

A decorative border of colorful butterflies (purple, orange, and green) frames the entire page. The butterflies are arranged in a repeating pattern along the top, bottom, and sides.

**March 20, 2019
NVTB Board of Directors
Meeting Handouts**

- 1. March 8, 2019 Letter from Patrick C. Gorman Regarding Correspondence c/o [Vine] Route One**
- 2. March 15, 2019 Email from Carol Battuello Regarding the Vine Trail at Ehlers Lane, St. Helena CA**
- 3. Draft Caltrans Report March 2019**
- 4. Comments Received for Routes 10, 11, 10X, 11X, 21, and 29 Associated with Item 10.1 Public Hearing and Approval of Phase Implementing Revisions to the Vine Regional and Express Service**
- 5. PowerPoint Presentation Associated with Item 11.1 Financing Options and Funding Alternatives for the Vine Transit Maintenance Facility**
- 6. March 20, 2019 Letter from the City of American Canyon Regarding Comments on Item 11.1 Financing Options and Funding Alternatives for the Vine Transit Maintenance Facility**

3418 Scenic Dr,
Napa, CA.
94558

Gus.gorman.pg@gmail.com

03/8/2019

RECEIVED

2019 MAR 11 P 1:25

[Handwritten mark]

Board Secretary
Napa Valley Transportation Authority
625 Burnell St.
Napa, California 94559

Correspondence c/o: Route One:

I wrote to the board on 11/29/2018, 10/6/2017 and 08/9/2018, about the changes to Napa Valley Vine bus route one. It is very clear that traffic backs up with parents from the West part of town crossing HWY-29 at the first street over crossing.

NVTA must make changes to Route One to better serve Napa High school. I have enclosed of copy of the new route you plan to make changes too (see web link below).

Please vote to make this change happen. Then you will need to do some outreach to the parents, teachers, and students of Napa High.

Map

<https://platform.remix.com/map/cc6edc8/line/0cc12a7?latlng=38.31158,-122.30998,z15&dir=0>

Sincerely,

[Handwritten signature: P. Gorman]

Patrick C Gorman

Sanderlin, Karrie

From: Miller, Kate
Sent: Friday, March 15, 2019 10:15 AM
To: carol battuello
Subject: RE: Vine Trail

Ms. Battuello,

Thank you for your comment. I will forward your comment to the Napa Valley Transportation Board and the Napa Valley Vine Trail Coalition, which is the organization managing the alignment of the Calistoga/St. Helena segment.

Kate Miller

Sent with BlackBerry Work
 (www.blackberry.com)

From: carol battuello <carolbattuello@yahoo.com>
Date: Friday, Mar 15, 2019, 9:55 AM
To: Miller, Kate <kmiller@nvta.ca.gov>
Subject: Fw: Vine Trail

Dear Ms. Miller,

I am forwarding the entire email below to you to protest the Vine Trail using Ehlers Lane in St. Helena, as part of the Vine Trail Route upvalley. I sent it very early this morning to Karrie Sanderlin, however, I found out she is out of the office today. You will see that we have notified the BOS, and in fact, we have for several years protested any route other than along the Silverado Trail or Highway 29.

I have to wonder why the NVTA would approve using Ehlers Lane as part of the Bike route since it has been neglected in repairs other than occasional...or rare...patching efforts on the southern portion of the Lane, and there is extensive farming activity on it. The uneven pavement is a potential hazard to bicyclists, especially to those who like to speed.

I hope you will read this email in its entirety. Thank you for your consideration.

Sincerely,

Carol Battuello

[Sent from Yahoo Mail for iPad](#)

Begin forwarded message:

On Friday, March 15, 2019, 12:49 AM, carol battuello <carolbattuello@yahoo.com> wrote:

Dear Ms. Karrie Sanderlin and Napa Valley Transportation Authority Staff,

It appears that today is the final day for comments on the proposed Vine Trail so I am forwarding the letter below that I e-mailed to all of the supervisors on Napa County BOS in November of 2018. The letter below concerns the Vine Trail section determined to come up part of Ehlers Lane before heading west through our neighbor, Louis de Coninck's easement, should he grant that easement. To my knowledge this route is opposed by all or nearly all of my neighbors who reside on Ehlers Lane in St. Helena. Most of us are farmers, and we are extremely concerned about the risk of bicyclist injuries and liability issues with standard/accepted farming practices, with the increasing number of Bike events that will impair our ability to use Ehlers Lane to conduct our farming businesses, and with the potential for trespassing, camping along the trail, theft, etc.. Ehlers Lane is a poorly maintained, narrow road as well, and it actually ends at the southwest corner of our property at 3350 and 3354 Ehlers Lane.

Where is the concern for maintaining the Ag Preserve as it was designed? Granted Ehlers is a public road, however, it is not compatible with 300 bicyclists a day as predicted! We need to be able to conduct our farming activities, and the Vine Trail should remain on Highway 29, in my opinion.

Sincerely,

Carol Battuello
3354 Ehlers Lane
St. Helena

[Sent from Yahoo Mail for iPad](#)

Begin forwarded message:

On Monday, November 12, 2018, 10:18 AM, carol battuello <carolbattuello@yahoo.com> wrote:

[Sent from Yahoo Mail for iPad](#)

Begin forwarded message:

On Monday, November 12, 2018, 10:12 AM, carol battuello
<carolbattuello@yahoo.com> wrote:

Dear Mr. Gregory,

I am writing to oppose the Vine Trail's proposal to divert off of Hwy 29 at Ehlers Lane in St. Helena. Ehlers Lane is lined with vineyards and is also the site of Ehlers Estate Winery. These are agricultural businesses within the Ag Preserve, and despite the Vine Trail members claim that this route would be used for

“transportation” to take vehicles off of the highway, it is clearly primarily a tourist attraction and does not belong in the Ag Preserve other than along the highway or Silverado Trail.

The path should remain ENTIRELY along HWY 29, and if the path needs to be narrowed in this area to accomplish that then so be it. I consider that a minor inconvenience for bicyclists for the short distance that will require it. Grower practices are as safe as can be, but there is still danger such as equipment that throws rocks during mowing, sulfur dust that might drift much as we try to minimize it, etc. We have written several letters to the Board of Supervisors in the past stating our legitimate concerns about safety.

Please keep the bike path on the highway or along Silverado Trail.

Sincerely,

Carol Battuello

Sent from Yahoo Mail for iPad

PROJECT INITIATION REPORT

EA 4J820 (Completed 9/24/18)

Tuluca y Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa

Scope: Bridge Replacement

EA 0J890

5-Way Intersection; NAPA 121-PM 7.3 in City of Napa

Scope: Intersection Improvement

EA 0J760 /2Q260

Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa

Scope: Construct Class 1 Multiuse Path

EA 0Q690

Storm Damage; NAPA 12 PM 2.1/2.6 in County of Napa

Scope: Construct Rock Slope Protection (RSP) to prevent further slope washout and pavement repair

EA 0Q820

Storm Damage; NAPA 29 PM 12.2 in City of Napa

Scope: Culvert repair and grout injection at slipout

EA 0Q830

Storm Damage; NAPA 29 PM 46.1 in County of Napa

Scope: Construct CIDH segmented pile wall at slipout

EA 0Q790

Storm Damage; NAPA 121 PM 13.4/20.7 in County of Napa

Scope: Construct RSP at five slipout locations.

EA 0Q810

Storm Damage; NAPA 121 PM 16.1 in County of Napa

Scope: Construct Reconstruct embankment with lightweight fill.

EA 1Q620

Pavement Preservation; NAPA 121 PM 4.5/10.7 in City of Napa

Scope: Pavement repair

EA 2Q610

Pavement Rehab; NAPA 29 PM 7.3/13.5 in County of Napa

Scope: Pavement rehabilitation.

EA 2A510

Pavement Rehab; NAPA 29 PM 42.1/48.6 in County of Napa

Scope: Pavement rehabilitation

EA 0P730 (Completed 9/17/18)

Advance Mitigation; NAPA 29 PM 15.6/22.8 in County of Napa

Scope: Mitigation Purchase under Roadside Protection and Restoration Program

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

ENVIRONMENTAL

EA 2K420

Storm Damage; NAPA 128 PM 9.2 in County of Napa

Scope: Construct RSP to prevent further slope washout.

Cost Estimate: \$0.8M Construction Capital

Schedule: PAED: 04/2019 PS&E: 06/2020 RWC: 07/2020 RTL: 08/2020

EA 4J830

Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa

Scope: Bridge Replacement

Cost Estimate: \$7.9M Construction Capital

Schedule: DED: 4/2020 PAED: 10/2020 PS&E: 04/2022 RWC: 04/2022 RTL: 05/2022

EA 0K000

ADA Compliance; NAPA 29 PM 0.0/14.6 in County of Napa

Scope: Upgrade Pedestrian Facilities

Cost Estimate: \$990K Construction Capital

Schedule: PAED: 03/2020 PS&E: 09/2021 RWC: 10/2021 RTL: 01/2022

EA 0K630

Bridge Rails; NAPA 29 PM 14.1/19.04 in County of Napa

Scope: Upgrade / Replace Bridge Rails

Cost Estimate: \$7.1M Construction Capital

Schedule: DED:2/2020 PAED: 06/2020 PS&E: 12/2021 RWC: 01/2022 RTL: 04/2022

EA 2K150

Bridge Rails; NAPA 29 PM 28.43/29.3 in County of Napa

Scope: Upgrade / Replace Bridge Rails at Sulphur and York Creeks in St. Helena

Cost Estimate: \$4.2M Construction Capital

Schedule: DED:9/2020 PAED: 03/2021 PS&E: 05/2022 RWC: 04/2023 RTL: 04/2023

EA 4J990

Storm Water Quality Improvement; NAPA 29 PM 32.0/33.0 in County of Napa

Scope: Improve water quality and fish passage

Cost Estimate: \$7.6M Construction Capital

Schedule: DED:4/2020 PAED: 10/2020 PS&E: 04/2022 RWC: 05/2022 RTL: 06/2022

EA 2K810

Anti-Vandalism Measure; NAPA 29 121-PM 11.0/R21.0 in County of Napa

Scope: Replace Fencing

Cost Estimate: \$3.1M Construction Capital

Schedule: PAED: 06/2020 PS&E: 12/2021 RWC: 01/2022 RTL: 04/2022

EA 4J300

Pavement Preservation; NAPA 29-PM 29.3/36.9 From York Creek Bridge to Junction Route 128 in Calistoga

Scope: Roadway/ Pavement preservation (CAPM)

Cost Estimate: \$9.7M Construction Capital

Schedule: PAED: 10/2019 PS&E: 08/2020 RWC: 10/2020 RTL: 11/2020 CCA: 06/2021

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

ENVIRONMENTAL CONTINUED

EA 4J410

Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon

Scope: Rehabilitate Culverts

Cost Estimate: \$3.3M Construction Capital

Schedule: ~~DED: 07/2019~~ **PAED:** 11/2019 **PSE:** 12/2021 **RWC:** 5/2022 **RTL:** 06/2022 **CCA:** 9/2023

EA 2J88U

Garnett Creek, Garnett Branch and No-Name Creek: NAPA 29-PM .39.0 & 43.8 in County of Napa

Scope: Sub-structure rehabilitation and bridge scour mitigation

Cost Estimate: \$3.9M Construction Capital

Schedule: **DED:** 11/2/2018 **PAED:** 02/1/2019 **PSE:** 10/2020 **RWC:** 12/2020 **RTL:** 01/2021 **CCA:** 12/2022

EA 28120

Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa

Scope: Construct New Interchange at SR 221/29/12

Cost Estimate: \$35M Construction Capital-Not Programmed

Schedule **DED:** 03/16/15 **Supplemental DED:** 08/2019 **PAED:** 01/2020

DESIGN

EA 4J210

Capell Creek Bridge #21-0064; NAPA 121-PM 18.59 in County of Napa

Scope: Sub-structure rehabilitation and bridge scour mitigation

Cost Estimate: \$1.4M Construction Capital

Schedule: **PAED:** 09/20/18 **PSE:** 02/2020 **RWC:** 03/2020 **RTL:** 4/2020 **CCA:** 12/2021

EA 4G21A

Env. Mitigation at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Environmental mitigation, monitoring and report at Huichica Creek

Cost Estimate: \$1.0M Construction Capital

Schedule: **PAED:** 4/9/18 **PSE:** 04/2022 **RTL:** 06/2022

EA 2J100

Construct Roundabouts; NAPA 29-PM 11.36 in City of Napa

Scope: Cooperative Project to construct a roundabout at northbound First St. Interchange.

Cost Estimate: \$3.8M Construction Capital

Schedule: **RTL:** 5/4/18 **ADV:** 10/15/18 **BO:** 12/20/18(6 Bids-Lowest 1.2% below engr. Est.) **AWD:**2/27/19 **CCA:** 12/2020

EA 3G64A

Env. Mitigation & Plant Establishment at Napa River Bridge; NAPA 29 PM 37.0 in City of Calistoga

Scope: Environmental mitigation at Napa River Bridge

Cost Estimate: \$0.5M Construction Capital

Schedule: **PAED:** 2/9/15 **PS&E:** 06/2019 **RWC:** 06/2019 **RTL:** 06/2019

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

DESIGN CONTINUED

EA 4G210

Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Remove existing triple box culverts and replace with a new single span bridge

Cost Estimate: \$8.7M Construction Capital

Schedule: PAED: 04/09/18 PS&E: 08/2019 RWC: 10/2019 RTL: 10/2019 CCA: 12/2021

EA 1G430

Conn Creek Bridge Scour Mitigation; NAPA 128 PM R7.4 on Silverado Trail in County of Napa

Scope: Replace Bridge at Conn Creek

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 10/5/15 RTL: 6/29/18 AWD: 1/29/19 (Granite Construction) CCA: 12/2020

CONSTRUCTION

EA 4G840

Capell Creek Bridge; NAPA 128-PM 20.2 in County of Napa

Scope: Bridge Replacement

Cost Estimate: \$12.1M Construction Capital

Schedule: PAED: 6/16/16 RTL: 6/29/18 AWD: 11/05/18 (Gordon Ball Inc.) CCA: 12/2022

EA 3G641

Napa River Bridge Scour Mitigation; NAPA 29 PM 37.0 in City of Calistoga

Scope: Replace Bridge at Napa River Bridge

Cost Estimate: \$9.2M Construction Capital

Schedule: PAED: 2/9/15 RTL: 6/30/16 AWD: 3/17/17 (Valentine Corp.) CCA: 12/2019

EA 4G920

Tulucay Creek Bridge Repair; NAPA 121-PM 6.1/6.2 in City of Napa

Scope: Bridge Repair

Cost Estimate: \$2.2M Construction Capital

Schedule: PAED: 10/19/16 RTL: 4/12/18 AWD: 9/20/18 (American Civil Const.) CCA: 06/2019

EA 2J570

Storm Damage; NAPA 121-PM 20.06 in County of Napa

Scope: Culvert and erosion repair

Cost Estimate: \$1.8M Construction Capital

Schedule: RTL: 06/29/18 AWD: 11/19/2018 (Granite Rock Company) CCA: 06/2020

ACTION ITEMS:

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Comments Received for Routes 10, 11, 10X, 11X, 21, and 29

Route 10

Glad to see the Calistoga Downtown Lincoln Bridge on the map. Current lack of an inbound stop in downtown is an inconvenience.

A stop is very needed at Wine country and Solano north bound, the one by Evans transportation both NB & Sb are not needed at all, you can ask the drivers, also you need to keep the one at Pope St and main in St Helena NB

Add stops on the northbound side of Soscol between the Transit Center and Walmart.

Later service on the weekends.

Route 11

Later service on the weekends.

Run early buses in the morning.

Begin weekday service at 7:30. Will there be a stop at Broadway and Mini? That stop is not on the current route.

Would this route no longer stop at the Clinton Street stop? That's the only stop that makes it practical for travel downtown. Otherwise you have to ride all the way to the transit center and then walk back across Soscol to get downtown.

Route 10X

Good morning. I understand you are considering a new line called the 10X. I ride the 29 daily from Napa to St. Helena, round trip, and I am in charge of encouraging our staff to find alternative ways to get to the office, the Napa Valley Vintners. I am doing a presentation to them on November 5th, and would like to include some info on the 10X, such as times it will run and when it will start, as over half of our staff live in Napa. I really enjoy taking the bus and have got a couple of my co-workers to start taking it occasionally, whereas I'm on it every workday. If you want any customer feedback, I'm happy to share some with you. I particularly like the Hopthru app.

Route 11X

Have route have a discount fare for seniors.

The 11X is a wonderful idea. I only wish it went through the Vallejo Transit Center so those of us coming off the 80 could catch it. Thank you for your consideration.

For Route 11X, I would recommend adding stops at Soscol and Kansas, Airport and Devlin and American Canyon Walmart to accommodate those who work in these areas.

Route 21

None

Route 29

If you get rid of the 4:40 early 29 to Bart my daughter may lose her job unless you plan to run the 11X early enough that she can catch the ferry and make it to SF by 7:00. Thank you for your consideration.

I completely support removing the Vallejo ferry and College stops on the 29 express to BART. The trips will be more direct and we have been asking for that for a while. I assume "peak" times would be roughly 5:45- 7:45 am and 3:45-6:45 pm, when the bus will run every 30 minutes, is that correct? That would be fantastic. One thing I have heard from fellow riders, although it doesn't affect me, is that starting at 5:45 isn't early enough in the morning - the 5 am bus now has a fair amount of riders, according to them. Can you consider starting earlier?

Except that the transit center will no longer a stop, please explain the purpose of the time schedule, population numbers, and jobs. There is no change or difference between inbound and outbound.

Hi, it is hard to tell what the proposed change is when reading the profile, bc it is not written too well. From looking at the map, it looks like the proposal is to end the # 29 run from Yountville veteran's home (and beyond) and run it from the redwood park and ride instead. If going to Del Norte it is great not to transfer...sometimes there are route delays and if you are on the last bus, that makes it difficult if you have to transfer. The other concern is that Redwood Park and ride, as a transfer point, (if nothing has changed since I have been out there in May) has no restrooms, facilities such as water fountain, or shelter from inclement weather such as cold and rain. Which means waiting for the bus leaves passengers completely exposed and especially doesn't make for a good trip if our destination is more than an hour away, not to mention the traffic time as well.

I'm a Vine 29 daily commuter. I saw that you are proposing to remove the Vallejo/Ferry stop. Good plan since hardly anyone gets on or off at that stop based upon the times that I get on the bus. What I don't see are the new proposed route times which is an important factor to weigh in any feedback. Please update so all commuters can voice their opinions. Currently the new schedule is not working....

Removing the Vallejo Ferry Terminal stop I think is a great idea. It would save everyone a lot of time on the commute home from El Cerrito, stopping at the ferry eats up at least 15 minutes of time. If this plan goes through, I would now seriously consider taking the bus to BART for work again.

I have been hoping for a direct to Bart route in Napa. However cutting the early bus service makes it non feasible. I take the 5:30 am Bart train. Sol Trans in Vallejo offers early service to meet my needs.

This would be a very smart move. The more direct route would make the bus service so much more efficient.

You are alienating a large number of riders on the 4:45 am bus -5:00 am AmCan

I discovered the Route 29: Napa BART Express service about 2 years ago and have become a regular rider and a big fan. It is efficient, mostly on time and affordable. Keep up the good work!

I LOVE the extended service to 2045 in the PM, I think this is great and will allow for more rider flexibility therefore increasing use. For me personally this limitation prevented me from using this service off and on over the years. I am now a daily rider and due to the variability of my work schedule have found myself without a ride. I think the extended coverage will change that. One major concern I have, and I have spoken to several other frequent riders, is the 0545 start time. For those riders who have a job in the City or one that requires a 6AM start this simply does not allow enough time. I have heard from many that if the Vine drops the early morning run they will no longer be able to use the service - I strongly encourage your consideration in keeping a route before 5AM

For Route 29, request more frequent service: every 30 or 45 minutes weekdays and hourly service on the weekend.

From: Miller, Kate
Sent: Tuesday, March 19, 2019 5:46 PM
To: Adrienne Witte; Roque AREVALO
Cc: Wilcox, Matt
Subject: RE: BUS UPDATES

Adrienne,

Thank you for your comment. The staff proposal would eliminate stopping at the ferry so it sounds like we're on the same page.

We will share your comment with the board.

Kate.

Sent with BlackBerry Work
(www.blackberry.com)

From: Adrienne Witte <Adrienne.Witte@ucop.edu>
Date: Tuesday, Mar 19, 2019, 5:34 PM
To: Miller, Kate <kmiller@nvta.ca.gov>, Roque AREVALO <arevaco@berkeley.edu>
Cc: Wilcox, Matt <mwilcox@nvta.ca.gov>
Subject: RE: BUS UPDATES

Hi Kate,

As I understand you are having a board meeting tomorrow regarding Vine 29 and the discussion of the Ferry stop. As many of us are unable to attend the meeting, we would like to give our input. Many of our normal commuters for the 5:35 and 6:10am routes, we unanimously vote "no" to stopping at the Ferry. This would be to and from the Ferry.

Please let us know the outcome and any changes or updates that would effect us commuters and if you could let us know when the changes would take effect.

Many thanks,

Adrienne

Adrienne R. Witte
University of California
Exec. Asst. to the General Counsel/Vice President, Charles Robinson
Chief of Staff and Special Counsel, Kelly Drumm
adrienne.witte@ucop.edu
510/987-9985 (work)
510/987-9757 (fax)
1111 Franklin Street, 8th Floor
Oakland, CA 94607

VINE TRANSIT MAINTENANCE FACILITY FUNDING OPTIONS UPDATE



Vine Maintenance Facility

60% DESIGN



OPERATIONS BUILDING - SOUTH EAST VIEW FROM PEDESTRIAN WALKWAY

Administration Building

- ✓ 8,000 sq ft.
- ✓ Transit Emergency Operations Center
- ✓ Regional Meeting Center
- ✓ Photovoltaic System
- ✓ Constructing using LEED principles
- ✓ Parking for employees and visitors

Maintenance Building

- ✓ 20,000 sq ft.
- ✓ Six bus bays
- ✓ Modern Bus Wash
- ✓ Parking for up to 90 buses
- ✓ EV Charging Stations for Buses



MAINTENANCE BUILDING - WEST VIEW FROM CREEK

Funding Options

	Scenario 1: Maximize Borrowing Capacity	Scenario 2: Maximize Highway Funds	Scenario 3:Mid-range Borrowing/Highway Funds
Grants			
TDA/STA/FTA	\$5,069,600	\$5,069,600	\$5,069,600
Highway Funds	0	4,100,000	2,100,000
Total Grants	\$5,069,600	\$9,169,600	\$7,169,600
Loans			
TIFIA	18,512,200	18,512,200	18,512,200
IBank	8,598,200	4,498,200	\$6,498,200
Total Loans	\$27,110,400	\$23,010,400	\$25,010,400
Estimated Shortfall	\$0	\$0	\$0
Total Construction Costs	\$32,180,000	\$32,180,000	\$32,180,000

Debt Payments

	Scenario 1: Maximize Borrowing Capacity	Scenario 2: Maximize Highway Funds	Scenario 3: Mid-range Borrowing/Highway Funds
Years 1-10			
TIFIA (Interest Only)	\$333,200	\$333,200	\$333,200
IBank (P&I)	522,790	273,500	435,930
Annual Debt	\$855,990	\$606,700	\$769,100
Years 11-30			
TIFIA (P&I)	\$941,500	\$941,500	\$941,500
IBank (P&I)	522,790	273,500	435,930
Annual Debt	\$1,464,290	\$1,215,000	\$1,377,430
Years 31-35			
TIFIA (P&I)	\$941,500	\$941,500	\$941,500

Debt Payments (3% Discount Rate)	Scenario 1	Scenario 2	Scenario 3
Net Present Value	\$1,057,853	\$877,761	\$995,104

Response to Board Member Questions

- NVTA Debt Capacity

Public Finance Advisory Limited (PFAL) estimates NVTA's borrowing capacity at nearly \$50 million based on its total revenues and high credit ratings. This does consider the types of funds that are restricted and committed to specific programs, projects and functions. Assuming this level of debt would result in the agency doing nothing other than building a maintenance facility and servicing the debt.

- Certificates of Participation (COPs)

Although feasible, COPs would be a difficult and arduous process that puts only a minor dent in the funding gap. The current COP interest rate is 3.34%, more than twice the 1.5% rate for a TIFIA loan. NVTA would need to overcome several hurdles to legally authorize the issuance of COPs, TIFIA would only allow COPs as a subordinated debt instrument, servicing would be only for a portion of the project. Moreover the subordination of the instrument would also reduce the issue rating and therefore, the interest rate would increase.

Staff Recommended Funding Scenario

Maximize Highway Funds, Minimize Borrowing

Grants	
TDA/STA/FTA	\$5,069,600
Highway Funds	4,100,000
Total Grants	\$9,169,600
Loans	
TIFIA	18,512,200
IBank	4,498,200
Total Loans	\$23,010,400
Estimated Shortfall	\$0
Total Construction Costs	\$32,180,000

Measures to Reduce Borrowing

- Pursue competitive transit grant funds
 - Regional Measure 3 North Bay Transit Funds
 - FTA Bus and Bus Facility

Highway Projects Affected

- Socol Junction (SR 29/SR 221)
- 5-way (SR 221/3rd Street/Coombsville Road/East Avenue)
 - Projects are not currently shovel ready
 - Projects both currently have funding shortfalls
 - Highway funds do not earn interest when not being used

Opportunities to Restore STIP Funding

- BUILD Grant
- Rebuilding America (INFRA) Grant
- Socol Junction excess parcel sales
- Senate Bill 1 Solutions for Congested Corridors
- Senate Bill 1 Local Partnership Program Funds

Last Resort Protection to Repay Highway Funds

Borrow additional TIFIA funds by bundling the maintenance facility with Soscol Junction (up to \$4.1 million). Seek approval but do not spend down unless no other competitive funds become available to backfill Soscol Junction and 5-way projects.

Increasing TIFIA Borrowing Capacity

	Maintenance Facility	Soscol Junction	Total Costs
Total Project Cost	\$32,180,000	\$36,259,000	\$68,439,000
Borrowing Capacity	\$18,512,200	8,598,000*	27,110,200
Debt Period	Debt Service		
Years 1-10 (Interest Only)	\$333,200	\$154,764	\$487,964
Years 11-35 (P&I)	\$941,500	\$437,316	\$1,378,816

NEXT STEPS...

Item	Schedule
Complete TIFIA Application with proposed funding scenario	May 2019
Pursue Transit and Highway Grants Funds	On going
Finalize funding package and present to NVTB Board for Approval (and notify jurisdictions)	September 2019
Submit final application to TIFIA for approval	October 2019
Advertise Project	October 2019
Award Contract	January 2020
Begin Construction	March 2020



DATE: March 20, 2019

TO: Kate Miller, Executive Director, Napa Valley Transportation Agency (NVTa)

C/C: Mayor and City Council
NVTa Board of Directors

RE: Comments on Agenda Item 11.1 (Update on Financing Options and Funding Alternatives for the Vine Transit Maintenance Facility)

American Canyon **opposes** the proposed use of "highway funds"¹ to cover a portion of the estimated \$32,180,000 cost of the NVTa Vine Transit Maintenance Facility because this action will delay completion of the Soscol Junction Project.

Previous NVTa Board actions chart a viable path for the completion of the Soscol Junction Project using State Highway Improvement Program (STIP) funding (amongst other sources). The Soscol Junction Project is a high priority countywide because it will improve traffic conditions for the estimated 20-million vehicles who travel through the intersection each year.

The recommendation to eliminate \$4,100,000 in STIP funding is counterproductive because it signals a reduction in priority to the State (and MTC) which will inevitably delay the completion for the Soscol Junction Project. The recommendation is also inconsistent with NVTa Board Policy².

Instead, American Canyon suggests NVTa consider building the Maintenance Facility in incremental phases and/or otherwise reducing costs to fit within available funding levels. To that end, the NVTa Technical Advisory Committee³ could be engaged to help develop a revised, less costly approach to the Maintenance Facility Project.

Thank you for your consideration in this matter.

A handwritten signature in black ink that reads "Jason B. Holley". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Jason B. Holley, City Manager

¹ Although the March 20, 2019 staff report does not specify the source of the "highway funds", it is generally understood the recommendation is to use STIP funds currently allocated by the California Transportation Commission (CTC) for other projects.

² Although a copy of the policy is not available on NVTa's website, the Board took action in 2017 to limit the use of STIP funding to projects on the State Highway.

³ The Committee is comprised of engineering professionals from all six NVTa jurisdictions who have experience with delivering capital projects based on limited financial resources.