

NAPA COUNTY
RESPONSE TO THE GRAND JURY FINAL REPORT ON
NAPA VALLEY TRANSPORTATION “AGENCY” VISION 2040 PLAN

August 15, 2017

Napa Valley Transportation Authority (NVTa)

In general, and applicable to most findings and recommendations in this report, the Board of Supervisors is concerned that the Grand Jury did not interview County representatives in order to fully understand the relationship between the County and NVTa. The report recommends that “the Board of Supervisors form a multidisciplinary task force to support the NVTa in developing a true “Transportation Vision.”” As pointed out by NVTa in its responses to the Grand Jury report, the correct name of the agency is the Napa Valley Transportation Authority not Agency. The Board of Supervisors represents one entity of the joint power authority which was formed to serve its six jurisdictions members – the County, the cities of Napa, American Canyon, St. Helena, Calistoga and the Town of Yountville. The agency is responsible for programming state and federal funds for local projects. It handles the County’s short and long term regional transportation planning working closely with its partners to improve the County’s streets, highways, and bicycle and pedestrian facilities.

Finding 1: A majority of interviewees view the Vision 2040 Report’s proposed highway improvement lists, bike lanes, and new buses as insufficient to solve Napa County’s traffic congestion problems.

Response, Board of Supervisors: The Board of Supervisors neither agrees nor disagrees with this finding. The finding is an opinion. The purpose of the Vision 2040 Report is to create a road map for solving many transportation-related challenges in the County which is not limited solely to traffic congestion.

Finding 2: No quantifiable measurements are in place for the Board or the public to assess Napa County congestion management goals, determine results on a timeline, or evaluate the efficacy of NVTa budgets and spending.

Response, Board of Supervisors: The Board of Supervisors, as a member of NVTa, agrees that some of the Vision 2040 goals are difficult to quantify. However, there are systems in place to monitor and evaluate NVTa budgets and spending. For example, Measure T includes a monitoring plan for each jurisdiction and an Independent Taxpayer Oversight Committee who will review the fiscal and program performance of the Authority to ensure that all revenues are spent in accordance with all provisions of the Ordinance.

Finding 3: The NVTa does an inadequate public relations job of educating the community of their responsibilities, activities, and progress toward achieving goals.

Response, Board of Supervisors: The Board of Supervisors agrees with this finding. As a member of NVTa, the Board of Supervisors voted to add a new full time Public Information Officer position to assist with its communication efforts. NVTa recognizes that outreach needs to be sustained and innovative communication techniques are employed to ensure that the Authority is clearly communicating to the public.

Recommendations

Recommendation 1: By November 30, 2017, the Napa County Board of Supervisors form a multidisciplinary task force that includes traffic, economic, employment, and housing experts to make recommendations for comprehensive planning, innovative solutions to traffic congestions and funding sources.

Response, Board of Supervisors: The Board of Supervisors disagrees with this recommendation. As mentioned earlier, the Board of Supervisors represents one of six jurisdictions in the joint power authority. In fact, NVTa does have a Technical Advisory Committee, consisting of expert representatives from each jurisdiction that makes recommendations to the Board of Directors of NVTa. The creation of a task force, even if the Board of Supervisors had that authority, would be duplicative and unnecessary.

Recommendation 2: The NVTa Board set clear expectations, determine goals, and timelines to establish quantifiable traffic congestion performance targets with measurable results and annual progress reports to the public, starting in January 2018.

Response, Board of Supervisors: The Board of Supervisors, as one member of the NVTa Board, agrees with this recommendation. As mentioned in the NVTa response, the Board of Directors has agreed to work with NVTa staff and the Technical Advisory Committee implement this recommendation as part of the next countywide transportation plan which is scheduled for adoption in 2020.

Recommendation 3: The NVTa seek new, dependable sources of funding ideas specifically for traffic congestion improvement actions by July 2018.

Response, Board of Supervisors: The Board of Supervisors as one member of the Board of Directors of NVTa agrees with this recommendation. NVTa has implemented this recommendation and aggressively seeks new funding opportunities. NVTa will act quickly to submit grants on competitive funding programs such as those programs offered under Senate

Bill 1, which will provide approximately \$1 billion annually for transportation infrastructure improvements.

Recommendation 6: By January 2018, the NVTa have a plan to promote Napa County as an ideal test market for companies investing in transportation technology and market research and development.

Response, Board of Supervisors: The Board of Supervisors as one member of NVTa disagrees with this recommendation. As mentioned by NVTa in the response provided on July 19, 2017, it is neither warranted nor reasonable for NVTa to expend its limited resources on research or the development of new technologies. The Board of Supervisors as one member of the NVTa Board does encourage staff to partner with other agencies and private sector firms, provided NVTa identifies grant resources for this purpose.