City of American Canyon, and one (1) member each for the Town of Yountville, City of St. Helena, and City of Calistoga. At no time shall fewer than four (4) of the six (6) jurisdictions be represented. Each member has one (1) vote. Terms are for three years. Current vacancies include St. Helena, Calistoga, American Canyon and the County of Napa, leaving two of the six jurisdictions unrepresented. Three years is a significant term commitment, and it has been challenging to recruit and retain members to the committee.

To encourage community members to serve on the ATAC, and for consistency with other NVTAs committees, staff is suggesting terms be reduced to two years.

## **ATTACHMENT**

- 1) ATAC Bylaws-Redline changes

# **Active Transportation Advisory Committee**

## **BYLAWS-PROPOSED**

### **Article I - NAME**

The name of this committee shall be the Active Transportation Advisory Committee (ATAC). Establishment of the committee is authorized under section 4.4.4 of the Joint Powers Agreement of the Napa Valley Transportation Authority (NVTa).

### **Article II - OBJECTIVE**

The ATAC serves to advise the Napa Valley Transportation Authority on the development of bicycle and pedestrian facilities as alternative modes of transportation. The ATAC shall review and/or prioritize Transportation Development Act, Article 3 (TDA-3) Program funds for projects and participate in the development and review of comprehensive bicycle, pedestrian and active transportation plans of interest to the citizens of Napa County. The committee shall serve in an advisory capacity. Its objective will be to assist NVTa staff in developing active transportation plans and programs to address connectivity, safety, equity and. The functions of the committee shall include, but are not limited to the following:

1. Advise NVTa staff and the NVTa Board on plans including but not limited to Active Transportation Plans, Safety Plans, and project specific plans.
2. Act as Active Transportation liaisons to the communities and councils they are representing by staying informed of local priorities and needs for walking and biking in those communities.

### **Article III - COMPOSITION-QUALIFICATION AND TERMS**

All ATAC members shall be appointed by the Napa Valley Transportation Authority, and shall serve at the pleasure of the Napa Valley Transportation Authority. Members will represent specific jurisdictions and will be nominated by their respective jurisdiction. The NVTa Board will strive to appoint Committee members that represent the diverse make-up of Napa Valley community including members of underrepresented groups

The ATAC will consist of eleven (11) members from six (6) jurisdictions. Four (4) members from the City of Napa; two (2) members from the County of Napa, two (2) members from the City of American Canyon, and one (1) member each for the Town of Yountville, City of St. Helena, and City of Calistoga. At no time shall fewer than four (4) of the six (6) jurisdictions be represented. Each member shall have one (1) vote.

Appointments to the Committee shall be for ~~two~~three-year terms.

### **Article IV - MEMBERSHIP WITHDRAWAL**

Membership may be withdrawn for any of the following reasons at the direction of the



NVTA Executive Director:

1. Three (3) consecutive unexcused absences or five (5) absences in an eighteen month period.
2. Misrepresentation at time of appointment with respect to personal use of NVTA's service.
3. If member does not reside in Napa County or ceases to represent the constituency to which the member was assigned.

## **Article V - OFFICERS AND DUTIES**

The committee members will elect a committee Chair and Vice-Chair by a majority of the members present at the [last regular January meeting of the calendar year](#). A quorum is necessary to hold the elections. Offices will be held for one year or until their successors are elected.

The Chair will preside at all meetings. Should the Chair be absent, the Vice-Chair will preside. In the unlikely event both Chair and Vice-Chair are absent; the remaining members will select an alternate member to preside.

The Chair may appoint ad hoc committees on an as-needed, non-scheduled basis to accomplish a specific task and report back to the full ATAC. Ad hoc committees must have less than a quorum of ATAC members and are exempt from the requirements of the Brown Act. The ATAC may not direct the ad hoc committee on how to fulfill its function or when it should meet.

NVTA staff will provide the administrative support for the committee including providing minutes, mailing agendas to members, and any other related duties.

## **Article VI - MEETINGS**

The ATAC shall meet bi-monthly on the fourth Monday unless otherwise scheduled by the majority of a quorum. Additional meetings may be required to address time sensitive matters.

All ATAC meetings will be held in accordance the Ralph M. Brown Act (Government Code section 54950 et seq.). Agenda items will be agreed upon by the Chair and the NVTA staff representative, or upon motion of the committee. Any committee member may make recommendations for the agenda.

Each member shall have one (1) vote and a quorum shall consist of a majority of filled positions present. A majority vote of the quorum shall be necessary to present an issue to the Executive Director and to the NVTA Board of Directors.

All actions of the committee shall require the approval of a majority of the quorum present.

## **Article VII - PARLIAMENTARY PROCEDURE**

The rules contained in "Standard Code of Parliamentary Procedure", by A. Sturgis, shall govern the Council in all cases to which they are applicable, and not inconsistent with the



Bylaws of the Council.

Public Notice of all meetings shall be given pursuant to the Brown Act in compliance with the 72-hour posting deadline for regular meetings and the 24-hour deadline for special meetings.

#### **Article VIII - PROHIBITED ACTIVITIES**

No individual member shall represent the ATAC to the general public or at a NVTA Board meeting without majority vote of a quorum at an ATAC meeting prior to the representation.

No ATAC member will represent NVTA to the general public without consent of the Executive Director (or designee) prior to the representation.

#### **Article IX. DISTURBANCE AND MEETING**

Any person, including committee members, who commits disorderly or disruptive behavior which substantially delays, interrupts, impedes, disrupts or disturbs the proceedings of the Committee may be barred by the chairperson from further appearance before the Committee at that meeting, unless permission to continue is granted by an affirmative vote of the Committee. The chairperson may order any person, including committee members, removed from the Committee meeting who cause a disturbance or interferes with the conduct of the meeting, and the chairperson may direct the meeting room cleared when deemed necessary to maintain order.

#### **Article X. ADOPTION AND AMENDMENTS TO THE BYLAWS**

1. Adoption of the ATAC Bylaws will be by a majority vote of the NVTA Board of Directors
2. Amendments to the ATAC Bylaws will be by a majority vote of the NVTA Board of Directors
3. Suggested amendments to the ATAC Bylaws by the ATAC shall be forwarded to the NVTA Board of Directors



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Active Transportation Advisory Committee Agenda Memo

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**TO:** Technical Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Patrick Band, Associate Program Planner/Administrator  
(707) 259-8781 / Email: [pband@nvta.ca.gov](mailto:pband@nvta.ca.gov)  
**SUBJECT:** Vision Zero Storymap Review

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#### **RECOMMENDATION**

Information only

#### **EXECUTIVE SUMMARY**

In October of 2023, the Napa Valley Transportation Authority (NVRTA) Board of Directors adopted the Countywide Vision Zero Plan, a data-driven and community-focused framework for improving roadway safety for all modes of travel countywide. With technical assistance from consultants Fehr & Peers, NVRTA staff have developed an interactive online “storymap” that complements the written plan, and provides agencies and the public with access to underlying data in a highly visual manner. This storymap will be updated periodically with new collision data, project details from local jurisdictions, and updates from the countywide Vision Zero Task Force.

#### **FISCAL IMPACT**

Is there a Fiscal Impact? No.

#### **BACKGROUND & DISCUSSION**

The NVRTA Vision Zero Plan identifies and evaluates “hot spots” and systemic risk factors on Napa Valley’s roadway network using collision records between 2015 and 2021. There were 4,651 injury collisions over that timeframe, with 571 of those resulting in severe injury or fatality (roughly 12% of all injury collisions).

The hot spot data was used to evaluate locations with frequent severe injury or fatality collisions and to identify where to implement safety enhancements based on injury risk factors. Community engagement efforts and equity-focused analysis supported the projects and strategies recommended in the plan. Projects reflect engineering and non-engineering countermeasures that are in line with the Safe System Approach that seeks to reduce speed, separate users in space and time, and provide redundancy using proven safety countermeasures. Complementary program, policy, and practice recommendations are also identified to infuse safety on all Napa Valley roadways.

Following adoption of the Vision Zero Plan by the NVTB Board in October of 2023, NVTB staff and consultants Fehr & Peers began development of an online “storymap” to share the most relevant and actionable elements of the Plan in a more interactive and accessible format. Storymaps are a web-based platform used to share maps and other geographic data in a more narrative form than a printed report or a static visual. The final Storymap largely follows the structure of the Vision Zero Plan, and we anticipate that this platform will be updated occasionally as new collision data becomes available, as various projects, programs, and collision countermeasures are implemented by local jurisdictions, and as the Vision Zero Task Force is formed and begins their work later this calendar year.

The Vision Zero Storymap web application will be shared at the meeting for review and comment by members of the ATAC and the public.

### **ATTACHMENTS**

None