



Legislation Details (With Text)

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Title: Director of Public Works requests the following related to Measure T funding for County Roads:

1. Adoption of a Resolution confirming commitment of funding for Class 1 bike paths;
2. Adoption of a Resolution confirming expenditures to meet the County’s Maintenance of Effort (MOE) requirement; and
3. Approval of and authorization for the Chair to sign an updated Measure T Funding Agreement No. 230271B with the Napa Valley Transportation Authority (NVTA).

Sponsors:

Indexes:

Code sections:

Attachments: 1. Resolution - Bike Lane Commitment, 2. Exhibit A - Bike Lane Commitment, 3. Resolution - Maintenance of Effort, 4. Exhibit A - Maintenance of Effort, 5. FY 21-22 General Fund Contribution, 6. FY 21-22 2040000 Revenues and Expenses, 7. FY 21-22 1220053 Revenues and Expenses, 8. Agreement

Date	Ver.	Action By	Action	Result
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TO: Board of Supervisors

FROM: Steven Lederer, Director of Public Works

REPORT BY: Juan Arias, Deputy Director of Public Works - Engineering

SUBJECT: Measure T Approvals

RECOMMENDATION

Director of Public Works requests the following related to Measure T funding for County Roads:

1. Adoption of a Resolution confirming commitment of funding for Class 1 bike paths;
2. Adoption of a Resolution confirming expenditures to meet the County’s Maintenance of Effort (MOE) requirement; and
3. Approval of and authorization for the Chair to sign an updated Measure T Funding Agreement No. 230271B

with the Napa Valley Transportation Authority (NVTa).

EXECUTIVE SUMMARY

In order for the County to remain eligible to receive Measure T funding the County must meet Napa Countywide Road Maintenance Act requirements. The Act requires “Measure T Equivalent” funding (i.e. investment into the Construction of Class 1 bike paths) to be identified on an annual basis. In addition, Napa County must inform NVTa-TA annually that it has met its Maintenance of Effort (MOE) expenditures in the previous fiscal year. Finally, approval of an updated Master Funding Agreement is required due to changes made to the original agreement.

FISCAL & STRATEGIC PLAN IMPACT

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	No
Where is it budgeted?	Some funding for the design projects to be constructed in 2023 has been allocated from Measure T to the individual capital improvement projects. As projects move into the construction phase additional Measure T funding will be allocated to each project to fully fund the projects. A similar process will then be followed for the implementation of projects in future years.
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	The subject approvals are required for the County to receive Measure T funding.
Is the general fund affected?	No
Future fiscal impact:	Once construction of the projects is completed future maintenance of the roads is required to maintain the road network.
Consequences if not approved:	The County will not be eligible for Measure T funding.
County Strategic Plan pillar addressed:	Healthy, Safe, and Welcoming Place to Live, Work, and Visit

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.

BACKGROUND AND DISCUSSION

A. Measure T - Class 1 Bike Path Projects

In order for the County to receive Measure T revenues, the County, collectively with all other County jurisdictions, must demonstrate that at least 6.67% of the amount of Measure T revenues (henceforth referred to as the “Equivalent Funds”) received each year is being committed to Class I bike facilities identified in the adopted Countywide Bicycle Plan/Active Transportation Plan, using funds not derived from the Measure T

ordinance. The County has met this commitment with use of Traffic Mitigation Fees for construction of the Vine Trail segment that was built as part of the Devlin Road Segment E project, as well as by contributions to the St. Helena to Calistoga segment of the Vine Trail.

B. Measure T - Fiscal Year 2021-22 MOE Expenditures

Measure T requires Napa County to annually inform NVTA-TA through resolution, by January 31st of each calendar year, that it met its MOE expenditures during the previous fiscal year. The required level of effort was \$1,257,107 and the actual level of effort (funds committed through the general fund to roads) was \$3,732,000. The County met the requirement and the resolution and back-up documentation showing how the County met the commitment are attached.

C. Master Funding Agreement

Prior to the start of the Measure T Ordinance on July 1, 2018, the County and the Napa Valley Transportation Authority - Tax Agency (NVTA - TA) entered into an agreement to document the funding conditions necessary for the recipient jurisdictions to receive sales tax disbursements. The agreements included additional documents required for reporting Measure T expenses. On March 16, 2022 the NVTA - TA Board of Directors approved a new Master Funding Agreement to streamline the reporting process for jurisdictions. The majority of the new Master Funding Agreement remained relatively unchanged, however the following changes were approved:

- * Moved the due dates for the Maintenance of Effort Certification and Annual California Financial Report from January 1 to January 31.
- * Removed the requirement of the State Controller's Street Report.
- * Updated Section 3. Class 1 Bike Facility Funding to require an annual Equivalent Fund Expense Certification for qualifying funds spent on Class I Bicycle Facilities (due January 31).
- * Incorporated Section 31. Federal Aviation Administration Revenue Use into the Master Agreement (formerly Amendment No. 1 to the County's Master Agreement).

Approval of the required items in this report will result in the County being in a position to receive Measure T funding.

