



A Tradition of Stewardship
A Commitment to Service

Agenda Date: 9/1/2020

Agenda Placement: 6D

NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

TO: Board of Supervisors

FROM: Steven Lederer - Director of Public Works
Public Works

REPORT BY: Steven Lederer, Director, Public Works - 259-8228

SUBJECT: Amendment of an Agreement Between the County and NVTA to Support Completion of the Design of the Calistoga Segment of the Vine Trail

RECOMMENDATION

Director of Public Works requests following:

1. Approval of and authorization for the Chair to sign Amendment No. 4 to Agreement No. 190311B with Napa Valley Transportation Authority (NVTA) to provide funding in the amount of \$21,600 to help pay for completion of the design and engineering documents for the Calistoga segment of the Vine Trail; and
2. Approval of Budget Transfer No. DPW007 for the following (4/5 vote required):
 - a. Increase appropriation by \$21,600 in General Fund Non-Departmental budget (Fund 1000, Sub-Division 1050000) offset by decrease in appropriation in General Fund Appropriations for Contingencies budget (Fund 1000, Sub-Division 1059000); and
 - b. Increase appropriation by \$21,600 in Roads Operations budget (Fund 2040, Sub-Division 2040000) offset by increase in revenue by the same amount from the transfer from General Fund.

EXECUTIVE SUMMARY

Executive Director Kate Miller of the Napa Valley Transportation Agency (NVTA) recently informed the County that NVTA has assumed responsibility for the environmental and design phase of the Calistoga Segment of the Vine Trail from the Napa Valley Vine Trail Coalition (NVVTC). NVTA had identified a large funding gap of approximately \$1.45 million that needed to be closed in order to complete the environmental and design phases of the project. On June 11, 2019, your Board approved Amendment No. 1 to Agreement 190311B which provided for early transfer of the \$47,000 the County had previously committed to construction of the project, to be used to close part of the funding gap as needed to complete the environmental phase of the project. On September 24, 2019 the Board approved an additional \$324,000 from the County to complete design and engineering for the project. On March 10, 2020, the Board approved an additional \$126,900 to help fund Caltrans fees related to review of the

design/engineering and environmental documents prepared for the project. The cities of Calistoga and St. Helena have also contributed to this effort.

NVTA is now in need of \$21,600 to complete the design and engineering on the project and solicit bids. The cities of Calistoga and St. Helena are contributing \$9,200 each. Total County cash contribution to date, including \$21,600, is \$519,500. The County also supported the use of \$196,000 of State funding for this project (as opposed to other county projects), bringing out total contribution to \$715,500. The proposed budget transfer and associated Amendment No. 4 to Agreement 190311B will allow for the transfer of \$21,600 from the County's General Fund Appropriations for Contingency to support the the project.

FISCAL & STRATEGIC PLAN IMPACT

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	No
What is the revenue source?	General Fund, Appropriations for Contingencies (Fund 1000, Subdivision 1059000)
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	The Vine Trail is a public amenity that promotes health and wellness. If NVTA is unable to complete the design and move to construction, a \$6.1 million grant for the project will expire and need to be returned, so ultimately the project would be more expensive.
Is the general fund affected?	Yes
Future fiscal impact:	It is possible that NVTA will be asking for additional funds during the construction phase of the project.
Consequences if not approved:	Some other source of funding will need to be found for this section of the Vine Tail to be built at this time.
County Strategic Plan pillar addressed:	Vibrant and Sustainable Environment - Improve mobility by providing transportation alternatives and informing the public about available options.

Additional Information:

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable. NVTA is responsible for, and is preparing the CEQA document which will be made available to the Board to consider when making decisions on the route and whether or not to approve the Vine Trail project.

BACKGROUND AND DISCUSSION

Executive Director Kate Miller of the Napa Valley Transportation Agency (NVTA) recently informed the County that NVTA has assumed responsibility for the environmental and design phase of the Calistoga Segment of the Vine

Trail (project) from the Napa Valley Vine Trail Coalition (NVVTC). On May 7, 2019, your Board approved Agreement 190311B providing for a transfer of \$47,000 in County funds for construction of the project should easements acceptable to the County and NVTA be secured, and to support use of \$196,000 of State Transportation Improvement Funds (STIP) for the project, for a total contribution of \$243,000. On June 11, 2019, as a result of an NVTA identified funding gap to complete environmental review and design for the project, your Board approved Amendment No. 1 which provided for an early transfer of the \$47,000 the County had previously committed to construction of the project. The cities of Calistoga and St. Helena also contributed to this effort. On September 24, 2019, your Board approved an additional \$324,000 from the County to complete environmental review, design, and engineering for the project and on March 10, 2019, your Board approved \$126,900 to help fund Caltrans fees and their review.

NVTA is now requesting additional support from the jurisdictions and NVVTC to fund the estimated \$40,000 needed to complete the design and engineering for the project and get it out to bid. The County share of this request is \$21,600, with the Cities of Calistoga and St. Helena equally sharing the remainder (\$9,200 each). This will bring the County's contribution to the project to \$715,500 (\$196,000 through support of a previous Caltrans funding exchange and the remainder in cash).

This agenda item does not approve any particular route for the project. The County would not take any definitive action on the segment or any proposed route until after the NVTA completes its California Environmental Quality Act (CEQA) obligations and identifies the optimum route for the proposed section. Contributing to this stage of the project does not commit the County to going through with construction or providing any other funds later if requested.

While the piecemeal and iterative process of funding requests is not ideal, staff nonetheless recommends approval of the budget transfer and authorization for the Chair to sign the amendment. The County and its cities have a collective commitment requiring they spend the equivalent of 6.67% of the amount of money generated by Measure T on Class I Bike lane projects identified in the adopted Countywide Bicycle Plan with funding not derived from Measure T. While this commitment has been met for the early years of Measure T (by the Devlin Rd. segment E bike path and various city projects), the funds requested today will also help meet our 6.67% commitment in the out years of Measure T. Moving the project forward now will also preserve a \$6.1M grant which would otherwise expire and be lost.

SUPPORTING DOCUMENTS

None

CEO Recommendation: Approve

Reviewed By: Susan Kuss