



Napa County

Board Agenda Letter

1195 THIRD STREET
SUITE 310
NAPA, CA 94559
www.napacounty.gov
Main: (707) 253-4580

Board of Supervisors

Agenda Date: 12/9/2025

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TO: Board of Supervisors

FROM: Steven Lederer, Director of Public Works Department

REPORT BY: Syed Ahsan Kazmi, Senior Traffic Engineer, Public Works Department

SUBJECT: Annual Review of the 2024-2025 Fiscal Year Traffic Mitigation Fee Program for Napa Valley Business Park Area

RECOMMENDATION

Approve the annual Traffic Mitigation Fee Program report pursuant to Government Code Section 66006(b) for Fiscal Year 2024-2025 in the Napa Valley Business Park Area, formerly Airport Industrial Area Specific Plan. (No Fiscal Impact)

BACKGROUND

The Airport Industrial Area Specific Plan (AIASP) was adopted by the Board of Supervisors on July 29, 1986, to facilitate the orderly development of the area surrounding Napa County Airport. On October 23, 2013, the AIASP was formally renamed the Napa Valley Business Park (NVBP). The Traffic Mitigation Fee (TMF) program, established in December 1990, has served as the cost-sharing mechanism for needed infrastructure improvements in the area. This program was implemented under the authority of Section 66000 et seq. of the Government Code, known as the Mitigation Fee Act.

As required by Section 66006(b)(1) of the Act, local government agencies must provide annual financial disclosures regarding the collection and expenditure of development fees. The Public Works Department has complied with this requirement, making the information available to the public through the annual budget process and other means each year. This report formally presents the annual update for Fiscal Year 2024-25 to the Board, in accordance with Government Code Section 66006(b)(2).

The Specific Plan recommended the development of a cost-sharing mechanism for road and intersection improvements within the planning area. These improvements include the roundabout at the Soscol Ferry Road/Devlin Road intersection, capacity enhancements at several intersections, and the local share of major

improvements to the State Route 29/12/221 (Soscol Junction), this project has been completed in summer of 2025, and State Route 29/12 (Airport Junction) intersections. On August 17, 2021, the Board approved the payment of the County's \$2.9 million share of the Soscol Junction project through this program, supplemented by a loan from the Accumulated Capital Outlay Fund. The loan will be repaid as TMF revenues are collected. As of now, no repayment (except interest) has been made.

On November 2, 2021, through Resolution No. 2021-132, the Board approved an adjustment to the TMF, revising the fee to \$685 per daily vehicle trip for the NVBP program. The previous fee adjustment, which increased the fee from \$2,762 to \$3,551 per P.M. peak hour vehicle trip, was approved on January 29, 2008, through Resolution No. 08-20. The fund began with a balance of \$171,698. As of June 30, 2025, the available balance is \$321,403. During this period, \$183,314 were received from developers, though \$7,402 in interest was earned, and \$41,010 in interest payments were made on the existing loan.

Overview of Current and Proposed Projects:

The Devlin Road/Soscol Ferry Road Roundabout Project, located in southern Napa County, aims to address significant traffic delays at the intersection, particularly during peak hours. The project will replace the current stop-controlled intersection with a roundabout, improving traffic flow and safety. Additional features include shared-use paths, drainage, and water quality improvements, in line with Napa County standards. There have been project delays associated with Caltrans, right of way and resource agency permitting coordination related to Swainson hawks. The project is now on hold pending having enough funding available in the Napa Valley Business Park Area Traffic Mitigation Fee fund to schedule the project for construction. The estimated total project cost is \$6,621,959. In the Fiscal Year 2025-2026, \$5,220 has been expended.

State Route 29/12/Airport Boulevard Interchange Project will reduce congestion at the intersection of SR29/12/Airport Blvd and SR 12/Kelly Road by reconfiguring the intersections and improving operations. Total estimated cost of the project is \$140M. The project is reviewing alternatives to select a preferred alternative and revalidate the environmental document which was previously cleared through the Jameson Canyon project. Approximate construction completion date is June 2030 (funding dependent).

The Napa Valley Vine Trail (NVVT) is a 47-mile multiuse path connecting Vallejo Ferry to Calistoga. It provides a safe route for accessing schools, jobs, services, and recreational areas. Currently, 33 miles are completed, with 13 miles in the design phase. The NVVT Vista Carneros Segment is a three-mile path funded by a Priority Conservation Area Grant, the NVVT Coalition, and Napa County. The proposed route begins at the Bay Trail on Soscol Ferry Road and continues to the existing path at Devlin Road and Airport Blvd. The estimated cost for this segment is \$8 million, with approximately a quarter of the path falling within the TMF boundary. Efforts to secure additional grant funding are underway to reduce the TMF contribution, with the segment targeted for completion in 2028.

Additionally, a half-mile gap on Devlin Road between Tower Road and South Kelly Road is being evaluated

for the NVVT. The estimated cost ranges from \$1.5 to \$2 million, depending on various factors. The NVVT Coalition and County staff are also pursuing grant funding for this project, with a completion goal of 2028.

The Fiscal Year 2024-25 report, detailing funding as of the close of the fiscal year, is included in the supporting documents for the Board's review.

Requested Action:

Receive the reports required by Government Code Section 66006(b) for the Traffic Mitigation Fee Program for Fiscal Year 2024-2025 in the Napa Valley Business Park Area, formerly Airport Industrial Area Specific Plan.

FISCAL & STRATEGIC PLAN IMPACT

Is there a Fiscal Impact?	No
Is it Mandatory or Discretionary?	Mandatory
Is the general fund affected?	No

Consequences if not approved: The Traffic Mitigation Fee program will not be following the requirements of the Mitigation Fee Act, which could jeopardize the ability to provide the circulation system improvements necessary to serve potential future development in this planned growth area of the county. Individual development projects would be required to perform more substantial traffic impact analyses and could potentially be required to directly construct costly circulation improvements, potentially limiting economic development and job growth in the area.

Additional Information Projects which are planned to be constructed with these funds include the Devlin Road section of the Vine Trail, installation of traffic circle/ roundabout at the intersection of Soscol Ferry Road and Devlin Road, State Route 29/12/Airport Boulevard Interchange, and other improvements at several local intersections. Strategic Initiative: Build Healthy, Connected Communities

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.