



Agenda Date: 11/15/2005  
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Set Time: 10:30 AM  
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## NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

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**TO:** Board of Supervisors

**FROM:** Michael Stoltz for Robert Peterson - Director  
Public Works

**REPORT BY:** Michael Stoltz, Deputy Director of Public Works, 299-1365

**SUBJECT:** Creation of the Napa Valley Transportation Authority: 1) adopt resolution approving Negative Declaration and Authority; 2) appoint two Board members and alternates; 3) presentation by NCTPA on Transportation Improvement Expenditure Plan and Ordinance

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### **RECOMMENDATION**

Directors of Public Works and Conservation, Development and Planning request consideration and possible action pertaining to Napa County Transportation Planning Agency's (NCTPA) requested action to approve the formation of the Napa Valley Transportation Authority ("Authority") as follows:

1. Adopt the Resolution approving a Negative Declaration and creating the Authority;
2. Appoint the county's current NCTPA representatives, Supervisors Diane Dillon and Bill Dodd, to the Authority;
3. Appoint two alternates to the Authority; and
4. Presentation by NCTPA Executive Director on Draft Transportation Improvement Expenditure Plan and Tax Ordinance with potential direction from the Board.

### **EXECUTIVE SUMMARY**

NCTPA has determined that there is a need to generate additional revenue for a variety of transportation purposes throughout the county. It is recommending a proposed retail transactions and use tax of one-half percent for a thirty year period. The revenues from the tax would be used to provide supplemental funding for transportation improvements and projects which are delineated in a county-wide transportation expenditure plan. The proposed tax requires voter approval.

In order to place the matter before the voters, certain actions must be taken by the Board. One action is to create the Napa Valley Transportation Authority, whose Board of Directors are composed of elected officials of the County and Cities. The Authority is a separate agency that is governed by Division 19 of the Public Utilities Code. After its creation, the Authority may request voter approval (two-thirds voter approval required) of the imposition of a retail transactions and use tax of up to one percent.

At this time it is requested that the Board of Supervisors create the Authority, and appoint its present NCTPA representatives, and two alternates to the Authority Board. Once all Authority Board appointments are filled by the member cities, the newly created Authority may then consider adoption of a Draft Transportation Improvement Expenditure Plan and Tax Ordinance and supporting Programmatic Environmental Impact Report. If the plan receives approval of the Board of Supervisors and of the city councils (representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county), that plan may then be adopted by the new Authority. The expenditure plan will be a component of the tax ordinance, which must receive the requisite voter approval. If the voters of Napa County approve the sales tax, then the Authority will act as the agency responsible for collecting and distributing the sales tax revenue.

### **FISCAL IMPACT**

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	No
What is the revenue source?	Although the requested action of creating the Authority in itself does not have a fiscal impact, subsequent actions that include voter approval would dedicate an additional one-half cent from sales tax revenue to be used for transportation projects included within the expenditure plan.
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	Upon voter approval, the subsequent sales tax measure would provide an additional source of revenue for transportation projects.
Is the general fund affected?	No
Future fiscal impact:	If a subsequent sales tax measure is approved by the voters, additional revenue would be made available for maintenance of County roadways. It is estimated that \$139.38 million will be made available over a thirty year time period. Of this amount \$20.24 million will be dedicated to projects within two and one-half miles of the cities of American Canyon, Calistoga, St. Helena and the Town of Yountville. The plan provides additional funds for the Jamieson Corridor and Transportation Demand Management programs.
Consequences if not approved:	Additional dedicated source of revenue for transportation projects is not provided.
Additional Information:	

### **ENVIRONMENTAL IMPACT**

ENVIRONMENTAL DETERMINATION: Negative Declaration Prepared. According to the proposed Negative Declaration, the proposed project would have no potentially significant environmental impacts.

### **BACKGROUND AND DISCUSSION**

The purpose of the Authority is to allow voters of counties to raise additional local revenues to provide highway capital improvements and maintenance and to meet local transportation needs in a timely manner. The Authority

would be a separate governmental entity whose primary purpose would be to allocate these supplemental funds to approved transportation projects. **The Authority may be formed by the Board of Supervisors, and the membership of the Authority is made with the concurrence of a majority of the cities having a majority of the population in the incorporated area of the county.** Each member of the Authority must be an elected official of a local governmental entity. It is proposed that the Authority be composed of two members of the Board of Supervisors, two members of the American Canyon City Council, two members of the Calistoga City Council, two members of the Napa City Council, two members of the St. Helena City Council, and two members of the Yountville Town Council. These appointments are proposed to be consistent with the jurisdictions' appointments to the NCTPA.

Upon formation, the Authority may adopt a county transportation expenditure plan when it has received the approval of the Board of Supervisors and of the City Councils (representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county). The Authority may also adopt a transactions and use tax ordinance providing for the imposition of a tax not to exceed a rate of one percent. NCTPA is recommending a one-half percent tax for a thirty year period. The expenditure plan and ordinance both then require two-thirds voter approval for them to become effective. The matter would be placed on the ballot by the Board if requested by the Authority.

If the proposed expenditure plan is approved by the voters in Napa County, additional revenue would be made available for maintenance of County roadways. It is estimated that \$139.38 million will be made available over a thirty year time period. Of this amount \$20.24 million will be dedicated to projects within two and one-half miles of the cities of American Canyon, Calistoga, St. Helena and the Town of Yountville. The plan provides additional funds for the Jamieson Corridor and Transportation Demand Management programs.

While the proposed expenditure plan does not provide one hundred percent of the County road maintenance needs, it does provide a significant source of funds that would greatly slow road deterioration and could be used to address needed repairs to major County arterials such as Silverado Trail.

### **SUPPORTING DOCUMENTS**

- A . Negative Declaration
- B . Resolution Approving Transportation Authority
- C . NCTPA November Agenda - Draft Sales Tax Ordinance and Authority
- D . Attachment One to NCTPA Agenda
- E . Attachment Two to NCTPA Agenda
- F . Attachment Three to NCTPA Agenda
- G . Attachment Four to NCTPA Agenda
- H . Attachment Five to NCTPA Agenda
- I . Attachment Six to NCTPA Agenda
- J . Attachment Seven to NCTPA Agenda

CEO Recommendation: Approve

Reviewed By: Andrew Carey