



County of Napa, April 9, 2024

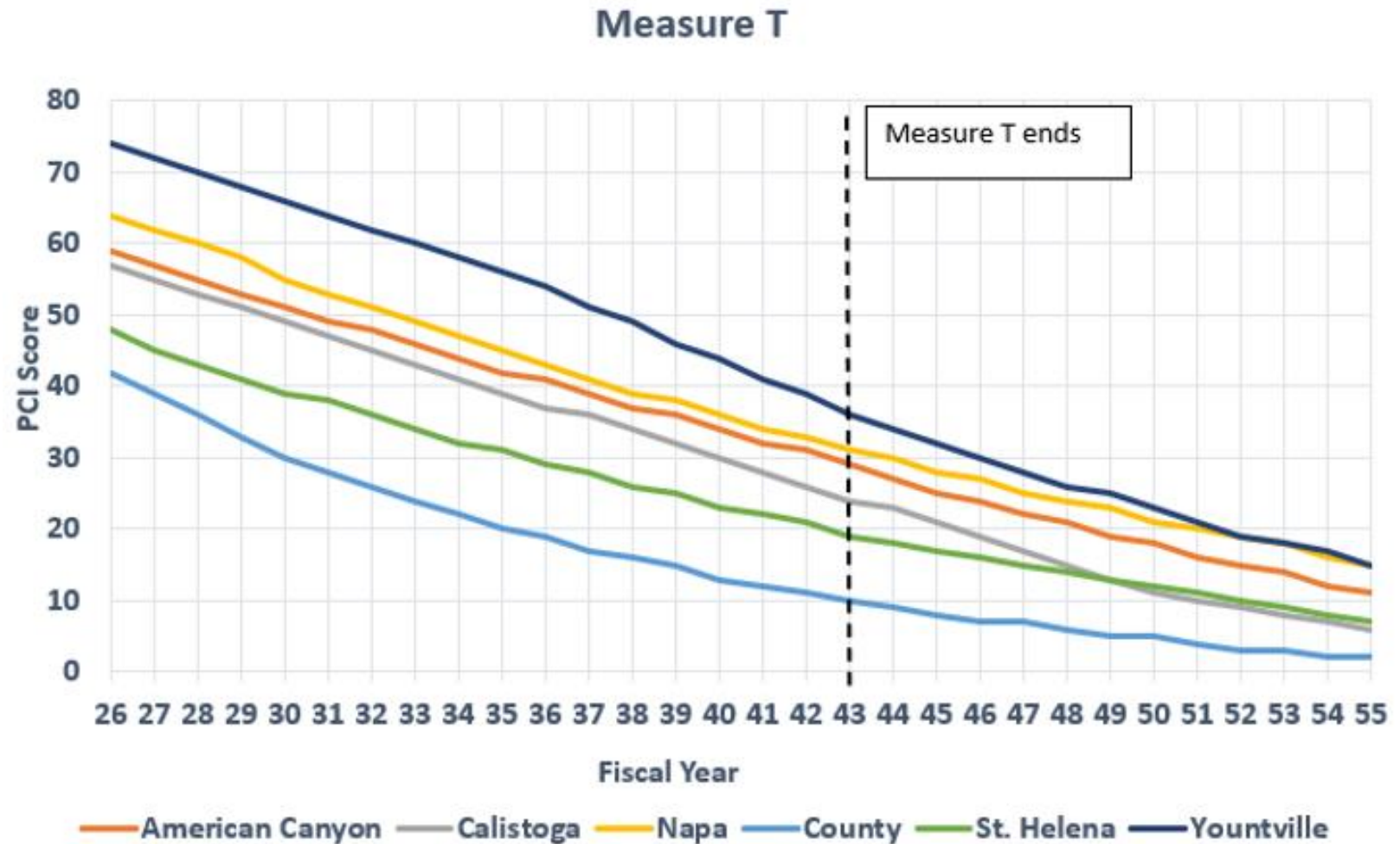


## Measure U

NAPA VALLEY TRANSPORTATION IMPROVEMENT ACT

# Measure T — Constraints

- Measure T is a ½ cent sales tax — approved by the voters in 2012, operative in 2018, expires in 2043.
- Pay-Go program infuses roughly \$25 million a year for local street and road projects.
- Program revenues are insufficient to catch up on years of deferred maintenance.
- As a Pay-Go sales tax, Measure T increases annually at roughly the same rate as the Consumer Price Index: 4.6%. This approach cannot keep up with the growing cost of construction, which increases at 10.7%.







Carneros  
Intersection:  
SR 12 at SR 121

# MEASURE U — Opportunities

**Without raising taxes, the proposed Measure U maintains existing ½ cent sales tax for 30 years, from 2025 to 2055.**

- Allows for bonding
- Revenue Projections: \$1.2 Billion Program
  - 90.7% for Local Streets and Roads
  - 7.3% on Regional Projects
  - 2% on Administration

**\$56 million for Regional Projects including SR 29 Improvements:**

- Airport – SR 29 at SR 12 intersection
- American Canyon – Napa Junction/AC Road
- Carneros — SR 29 at SR 12

Funds Highway Operations and Emergency Evacuations Center with back-up battery storage and changeable highway messaging signage.

# Revenue Distribution

Jurisdiction	Measure T (2025-2043)	Measure U (2025-2055)
American Canyon	\$60,574	\$92,722
Calistoga	\$21,241	\$34,771
City of Napa	\$317,429	\$465,931
County of Napa	\$311,910	\$449,705
St. Helena	\$46,414	\$76,496
Yountville	\$21,241	39,407
Regional Countywide Capital Program and Administration (including 2% admin costs and debt service on \$56 million)		\$119,289
<b>Totals</b>	<b>\$778,809</b>	<b>\$1,278,323</b>

Amounts are in the \$1,000s of 2024 dollars

Total revenues assume no borrowing by jurisdiction

# Local Streets & Roads Distribution

Jurisdiction	Measure T %	Measure U %
American Canyon	7.7%	8.0%
Calistoga	2.7%	3.0%
City of Napa	40.3%	40.2%
County of Napa	39.7%	38.8%
St. Helena	5.9%	6.6%
Yountville	2.7%	3.4%

The agreed upon proposal is a return to source/lane mile hybrid, updated every 5 years and calculated using the most recent three years to allow for planning and smoothing, respectively.

The committees also supported Calistoga's request to establish a floor. The committees supported a 3% floor with a variance cap set at 1% so that if the percentage of a jurisdiction's sales tax generations dropped, the floor would kick-in but only up to a total 1% subsidy.

# Benefits of Bonding

- Reduces construction costs by funding projects sooner and delivering projects quicker.
- Jurisdictions benefit from economies of scale by partnering with each other on connecting infrastructure and delivering similar projects (e.g. ADA curb cuts).
- Bonding will make it easier to fix more roads today, reducing the cost of road maintenance—high quality roads are less expensive to maintain.
- Provides near term resources to ready projects for better results when seeking competitive grant funds.
- Bringing the funding forward stabilizes annual revenue distributions to the jurisdictions and provides resources to deliver larger projects.

Pay-Go results in significantly diminished purchasing power for projects.

Today's dollar **will lose 54% of its purchasing power** by 2055. By bringing funds forward, we will be able to build more projects for much less over the life of the measure.

# Bonding by Jurisdiction — Modeling

NVTA modeled three scenarios to better understand the revenues each jurisdiction might receive over the 30-year life of the new Measure. The model is based on very conservative revenue growth estimates and assumes higher than likely bond interest costs. These figures are speculative as it's unknown which projects will be advanced, future economic conditions, or the health of the bond market.

Jurisdiction	Measure T*	Measure U PayGo (No Bonding)	Scenario 1 – Even Tranches	Scenario 2 – Smaller to Larger Tranches	Scenario 3 – Larger to Smaller Tranches
American Canyon	\$60,574	\$92,722	\$78,098	\$79,748	\$76,012
Calistoga	\$21,241	\$34,771	\$29,286	\$29,905	\$28,504
City of Napa	\$317,429	\$465,931	\$392,441	\$400,732	\$381,960
County of Napa	\$311,910	\$449,705	\$378,774	\$386,777	\$368,658
St. Helena	\$46,414	\$76,496	\$64,430	\$65,792	\$62,710
Yountville	\$21,241	\$39,407	\$33,191	\$33,893	\$32,305

Amounts are in the \$1,000s, 2024 dollars. \*Measure T reflects what each jurisdiction is expected to receive between 2025 and 2043 when Measure T sunsets.

# Funding Levels and Pavement Condition Index Scores

*Measure U allows bonding will result in meaningful changes in Napa Valley's pavement condition.*

Jurisdiction	Financing Structure: Pay-Go + Bonding			Measure T
	Scenario 1	Scenario 2	Scenario 3	
American Canyon	64.6	64.2	64.9	58
City of Calistoga	74.7	74.2	75.3	56
City of Napa*	76.4	75.3	77	61
County of Napa	71.3	71	71.9	52
City of St. Helena	76.4	76	76.3	52
Town of Yountville	82.3	82.5	82.3	77

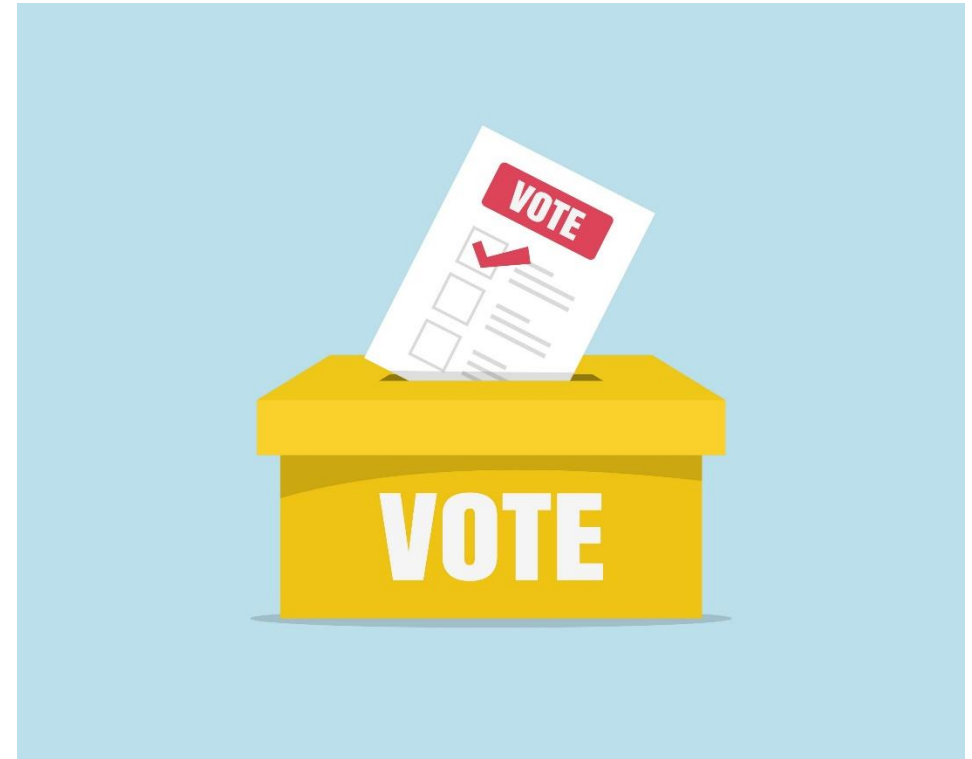
MTC's PCI Scores: Very Good = 80-89; Good =70-79; Fair=60-69; At Risk=50-59; Poor=25-49

\*City of Napa PCI scores reflect a 25% reduction from total revenues for Complete Streets



# Timeline and Next Steps

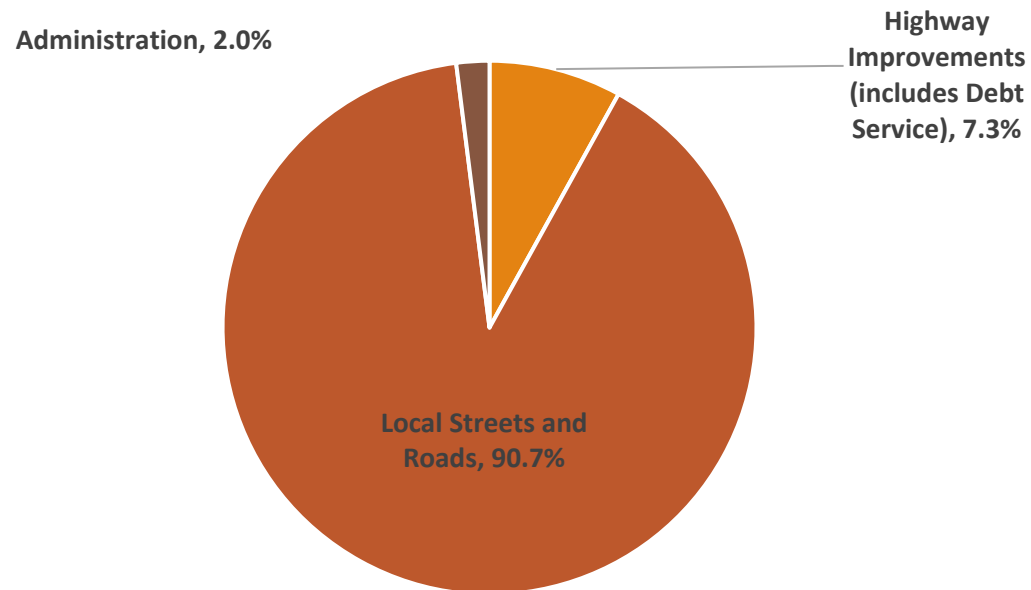
- ✓ Approved by NVTa-TA — *February 2024* (Draft Measure approved for circulation at February meeting)
- Expenditure Plan Approval by Jurisdictions — *March-April 2024*
- Final Approval by NVTa-TA Board of Directors — *May 2024*
- Approval by County to place on November 2024 Ballot — *June 2024*
- Ballot Measure to Registrar — *June 2024*
- Election Day — *November 5*



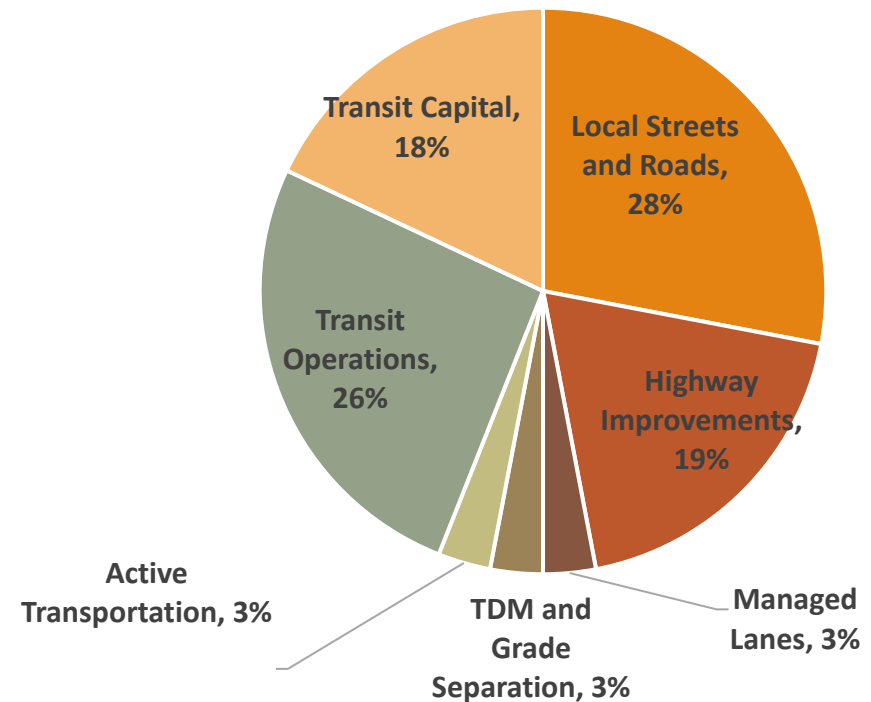


# Regional Projects – How We Stack Up Compared to Other Self-Help Counties

**NVTA Proposed Measure  
Alternative 2 - \$6 million Pre-Construction and  
\$50 Million Highway Program**



**Self Help County Coalition (25 Counties)**



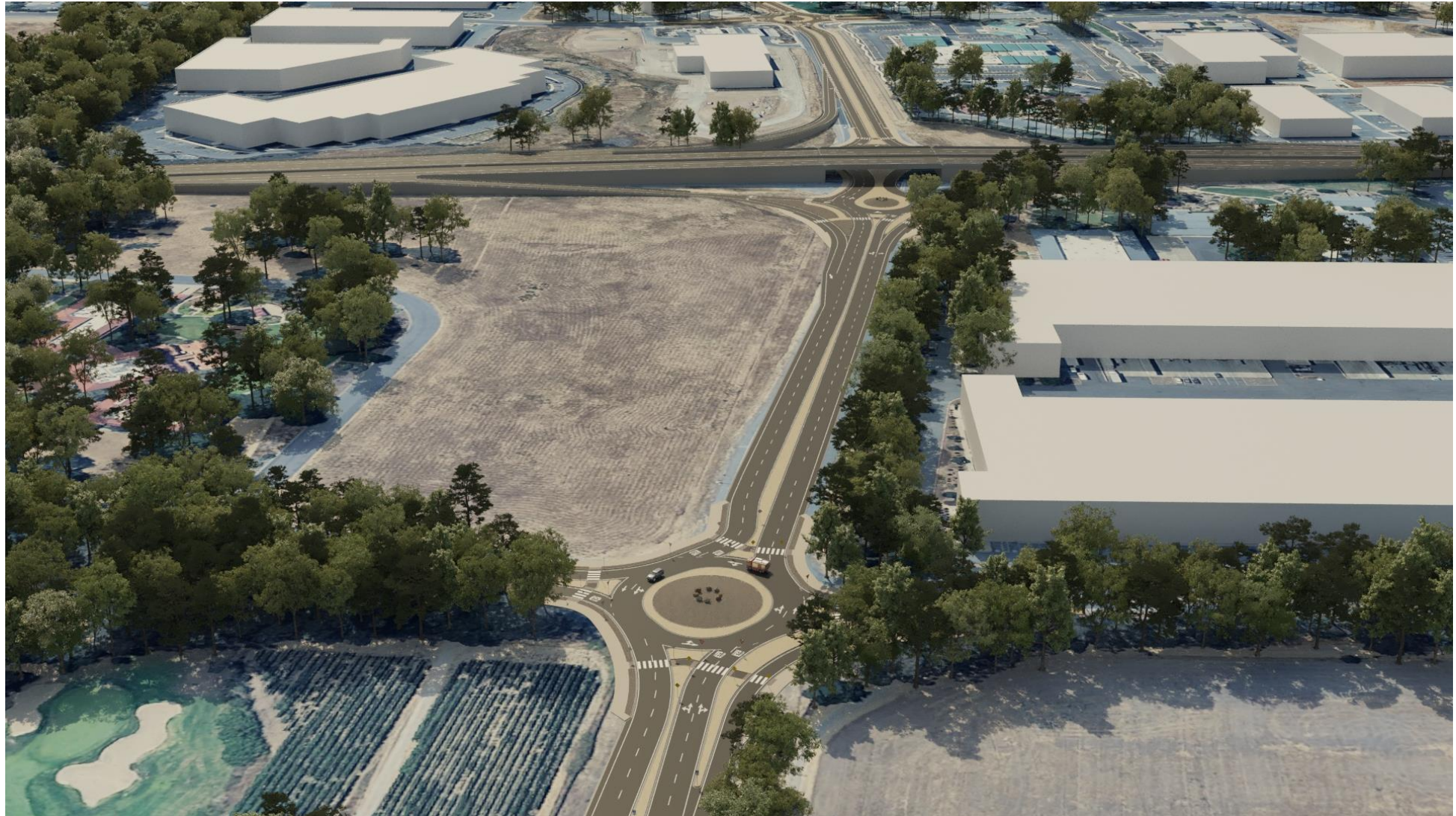


## Airport SR 29/SR 12 North Kelly Road Intersection – Conceptual Rendering





## Airport – SR 29/SR 12 and North Kelly Road Conceptual Rendering





# Measure T –

## Projects completed since 2018

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Jurisdiction	Total Projects Completed
City of Napa	10
County of Napa	42
American Canyon	16
St. Helena	33
Yountville	22
Calistoga	9
<b>TOTAL</b>	<b>132</b>



# Measure T — July 2018–October 2023 Revenues

Jurisdiction	Percentage	Total Revenue
City of Napa	40.35%	\$46,536
County of Napa	39.65%	\$45,718
American Canyon	7.7%	\$8,880
St. Helena	5.9%	\$6,804
Yountville	2.7%	\$3,114
Calistoga	2.7%	\$3,114
NVTA	1%	\$1,160
ITOC		\$439,744
<b>TOTAL</b>		<b>\$115,768</b>

Revenue amounts presented in \$1,000s

# What has Measure T Built?

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- ✓ **60.4** miles of streets and roads
- ✓ **6.2** miles of bike lanes
- ✓ **26,197** feet of sidewalk
- ✓ **321** curb ramps



# Measure T in the County of Napa

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- ✓ **34.4** miles of streets and roads
- ✓ **4.8** miles of bike lanes
- ✓ **5,866** feet of sidewalk
- ✓ **35** curb ramps







## COUNTY OF NAPA

**Project: Buhman Avenue**  
Project Cost: \$610,000  
Measure T Funds: \$610,000  
Project Type: Cape Seal  
Streets and Roads: 10,060 Feet

**Project: Old Sonoma Road**  
Project Cost: \$1,340,000  
Measure T Funds: \$1,340,000  
Project Type: Cape Seal  
Streets and Roads: 15,125 Feet





## COUNTY OF NAPA

**Project:** Berryessa Knoxville Road FLAP 1  
**Project Cost:** \$1,380,652  
**Measure T Funds:** \$1,380,652  
**Project Type:** Chip Seal, Surface Treatment  
**Streets and Roads:** 42,000 Feet

**Project:** Dry Creek Road MPM 9.75  
**Project Cost:** \$1,188,293  
**Measure T Funds:** \$1,188,293  
**Project Type:** Reconstruction, Storm Damage Repair  
**Streets and Roads:** 130 Feet