

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Wednesday, March 6, 2024
5:00 PM

JoAnn Busenbark Boardroom

Citizen Advisory Committee (CAC)

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

Napa Valley Transportation Authority (NVTA) Citizen Advisory Committee (CAC) meeting will be held both in person and remotely via Zoom. The Zoom option will be available for members of the public to participate, however all committee members are expected to be in person and following the traditional Brown Act rules.

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

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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 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 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 via 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.

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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 CAC 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 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 Laura Sanderlin, NVTA Board Secretary, at (707) 259-8633 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) 259-8633. 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 CAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang iny

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

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.

6. PRESENTATIONS**6.1 Vine Trail Surface Treatments and Safety Features (Shawn Casey-White)**

Recommendation: Information only

Estimated Time: 5:20 p.m.

6.2 Vision Zero Story Map Demonstration

Recommendation: Information only

Estimated Time: 5:35 p.m.

7. CONSENT AGENDA**7.1 Meeting Minutes of January 3, 2024 (Laura Sanderlin) (Pages 7-8)**

Recommendation: CAC action will approve the meeting minutes of January 3, 2024.

Estimated Time: 5:50 p.m.

Attachments: [Draft Minutes](#)

8. REGULAR AGENDA ITEMS

8.1 Executive Director Report (Kate Miller) (Pages 9-11)

Recommendation: Information only

Estimated Time: 5:55 p.m.

Attachments: [Staff Report](#)

8.2 Vine Transit Update (Rebecca Schenck) (Pages 12-19)

Recommendation: That the Citizen Advisory Committee (CAC) receive the second quarter Fiscal Year (FY) 2023-24 Vine Transit update.

Estimated Time: 6:05 p.m.

Attachments: [Staff Report](#)

8.3 Sales Tax Replacement Measure (Danielle Schmitz) (Pages 20-49)

Recommendation: Information only

Estimated Time: 6:15 p.m.

Attachments: [Staff Report](#)

9. FUTURE AGENDA ITEMS**10. ADJOURNMENT****10.1 The next Regular Meeting is Wednesday, May 1st.**

I, Laura M. Sanderlin, 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 Friday, March 1.



Laura M. Sanderlin, NVTA Board Secretary

Glossary of Acronyms

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

Glossary of Acronyms

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

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes Citizen Advisory Committee (CAC)

JoAnn Busenbark Boardroom

Wednesday, January 3, 2024

5:00 PM

1. Call To Order

Chair Baldini called the meeting to order at 5:05pm.

2. Roll Call

Present: 9 - Hans Korve
Patricia Lynch
Jean Vincent Deale
Tom Kambe
Ashley Tenscher
Gary Woodruff
Ron Richardson
Michael Baldini
Alex Crown

Absent: 2 - Aisha Nasir
Larry Kromann

3. Public Comment

Public comment made by Napa resident, Justin Hole.

Public comment made by Richard Beck regarding the proposed sales tax measure.

4. Committee Member Comments

Member Richardson made a comment regarding new crosswalk law AB 413.

Member Crown made a comment regarding the benefit of installing speed bumps on newly paved roads.

Member Tenscher made a comment about the improvement of distinguishing bike lanes near the Vine Trail and Redwood Park and Ride. Tenscher also commented on the use of gps visibility metrics for fixed routes.

5. Staff Comments

6. PRESENTATIONS

6.1 NVTa Project Update

Provided by staff member, Grant Bailey.

6.2 V Commute Update

Provided by staff member, Diana Meehan.

7. CONSENT AGENDA

Motion **MOVED** by KAMBE, **SECONDED** by KORVE to **APPROVE** Consent Item 7.1. Motion passed unanimously.

Aye: 9 - Korve, Lynch, Deale, Kambe, Tenscher, Woodruff,
Richardson, Baldini, and Crown

Absent: 2 - Nasir, and Kromann

7.1 Meeting Minutes of November 1, 2023 (Laura Sanderlin) (Pages 9-11)

Attachments: [Draft Minutes](#)

8. REGULAR AGENDA ITEMS

8.1 Executive Director Report (Kate Miller) (Pages 12-15)

Attachments: [Staff Report](#)

Information only/No action taken

{Member Richardson departed meeting at 5:50pm}

8.2 Vine Transit Update (Rebecca Schenck) (Pages 16-19)

Attachments: [Staff Report](#)

Information only/No action taken

8.3 Public Transit Fare Adjustments (Rebecca Schenck) (Pages 20-43)

Attachments: [Staff Report](#)

Information only/No action taken

8.4 Sales Tax Replacement Measure (Danielle Schmitz) (Pages 44-50)

Attachments: [Staff Report](#)

Information only/No action taken

9. FUTURE AGENDA ITEMS

- Vision Zero Action Plans by Jurisdiction
- Environmental impacts of asphalt vs petroleum on Vine Trail

10. ADJOURNMENT

Chair Baldini adjourned the meeting at 6:58pm.

10.1 The next Regular Meeting is March 6, 2024.

Laura M. Sanderlin, NVTB Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Citizen Advisory Committee Agenda Letter

TO: Citizen Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / kmiller@nvta.ca.gov
SUBJECT: Executive Director Report

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The report summarizes recent Napa Valley Transportation Authority (NVRTA) events and activities since the CAC's January meeting as well as Regional, State, and Federal activities of interest.

BACKGROUND

NVRTA Activities:

- Comings and Goings
 - NVRTA has recently added 2 new staff members:
 - Joanne Au joined NVRTA as a Senior Accountant. She has a Master of Science degree in accounting from St. Mary's College of California and comes to us with 10+ years of accounting experience. She is originally from Hong Kong and came to Northern California via Seattle, currently residing in Moraga. Joanne loves to travel and experience different foods with her daughter. Welcome Joanne!
 - Emily Charrier-Botts joined the agency as our Communications & Outreach Coordinator. She has a degree in Journalism and Psychology from the University Oregon. With extensive journalism and media experience, Emily was a perfect fit for this role. She has been Editor/Publisher at the Sonoma Index-Tribune for the last 5 years and was recognized for building strong connections with the community. Emily resides in Petaluma with her husband and menagerie of animals. Welcome Emily!

Regional Activities

- Metropolitan Transportation Commission (MTC) Legislative Committee received polling data on a potential transportation measure that may be placed on the 2026 ballot. MTC staff presented a regional transit measure structure. In addition, Senator Weiner introduced a spot bill, SB 925 to sponsor the legislation that would authorize MTC to add the Measure to the ballot. There is a critical need for funding all transportation modes, but MTC staff have been somewhat focused on transit given the looming fiscal cliff that will affect most Bay Area transit systems. Polling results for transit were lukewarm but when adding other transportation needs, poll respondents were more receptive. The framework for a potential measure – which could be funded with sales tax, payroll tax, or property tax – would include: Transit Transformation, SafeStreets, Climate Resilience, Connectivity.
- Bay Area Housing Finance Authority (BAHFA) - released a Call for Letters of Interest/Funding Application Notice to support housing developments on Priority Sites. BAHFA's new \$28 million pilot program will offer low-interest loans to buy land for affordable housing, construct new housing, complete necessary infrastructure and/or cover predevelopment fees, legal expenses or environmental reviews. Borrowers able to start construction within 24 months may seek loans of up to \$5 million.

State Activities

- Budget - There is a \$68 billion projected shortfall over a three-year period and an estimated \$38 billion will affect the current budget cycle. The \$38 billion is the DOF's assumption which is vastly different from that of the LAO which estimates the deficit to be \$68 billion. The Governor released his budget proposal which would use \$13.1 billion in reserves Budget stabilization account and \$5.7 billion for Prop 98 reserves for school funding. The proposal proposed \$8.5 billion in one-time cuts which includes cuts to climate programs, housing programs and not filling vacant positions. The budget proposal keeps whole the \$5.1 billion transit supplement approved in the prior year budget trailer bill SB 125 (Ting) but delays \$1 billion in funding for the Transit and Intercity Rail Capital Program (TIRCP). There is also a proposed fund shift of \$3.4 billion which would shift general fund expenditures to other funds and \$2.1 billion in deferrals (moving payroll expenses that would typically hit the budget in June to July).
- Legislation
 - Senator Scott Wiener has introduced an intention bill (SB 925) that would author the legislation necessary for MTC to put a transportation ballot measure on the 2026 ballot. As part of that effort, the senator is likely to include language that would refine oversight over Bay Area transit systems.
 - Senator Wahab (Fremont) has introduced SB 926 that would require CalSTA to develop a plan to consolidate all Bay Area Transit Systems.
 - Bay Area leadership – We will have two Bay Area legislators assuming leadership roles. Assemblymember Aguiar-Curry will replace Isaac Brown as the new Assembly Majority Leader and Senator Mike McGuire will replace Toni Atkins to become the Senate President Pro Tem beginning on February 5th.

Federal Activities

Congress has reached a high-level agreement on spending levels but has so far failed to reach an agreement on individual budget bills. Friday January 19th Congress passed another continuing resolution to fund the federal government through February and gives Congress new deadlines of March 1st and March 8th for passing the 12 annual federal appropriations bills for Fiscal Year 2024. This is the third Continuing Resolution passed by Congress to prevent a government shutdown this fiscal year.

ATTACHMENT(S)

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Citizen Advisory Committee Agenda Memo

TO: Citizen Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Program Manager – Public Transit
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

That the Citizen Advisory Committee (CAC) receive the second quarter Fiscal Year (FY) 2023-24 Vine Transit update.

BACKGROUND

The first four tables compare ridership across different services in the second quarter of Fiscal Year 2023-2024 (October to December) to the second quarter of Fiscal Year 2019-2020, which was the last second quarter that was unaffected by the COVID-19 pandemic. This allows us to present ridership today compared to pre-COVID levels.

Table 1 shows that the eight fixed routes in the City of Napa in the second quarter of FY 2019-2020 carried 91,372 riders compared to the 31,183 riders on the six fixed routes available in FY 2023-24, a decrease of 67%. The on-demand service operating in the City of Napa served 1,203 riders during the second quarter of FY 2023-24 so the overall decrease in ridership in the City of Napa was 66%. The changes implemented on August 13, 2023, increased the number of fixed routes in Napa in an effort to increase the City of Napa ridership, but its impact was minimal.

Table 1: City of Napa - Comparing Q2 of FY20 & Q2 of FY24

	Q2 FY20	Q2 FY24	% Difference	Numerical Difference
Napa Local On-Demand	N/A	1,203	N/A	1,203
Fixed Route	91,372	29,980	-67.19%	-61,392
Total	91,372	31,183	-65.87%	-60,189

Overall, Table 2 shows that the regional routes have recovered faster than the local City of Napa routes. There was a 32% decrease in ridership on the regional routes from FY 20 to FY 24. The Route 10 is performing the best at 8.1% below pre-pandemic ridership levels. The August 13th changes brought the Route 10 service hours in line with pre-pandemic levels and helped the Route 10 ridership rise significantly.

Table 2: Routes 10, 11, 11X, 21 and 29 Ridership – Comparing Q2 of FY20 & Q2 of FY24

	Q2 FY20	Q2 FY24	% Difference	Numerical Difference
Route 10	39,713	36,495	-8.10%	-3,218
Route 11	50,797	32,032	-36.94%	-18,765
Route 10X	1,061	N/A	N/A	-1,061
Route 11X	1,379	882	-36.03%	-497
Route 21	9,669	4,029	-58.33%	-5,640
Route 29	18,326	8,798	-51.99%	-9,528
Total	120,945	82,236	-32.01%	-38,709

Table 3 indicates that ridership recovery on the community shuttle varies greatly by community. The City of American Canyon is 17% below pre-pandemic levels. Meanwhile, the Yountville Bee is performing at 65% below pre pandemic levels.

Table 3: Community Shuttles– Comparing Q2 of FY20 & Q2 of FY24

	Q2 FY20	Q2 FY24	% Difference	Numerical Difference
Calistoga Shuttle	5,322	4,159	-21.85%	-1,163
St. Helena Shuttle	3,485	1,748	-49.84%	-1,737
Yountville Bee	3,686	1,304	-64.62%	-2,382
American Canyon Transit	7,118	5,875	-17.46%	-1,243
Total	19,611	13,086	-33.27%	-6,525

VineGo Ridership, as shown in Table 4, also remains low compared (-43%) to pre-pandemic levels. It's understandable that VineGo ridership has been slow to return given those eligible for VineGo tend to be the most vulnerable to COVID-19.

Table 4: VineGo Ridership – Comparing Q2 of FY20 & Q2 of FY24

	Q2 FY20	Q2 FY24	% Difference	Numerical Difference
VineGo	6,503	3,726	-42.70%	-2,777

Tables 5- 7, compare an annual difference between second quarter of FY 2022-2023 to second quarter of FY 2023-2024 to see the impact of the August 13, 2023 changes. Ridership in the City of Napa is about the same, with a decrease of only 482 riders.

Table 5: City of Napa Ridership - Comparing Q2 of FY23 & Q2 of FY24

	Q2 FY23	Q2 FY24	% Difference	Numerical Difference
Napa Local On-Demand (Route A)*	4,275	1,203	-71.86%	-3,072
Route N	16,206	N/A	N/A	-16,206
Route S	3,797	N/A	N/A	-3,797
Route E	741	N/A	N/A	-741
Route W	6,646	N/A	N/A	-6,646
Route B	N/A	5,408	N/A	5,408
Route C	N/A	14,778	N/A	14,778
Route D	N/A	1,588	N/A	1,588
Route E	N/A	2,413	N/A	2,413
Route F	N/A	3,579	N/A	3,579
Route G	N/A	2,214	N/A	2,214
Total	31,665	31,183	-1.52%	-482

*In FY 2023, there were twice the number of vehicles providing on demand service in multiple locations. In FY 2024, there is one vehicle serving only the Browns Valley neighborhood (Route A). In FY 2023 there was only four (4) fixed routes and in FY 2024 forward there are six (6) fixed routes.

Beyond ridership on local routes, it is also important to track passengers per revenue hour. This is a measure of the number of people on the bus for every hour that the bus is in service. It does not include the deadhead, which is the time leading to and from the maintenance yard. In Chart 1 below, which includes data on weekdays, you can see that passengers per revenue hour remained relatively steady. While the weekday ridership was higher in Q1 and Q2 FY 23/24, the number of hours operated rose as well keeping the passengers per revenue hour just under 6.0.

Chart 1: Passengers per Revenue Hour (Weekdays)

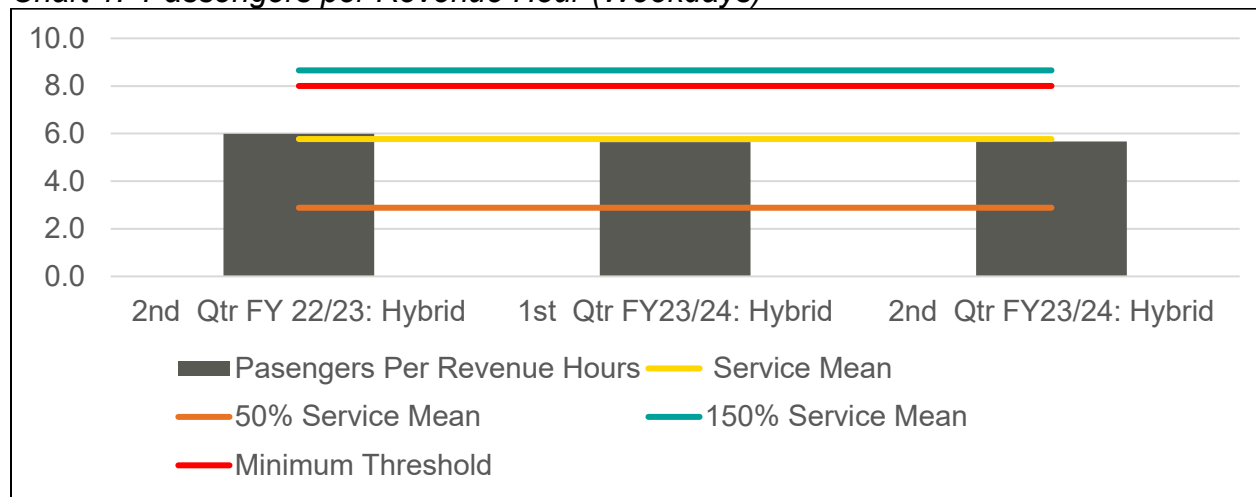


Chart 2 shows that the passengers per revenue hour vary a lot by route. The Route C passengers per revenue hour is above the 8.0 minimum threshold. All other fixed routes were in the 3 to 6 range with Route A on-demand coming in below 2 passengers per revenue hour.

Chart 2: Local Service Passengers per Revenue Hour (Weekdays)

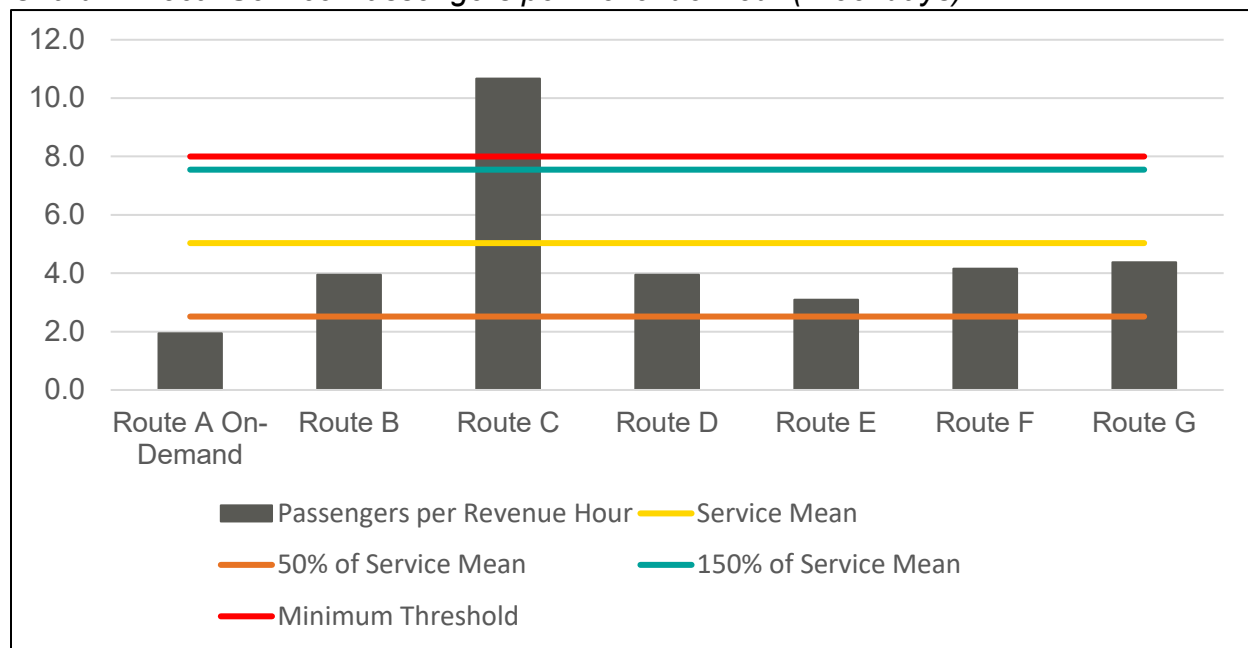


Table 6 shows strong growth in the Route 10 ridership as four new trips were added to the Route 10 leading to an overall ridership increase of 6% on regional routes.

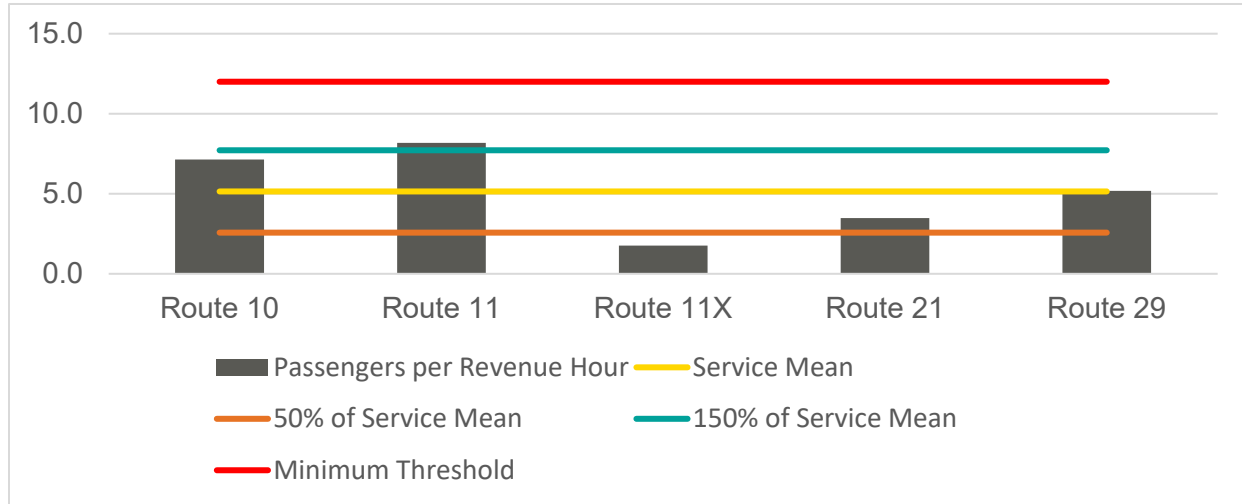
Table 6: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q2 of FY23 & Q2 of FY24

	Q2 FY23	Q2 FY24	% Difference	Numerical Difference
Route 10	33,446	36,495	9.12%	3,049
Route 11	30,504	32,032	5.01%	1,528
Route 11X	1,009	882	-12.59%	-127
Route 21	3,906	4,029	3.15%	123
Route 29	8,717	8,798	0.93%	81
Total	77,582	82,236	6.00%	4,654

Passenger per revenue hour data on the weekdays on the regional routes shows that Routes 10 and 11 continue to be our most efficient regional routes. As shown on Chart 3, the Routes 10 and 11 have passengers per revenue hour over 7, but still below the pre-COVID minimum threshold of 12 passengers per revenue hour. The least productive route remains the Route 11X, which is geared towards Ferry commuters. It is a

combination of a history of missed trips on the Route 11X and moving the City of Napa stop away from Soscol Gateway Transit Center and to the Imola Park and Ride.

Chart 3: Regional Service Passengers per Revenue Hour



Ridership increased on the community shuttles by 13% compared to the same quarter last year as shown in Table 7. Only the St. Helena Shuttle experienced a small ridership decrease driven by the end of December when school was out of session.

Table 7: Community Shuttles– Comparing Q2 of FY23 & Q2 of FY24

	Q2 FY23	Q2 FY24	% Difference	Numerical Difference
Calistoga Shuttle	3,679	4,159	13.05%	480
St. Helena Shuttle	1,862	1,748	-6.12%	-114
Yountville Bee	925	1,304	40.97%	379
American Canyon Transit	5,100	5,875	15.20%	775
Total	11,566	13,086	13.14%	1,520

VineGo ridership rose by 13% over the last year as seen in Table 8.

Table 8: VineGo Ridership – Comparing Q2 of FY23 & Q2 of FY24

	Q2 FY23	Q2 FY24	% Difference	Numerical Difference
VineGo	3,303	3,726	12.81%	423

Table 9 shows Q2 ridership over the past five fiscal years to provide an even broader context on the fluctuations of ridership pre and post-COVID. The data shows continued progress from Q2 FY 21 through Q2 FY 24.

Table 9: Ridership – Comparing Q2 of FY 20, 21, 22, 23, 24

	Q2 FY20	Q2 FY21	Q2 FY22	Q2 FY23	Q2 FY24
Fixed Route	240,960	54,615	86,069	104,972	112,216
Demand Response	26,114	17,820	16,787	19,144	18,015
Total	267,074	72,435	102,856	124,116	130,231

Chart 4 below breaks down the fixed route data shown in Table 9 across the second quarters and also adds in the prior quarter to visually show the changes. The narrative differs by route. For Routes 10 and 11, there has been an increase in ridership second quarter to second quarter annually after the initial COVID impact, but the figures show a cyclical decrease from last quarter due to the holiday season impacting school and work commutes. For Express Routes like 11X, 21 and 29, ridership has remained consistently low since the onset of COVID. Finally, the ridership on the City of Napa Local Routes has been stagnant over the last year and significantly below pre-COVID levels.

Chart 4: Total Ridership Change

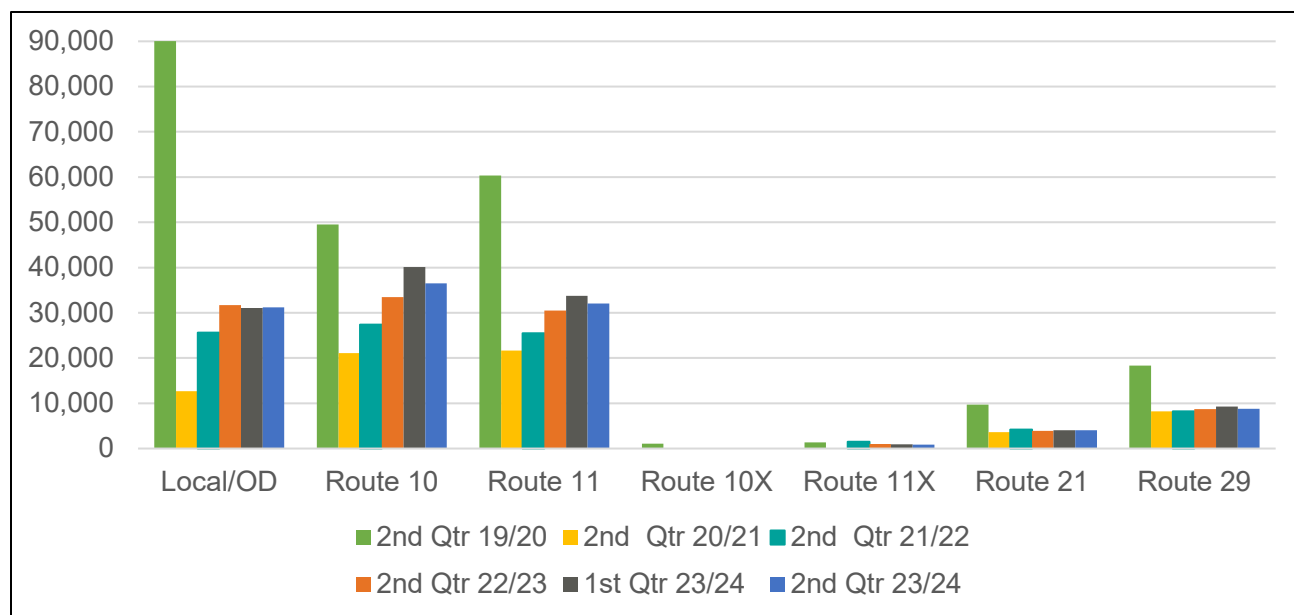


Chart 5 below takes the demand response data and segments it across the different services. Once again there are differences across the service's responses to COVID with the St Helena Shuttle and the Yountville Bee remaining at below 50% of pre-COVID levels while at the other end of the spectrum, ridership on American Canyon Transit is close to pre-COVID ridership levels.

Chart 5: Total Demand Response Ridership Change

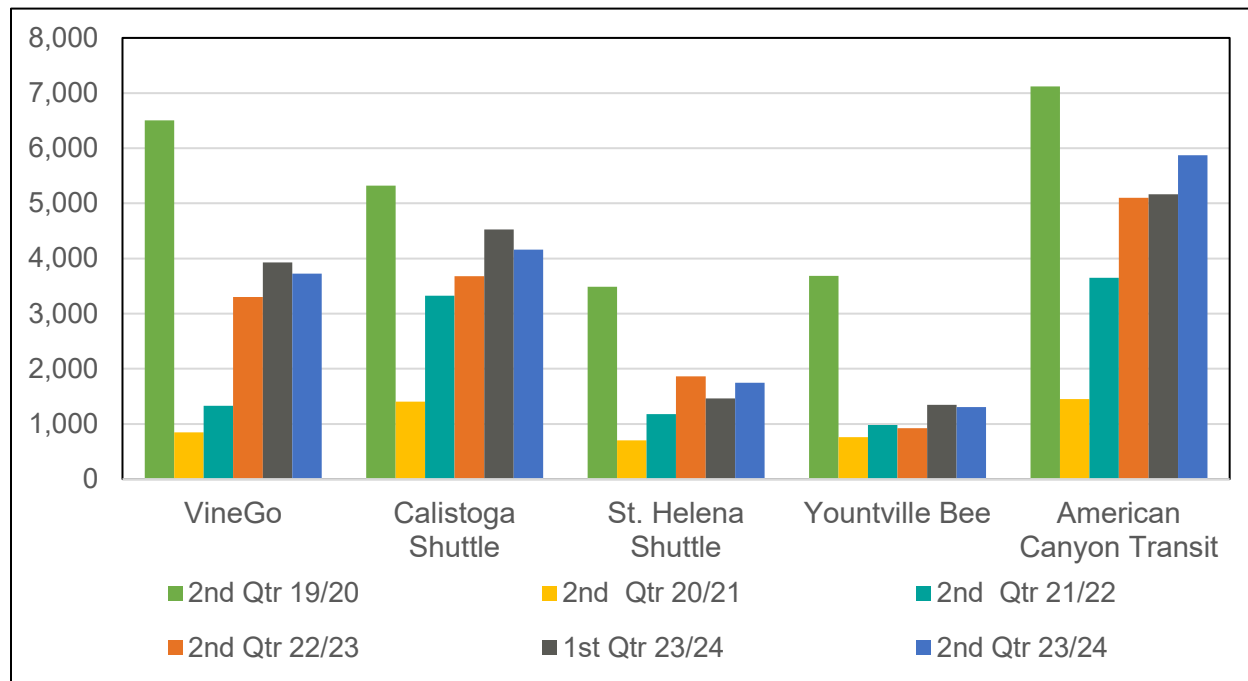


Table 10 shows full fiscal year ridership over the past five years to add further context on the annual fluctuations of ridership pre- and post-COVID. The data shows a significant decline in ridership in FY 21 followed by a slow, but consistent recovery.

Table 10: Overall Ridership – Comparing FYs 2019 - 24

	FY19	FY20	FY21	FY22	FY23
Fixed Route	957,403	736,341	236,775	369,444	413,166
Demand Response	103,701	88,485	78,711	71,821	74,829
Total	1,061,104	824,826	315,486	441,265	487,995

Finally, the Vine missed trips fell from the second quarter of FY 2023 to the second quarter of FY 2024 as NVTa was able to hire more drivers. Mechanical issues now represent a greater percentage of missed trips as the Vine fleet ages.

Table 11: Missed Trips During Q1 of FY 2023 and FY 2024

	Regular Missed Trips		On-Demand Missed Trips	
	Q2 FY 23	Q2 FY 24	Q2 FY 23	Q2 FY 24
October	65	93	51	15
November	40	45	9	6
December	77	21	29	1
Total	182	138	89	21

Upcoming Marketing Efforts

This calendar year commenced with the NVTa hiring a new Communications and Outreach Coordinator, Emily Charrier-Botts. The transit team will be working with Emily to better promote Vine Services. One of the first projects involves the development of three short videos for the Vine Transit system. These videos aim to inform and engage viewers about different aspects of Vine Transit's services and developments including 1) 'How to Ride Vine Transit', 2) 'What is VineGo Paratransit?' and 3) the 'New Maintenance Facility'. NVTa staff looks forward to sharing the videos with the CAC and the larger public.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY-TAX AGENCY Citizen Advisory Committee Agenda Letter

TO: Citizen Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director Capital Development and Planning
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Sales Tax Replacement Measure

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

At their February meeting, the Napa Valley Transportation Authority – Tax Agency (NVTA-TA) approved releasing the Sales Tax Replacement Measure draft ordinance and expenditure plan for circulation to the Cities, Town, and County for approval, and submittal to the Board of Supervisors for its consideration to place the Measure on the November 2024 ballot.

BACKGROUND AND DISCUSSION

NVTA Staff and its Joint Powers Authority City/Town/County partners have developed an approach to replace Measure T, the ½ cent sales tax for transportation. The primary reason for this effort is to improve the County, cities, and Town's pavement condition index scores and to fund critical regional traffic congestion relief projects to leverage federal and state grant funding. Measure T in its current state is a pay-go sales tax which increases each year at roughly the same pace as the consumer price index of 4.6%¹. This approach cannot keep pace with the growing cost of construction which is increasing at 10.7%².

Measure T was 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

¹ State of California Department of Real Estate average construction cost increase for the period 2021-2023.

² State of California Bureau of Labor Statistics Bay Area CPI Average.

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 effective for residents and visitors by improving PCI scores and reducing traffic congestion. These proposed changes are detailed below:

- Measure LSR Formula - The proposed distribution formula is based on 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 audited years of revenue generations to allow for planning and smoothing respectively. No jurisdiction will receive less than 3% of LSR funds. In addition, the Board approved allowing jurisdictions to use 5% of their LSR funds on other transportation projects.
- Equivalent Fund Requirement – NVTa and the steering committees reviewed several different options to replace the 6.67% requirement. The Policy Steering Committee strongly recommended retaining an active transportation provision in the Measure. The replacement measure ordinance increases the commitment to 7% and allows for Class IV and maintenance of Class I and IV facilities to count toward the 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 new MOE would be indexed to 20% of revenues a jurisdiction receives annually. The year of index would be the most recent audited year to account for adjustments in sales tax receipts. Consistent with Measure T, jurisdictions would be allowed to meet this requirement using 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 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 set aside \$56 million for regional capital improvements and the PCI scores increase, compared to maintaining the existing Measure T pay-as-you-go model.

- Apportion \$56 million in congestion relief and 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
 - Highway Operations and Emergency Evacuation – may include highway system adaptive messaging signs and Vine Transit emergency evacuation operations, or other transportation projects related to emergency evacuation routes.

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 Feron, 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
- March – April 2024 - NVTa to present to local jurisdictions' governing bodies
- March – May 2024 – NVTa to release a second poll
- May 2024 – NVTa-TA: Approval of Ordinance and Expenditure Plan and Request the Napa County Board of Supervisors (BOS) approve adding a Measure to the November 5, 2024 Ballot
- June 2024 – Consideration by the BOS to add the Measure to the November ballot

ATTACHMENT(S)

- (1) Sales Tax Replacement Measure Draft Ordinance
- (2) 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.

SECTION 2. EXPENDITURE PLAN PURPOSES: The purpose of this Ordinance is to provide programmatic funding for the implementation of the Napa Valley Transportation Improvement Act Expenditure Plan “Expenditure Plan”. The Expenditure Plan identifies the following:

- A. Projects for Reconstruction or Rehabilitation of Local Streets and Roads**
 - i. Up to five percent (5%) of Local Street and Roads Cities, Town, and County allocations may be used for other transportation projects including roadway capacity projects.
- B. Projects for improvement of Highways**
- C. Transit fare subsidies**

These improvements shall be funded by a one-half of one percent transactions and use tax established for a thirty (30) 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 in the Expenditure Plan. 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.

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 Expenditure Plan 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 eligible to receive this funding is provided in the following sections. 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. Up to (5%) of allocations distributed to the Cities, Town, and County for Local Streets and Roads may be used on other transportation projects.

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 1st 2025 and every successive five (5) years. The total revenues distributed to the Agencies for local streets and road maintenance and rehabilitation will be net of costs associated with administration, six million (\$6 million) allocated to the Napa Valley Transportation Authority for the regional program in the first 5 years, and debt service on bonds issued for capital projects administered by the Napa Valley Transportation Authority. The cost of debt service on bonds issued for an individual Agency will be borne by the individual Agency.

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, which will be calculated using the average of the three most recent audited years of sales tax generations. The County will receive an amount based on fifty percent (50%) sales tax generation calculated using the average of the three most recent audited years of sales tax generations and fifty percent (50%) lane miles in the unincorporated County. A jurisdiction will receive no less than three percent (3%) of the Local Streets and Roads revenues. 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%). Attachment 2 provides an example calculation of the Local Street and Road formula.

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 active transportation infrastructure 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 twenty percent (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, including excess funding committed to equivalent fund projects under the Countywide Road Maintenance Act, 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 \$56 million as included in the Expenditure Plan.
- D.** Administration: Actual costs, not to exceed two percent (2.0%) 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, and upon adoption of resolution by the Authority, 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 the aggregate principal amount at any one time outstanding of 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 and Expenditure Plan. The authority to issue bonds hereunder shall include the authority to issue bonds on behalf of the Authority or any Agencies listed herein.

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 23 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 (ITOC) 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 revenues provided from this Ordinance, 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 Section 11. To meet the Maintenance of Effort requirement, each Agency will expend, at a minimum, the equivalent of twenty (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. The 20% Maintenance of Effort calculations will be based on the most recent audited fiscal year available at the time of certification. 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 was met and documentation verifying the expenditures 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 2.0% administration allocation.

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) ITOC 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.
 - f. Two members from the public at-large.
- 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 the ITOC

- 1) The voting ITOC members shall serve a two, three, and four year term, determined by the drawing of lots. Thereafter, ITOC 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 ITOC 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. ITOC members are not entitled to a stipend if a meeting is canceled.
- 3) The voting ITOC 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 ITOC 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 ITOC 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 percent (2.0%) 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 CDTFA, 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, eliminate the Local Street and Roads Maintenance Program funding as outlined in Section 3A.

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.

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. *Napa Valley Transportation Improvement Act Expenditure Plan or 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 set forth in Attachment 1, 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, 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 any components within the public right-of-way necessary to support the customary use of a roadway and includes road pavement (including but not limited to asphalt and concrete), sub-grade, excavation, grading, earthwork, retaining walls, guard rails, curb, gutter, sidewalks, curb ramps, surface and subsurface drainage, traffic control devices, replacement roadway lighting, striping, pavement marking and signage, and intelligent transportation systems.

- 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 be included in the agency's five-year project list approved by the agency's governing body.
- J. *Reconstruction* or *Rehabilitation* includes changes to infrastructure, including replacement and/or pavement surface treatments, the placement or replacement of base materials and/or any sub-grade work, the widening of the roadway, if the widening is necessary to conform with the geometric design criteria of the State of California or any local design standards. This includes 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 and/or transit facilities called for in the Authority's Countywide Active Transportation Plan or adopted local agency plans , 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. *Capacity* includes any overlay, including the placement or replacement of base materials and any sub-grade work or widening of a local street or road and/or highway. This includes additions, changes, reconstruction of infrastructure directly associated with the function of a local street or road and/or highway. It also includes any additions necessary to incorporate bicycle and/or pedestrian facilities in the Authority's Countywide Active Transportation Plan or any local agency's adopted active transportation plans and any improvements or alternations necessary to the roadway and/or pedestrian or bicycle travel ways to improve overall circulation and meet Americans with Disabilities Act requirements.
- L. *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.

- M. *Local Streets and Roads* means Infrastructure located within the public right of way of any local Agency street or road or highway right-of-way in Napa County.
- N. *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.

- O. *Funding Exchange* means borrowing from or replacing project funding with another funding source to accelerate project delivery.
- P. *Total Revenue* means Total Revenues received by the Authority.
- Q. *Net Revenues* means total sales tax revenue distributed to the Agencies less Authority administration allocation, and debt service payments on bonds for Authority projects.

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 February 21, 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

Revenues received by the Authority from the proposed transactions and use tax, less the fees charged by the California Tax and Fee Administration to collect sales tax, shall be used to fund the projects and programs described below after paying for the costs of this election, the cost of debt service, and the cost of administering the program. Only two percent (2.0%) of the net revenues may be expended for costs of administration. 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, 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 \$56 million dollars and associated debt service expenses, and the Authority's administration fees of two percent (2.0%), 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. Up to five percent (5%) of Agencies' Local Streets and Road Maintenance Program can be used on other transportation projects, including capacity projects.

No revenues derived from this Ordinance shall be apportioned to regional projects until bonds are sold, except six million (\$6 million) in pay-go funds to Napa Valley Transportation Authority for capital projects in the first five-years of the measure. Local Agency apportionments will be net of debt service payments associated with the bonds issued to fund regional projects. Debt service associated with bonds issued to fund local projects will be deducted from that Agency's annual Local Streets and Roads allocation. If for some reason a regional project or program is infeasible and funds remain in the program, funding from the regional program will be distributed to the Local Street and Road Maintenance Program based on the prescribed formula.

The initial estimated distribution of funding for the Local Streets and Maintenance Program is:

Project	Percentage Distribution
American Canyon	8.0%
Calistoga	3.0%
City of Napa	40.2%
Napa County	38.8%
St. Helena	6.6%
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.

Regional Transportation Enhancement Program

Regional funds may be used on any of the Regional Transportation Enhancement programs and/or projects and may not exceed \$56 million, excluding Low-Income Transit Subsidies, which will be paid for out of the Authority's administrative allocation.

Project Name	Amount
<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 \$56 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– may include highway system adaptive messaging signs and Vine Transit emergency evacuation operations, or other transportation projects related to emergency evacuation routes.</u>	
<u>Low Income Transit Subsidies</u>	
<u>Fares for Veterans, Persons with Disabilities, Seniors, and Students</u>	<u>Estimated annual cost of \$10,000 and funded from Authority's administrative fees or other Authority revenues.</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

Local Street and Road Example Formula

Column Number	A	B	C	D	E	F	G
Jurisdiction	Return to Source Amount		Lane Miles		Sub-total	Final Distribution	3% Floor
	Value (in 1,000s)	%	Value	%	County = (B+D)/2; Cities=B	Normalize to 100%	
American Canyon	\$ 3,261	8.9%	112.8	7.5%	8.9%	8.0%	8.0%
City of Napa	\$ 16,493	45.0%	467.6	31.0%	45.0%	40.3%	40.2%
Yountville	\$ 1,401	3.8%	16.6	1.1%	3.8%	3.4%	3.4%
St. Helena	\$ 2,703	7.4%	51.5	3.4%	7.4%	6.6%	6.6%
County of Napa	\$ 11,665	31.8%	828.7	55.0%	43.4%	38.9%	38.8%
Calistoga	\$ 1,131	3.1%	30.6	2.0%	3.1%	2.8%	3.0%
Total	\$ 36,654	100.0%	1,507.8	100.0%	111.6%	100.0%	100.0%

The above Local Streets and Road Formula is an illustrative example of the formula calculation and is subject to change upon the five-year update.

Napa Valley Transportation Authority - Tax Agency

Summary of Measure X Bonding Scenarios

\$80M Regional Bond vs. \$60M Regional Bond vs. \$55M Regional Bond

	Measure X Scenario 1 \$80M Regional Bond	Measure X Scenario 2 \$60M Regional Bond	Measure X Scenario 3 \$55M Regional Bond
Local Bond Approach	No Issuances	No Issuances	No Issuances
Regional Bonding	\$80 Million	\$60 Million	\$55 Million
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			
Regional Projects			
Regional Bond 1 Proceeds (FY 28):	29,000,000	21,750,000	30,000,000
Regional Bond 2 Proceeds (FY 31):	22,000,000	16,500,000	25,000,000
Regional Bond 3 Proceeds (FY 34):	29,000,000	21,750,000	0
Total Regional Projects:	\$ 80,000,000	\$ 60,000,000	\$ 55,000,000
Regional Expenses			
Admin \$ (@ 2.5% for Sc 1 & 2, @ 2.0% for Sc 3)	\$ 31,958,081	\$ 31,958,081	\$ 25,566,464
Total Regional Debt Service (Debt + Interest):	135,572,450	102,062,575	96,706,350
Total Regional Expenses:	\$ 167,530,531	\$ 134,020,656	\$ 122,272,814
Revenues for Local Distribution	\$ 1,110,792,690	\$ 1,144,302,565	\$ 1,156,050,406
Jurisdictions			
Local Allocation \$	\$ 1,110,792,690	\$ 1,144,302,565	\$ 1,156,050,406
Local Debt Service \$	0	0	0
Local Allocation/PAYGO Revenues	\$ 1,110,792,690	\$ 1,144,302,565	\$ 1,156,050,406
Local Bond \$			
Local Bond 1 Proceeds:	\$ -	\$ -	\$ -
Local Bond 2 Proceeds:	-	-	-
Local Bond 3 Proceeds:	-	-	-
Local Bond 4 Proceeds:	-	-	-
Total Local Bond Proceeds:	\$ -	\$ -	\$ -
Total Jurisdictional Resources Available	\$1,110,792,690	\$1,144,302,565	\$1,156,050,406

Proceeds- Measure X (PayGo Net of Regional Admin & D/S)	Measure X Scenario 1 \$80M Regional Bond	Measure X Scenario 2 \$60M Regional Bond	Measure X Scenario 3 \$55M Regional Bond	Current Measure T Funding
City of Napa (40.2%; 40.35%)	\$ 446,538,661	\$ 460,009,631	\$ 464,732,263	\$ 317,428,710
County of Napa (38.8%; 39.65%)	430,987,564	443,989,395	448,547,558	311,910,272
American Canyon (8.0%; 7.7%)	88,863,415	91,544,205	92,484,033	60,574,137
St. Helena (6.6%; 5.9%)	73,312,318	75,523,969	76,299,327	46,414,462
Calistoga (3.0%; 2.7%)	33,323,781	34,329,077	34,681,512	21,240,611
Yountville (3.4%; 2.7%)	37,766,951	38,906,287	39,305,714	21,240,611
Total- Jurisdictional Resources Available	\$ 1,110,792,690	\$ 1,144,302,565	\$ 1,156,050,406	\$ 778,808,803

PCI Scores Measure X + HUTA + RMRA + MOE	Measure X Scenario 1 \$80M Regional Bond	Measure X Scenario 2 \$60M Regional Bond	Measure X Scenario 3 \$55M Regional Bond	Current Measure T Scores
PCI Score in Year 10 General Funds are not included				
City of Napa*	76.4 (+)	75.3 (+15.3)	69.8 (+9.8)	60
County of Napa	71.3 (+)	71 (+27)	71.9 (+27.9)	44
American Canyon	64.6 (+)	64.2 (+6.2)	64.9 (+6.9)	58
St. Helena	76.4 (+)	76 (+24)	76.3 (+24.3)	52
Calistoga	74.7 (+)	74.2 (+17.2)	75.3 (+18.3)	57
Yountville	82.3 (+)	82.5 (+4.5)	82.3 (+4.3)	78

*City of Napa reduced by 25% to account for a complete streets program.

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.