



FILED

July 19, 2017

AUG - 1 2017

Clerk of the Napa Superior Court
By: C. Brennan
Deputy

The Honorable Boessenecker
Superior Court of California
County of Napa
825 Brown Street
Napa, CA 94559

RE: Response to the Grand Jury 2016-17 Final Report titled Napa Valley Transportation Agency Vision 2040 Plan – County Traffic Problems Need Comprehensive Plan with Measurable Results

Dear Judge Boessenecker:

The Grand Jury report referenced above requests three separate responses. This response is specific to the Napa Valley Transportation Authority's (NVTA) Executive Director. The NVTA Board's Response and County Board of Supervisor's response will be sent separately.

The Grand Jury is to be commended for its work on behalf of the citizens of Napa County. We acknowledge the arduous undertaking of the Grand Jury and its commitment to produce an earnest and comprehensive report requiring the review hundreds of documents and an immense amount of data.

This letter is intended to clarify some of the information included in the Background section of the report and to respond to the Findings and Recommendations.

Clarifications:

- 1) The report misstates the name of the agency as Napa Valley Transportation *Agency*. The correct name is Napa Valley Transportation Authority.
- 2) On page 3 of the report, it states that "NVTA is responsible for providing a realistic and executable traffic management plan for the county". NVTA is responsible for providing a countywide transportation plan (CTP) which is intended to serve as a *vision* document for all jurisdictions in Napa County. Specifically stated by MTC's guidelines:
CTPs are intended to establish a county's long-range transportation vision, goals and priorities. This long-range transportation planning

RECEIVED

AUG - 1 2017

Napa Superior Court
Court Executive Office

context is increasingly important given the complexity of the transportation system in the Bay Area. CTPs serve as significant input to Plan Bay Area, which explicitly addresses regional priorities and funding constraints.

CTPs can be particularly effective if they: Establish a transportation policy context;

- Provide a focal point for integrating city, county, and regional level transportation plans;*
- Prioritize transportation investments for consideration in the RTP/SCS development process; and,*
- Respond to local needs and provide a basis for creativity and innovation for the county and region.*

- 3) On page 4 of the report, it states that NVTA is “the County’s designated Congestion Management Agency (CMA)” [emphasis added]. NVTA is a Joint Powers Authority and was formed to serve its 6 jurisdiction members – not just the County. While its role is to complete certain tasks that are assigned to CMAs, NVTA has *not been designated* as a “Congestion Management Agency” pursuant to statute. The statute requires that CMA’s produce a Congestion Management Plan – a task that NVTA is not responsible for completing. A Congestion Management Plan is a biennial exercise to refine near term project expenditures and to understand the implications of those expenditures. The plan includes but is not limited to traffic impacts, system performance, travel demand element, evaluation of land use impacts, and 7-year capital improvement program. The Grand Jury report does not seem to distinguish between the statutory requirements of a CMA and the responsibilities of NVTA in its role in Napa. NVTA is responsible for preparing a countywide transportation plan and a prioritized expenditure plan, to be incorporated in the regional transportation plan prepared by the Metropolitan Transportation Commission (MTC).
- 4) On page 4, the report refers to the “VINE bus service.” NVTA dispensed with the acronym created by the City of Napa when it was operating the system. The name of the bus service is now “the Vine.”
- 5) On page 5, the report references the anticipated funding shortfall in the Vision 2040 plan and notes that Measure T is “mostly for street maintenance” implying that it can be used for other transportation purposes. With exception of 1% set aside for administration, Measure T revenues must be used only for streets and road rehabilitation and maintenance.
- 6) On page 7, the report refers to “three other studies”. Of the documents listed, only one is a study – the Travel Behavior Study. The other two documents include the Community Based Transportation Plan which is a

