



A Tradition of Stewardship
A Commitment to Service

Board of Supervisors

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Belia Ramos
Chair

August 15, 2017

The Honorable Mark S. Boessenecker
Presiding Judge
Superior Court of California, County of Napa
825 Brown Street
Napa, CA 94559

FILED

AUG 21 2017

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

Dear Judge Boessenecker:

As required by Penal Code Section 933(c), enclosed are responses to the Grand Jury's 2016-2017 Final Reports, "The Napa County Fairgrounds: The County's Orphan Asset," "Napa Child Abuse Hotline (707) 253-4261 or (800) 464-4216," "Juvenile Hall," "Napa County Jail - Where are we headed?" and "Napa Valley Transportation Agency Vision 2040 Plan."

Grand Jury activity takes place over the course of a number of months. The Board acknowledges the members of the 2016-2017 Grand Jury for the time they have devoted in preparing the reports.

Sincerely,

Handwritten signature of Belia Ramos in black ink.

Belia Ramos
Chair of the Board of Supervisors

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AUG 21 2017

**Napa Superior Court
Court Executive Office**

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NAPA COUNTY
RESPONSE TO THE GRAND JURY FINAL REPORT ON
NAPA VALLEY TRANSPORTATION "AGENCY" VISION 2040 PLAN

August 15, 2017

Napa Valley Transportation Authority (NVTA)

In general, and applicable to most findings and recommendations in this report, the Board of Supervisors is concerned that the Grand Jury did not interview County representatives in order to fully understand the relationship between the County and NVTA. The report recommends that "the Board of Supervisors form a multidisciplinary task force to support the NVTA in developing a true "Transportation Vision."" As pointed out by NVTA in its responses to the Grand Jury report, the correct name of the agency is the Napa Valley Transportation Authority not Agency. The Board of Supervisors represents one entity of the joint power authority which was formed to serve its six member jurisdictions ~~members~~ – the County, the cities of Napa, American Canyon, St. Helena, and Calistoga, and the Town of Yountville. The agency is responsible for programming state and federal funds for local projects. It handles the County's short and long term regional transportation planning working closely with its partners to improve the County's streets, highways, and bicycle and pedestrian facilities.

Finding 1: A majority of interviewees view the Vision 2040 Report's proposed highway improvement lists, bike lanes, and new buses as insufficient to solve Napa County's traffic congestion problems.

Response, Board of Supervisors: The Board of Supervisors neither agrees nor disagrees with this finding. The finding is an opinion. The purpose of the Vision 2040 Report is to create a road map for solving many transportation-related challenges in the County, which ~~is~~ are not limited solely to traffic congestion.

Finding 2: No quantifiable measurements are in place for the Board or the public to assess Napa County congestion management goals, determine results on a timeline, or evaluate the efficacy of NVTA budgets and spending.

Response, Board of Supervisors: The Board of Supervisors, as a member of NVTA, agrees that some of the Vision 2040 goals are difficult to quantify. However, there are systems in place to monitor and evaluate NVTA budgets and spending. For example, Measure T includes a monitoring plan for each jurisdiction and an Independent Taxpayer Oversight Committee ~~who~~ that will review the fiscal and program performance of the Authority to ensure that all revenues are spent in accordance with all provisions of the Ordinance.

Finding 3: The NVTA does an inadequate public relations job of educating the community of their responsibilities, activities, and progress toward achieving goals.

Response, Board of Supervisors: The Board of Supervisors agrees with this finding. As a member of NVTA, the Board of Supervisors voted to add a new full time Public Information Officer position to assist with ~~its~~ the Authority's communication efforts. NVTA recognizes that outreach needs to be sustained and innovative communication techniques ~~are~~ need to be employed to ensure that the Authority is ~~clearly~~ communicating clearly to the public.

Recommendations

Recommendation 1: By November 30, 2017, the Napa County Board of Supervisors form a multidisciplinary task force that includes traffic, economic, employment, and housing experts to make recommendations for comprehensive planning, innovative solutions to traffic congestions and funding sources.

Response, Board of Supervisors: The Board of Supervisors disagrees with this recommendation. As mentioned earlier, the Board of Supervisors represents one of six jurisdictions in the joint power authority. ~~In fact, NVTA does have~~ already has a Technical Advisory Committee, consisting of expert representatives from each jurisdiction that makes recommendations to the Board of Directors of NVTA. The creation of a task force, ~~even if the Board of Supervisors had~~ that the authority to create one, would be duplicative and unnecessary.

Recommendation 2: The NVTA Board set clear expectations, determine goals, and timelines to establish quantifiable traffic congestion performance targets with measurable results and annual progress reports to the public, starting in January 2018.

Response, Board of Supervisors: The Board of Supervisors, as one member of the NVTA Board, agrees with this recommendation. As mentioned in the NVTA response, the Board of Directors has agreed to work with NVTA staff and the Technical Advisory Committee to implement this recommendation as part of the next countywide transportation plan, which is scheduled for adoption in 2020.

Recommendation 3: The NVTA seek new, dependable sources of funding ideas specifically for traffic congestion improvement actions by July 2018.

Response, Board of Supervisors: The Board of Supervisors as one member of the Board of Directors of NVTA agrees with this recommendation. NVTA has implemented this recommendation and aggressively seeks new funding opportunities. NVTA will act quickly to submit grants on competitive funding programs such as those programs offered under Senate

Bill 1, which will provide approximately \$1 billion annually statewide for transportation infrastructure improvements.

Recommendation 6: By January 2018, the NVTA have a plan to promote Napa County as an ideal test market for companies investing in transportation technology and market research and development.

Response, Board of Supervisors: The Board of Supervisors as one member of NVTA disagrees with this recommendation. As mentioned by NVTA in the response provided on July 19, 2017, it is neither warranted nor reasonable for NVTA to expend its limited resources on research or the development of new technologies. The Board of Supervisors as one member of ~~the~~ NVTA ~~Board~~ does encourage NVTA staff to partner with other agencies and private sector firms, provided NVTA identifies grant resources for this purpose.



July 19, 2017

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) Board of Directors. The NVTA Executive Director's and County Board of Supervisor's response will be sent separately.

The NVTA board appreciates the efforts undertaken by the Grand Jury and the work it does on behalf of the citizens of Napa County. We further acknowledge that its responsibilities are challenging and appreciate that the members of the Grand Jury are dedicated to completing a comprehensive review of NVTA's work product and that the *Grand Jury is committed to developing an honest and thorough evaluation to ensure Napa's communities are being well served.*

Findings:

Finding 1 A majority of interviewees view the Vision 2040 Report's proposed highway improvement lists, bike lanes, and new buses as insufficient to solve Napa County's traffic congestion problem.

RESPONSE: The NVTA Board of Directors neither agrees nor disagrees with this finding and concurs with the NVTA Executive Director's July 19, 2017, letter responding to the Grand Jury report.

Finding 2 No quantifiable measurements are in place for the Board or the public to assess Napa County congestion management goals, determine results on a timeline, or evaluate the efficacy of NVTA budgets and spending.

RESPONSE: The NVTA Board agrees with this finding in part. NVTA staff works with Napa Valley's jurisdictions to develop long range project and program lists that meet NVTA Board established goals in the Vision 2040 plan. Projects approved for funding by the NVTA board are selected from these lists. The NVTA board agrees that some of the Vision 2040 goals are difficult to quantify.

Finding 3 The NVTA does an inadequate public relations job of educating the community of all their responsibilities, activities and progress toward achieving goals.

RESPONSE: The NVTA Board of Directors agrees with this finding in part. The NVTA Board of Directors agrees with the NVTA Executive Director's July 19, 2017, letter responding to the Grand Jury report. The Board of Directors recently authorized a new full time Public Information Officer position to ramp up the agency's public communications efforts. The Board also acknowledges the recent work completed by NVTA staff in this area, but recognizes that outreach efforts need to be sustained and innovative communication techniques be employed to ensure that NVTA is clearly communicating to all members of Napa Valley's communities.

Finding 4 The NVTA needs to better utilize data and travel demand software to (a) project future transportation conditions, (b) forecast the need for and the potential effectiveness of transportation projects and infrastructure improvements, and (c) identify the impact of land use development.

RESPONSE: The NVTA Board of Directors neither agrees nor disagrees with this finding. The NVTA Board of Directors believes that the discretion for determining an approach to travel demand is highly technical and defers to the expertise of NVTA staff members in coordination with consultants and Napa Valley jurisdictions' transportation professionals. The Board of Directors has approved funding for various modeling activities and is supportive of the Executive Director's approach to balancing outcomes with the agency's limited resources. The Board further encourages staff to collaborate with other transportation agencies to ensure the agency is up to date on best practices in a number of areas, including travel demand modeling practices.

Finding 5 The most salient suggested actions in V2040 were made by the Citizen Advisory Committee (CAC) and the Napa County Farm Bureau.

RESPONSE: The NVTA Board of Directors neither agrees nor disagrees with this finding. The NVTA Board takes comments from NVTA committees and members of the public very seriously and works closely with staff to incorporate comments into NVTA's plans and practices.

Finding 6 The NVTA is missing opportunities to promote Napa County as a test market for transportation technology companies investing in new research and development.

RESPONSE: The NVTA Board of Directors neither agrees nor disagrees. The NVTA has no jurisdiction over the County's streets, roads, and highways. We encourage

NVTA staff to reach out to technology groups and organizations and to identify proven technologies that can improve how transportation is deployed in Napa Valley. Individual board members are also actively researching technologies such as autonomous vehicles and supportive of partnering with organizations to bring technologies to Napa. While the Board is enthusiastic about emerging technologies, technology development falls outside the scope of the agency's responsibilities.

Recommendations

Recommendation 1. By November 30, 2017, the Napa County Board of Supervisors form a multidisciplinary task force that includes traffic, economic, employment, and housing experts to make recommendations for the comprehensive planning, innovative solutions to traffic congestion and funding sources.

RESPONSE: The Grand Jury requested that the Napa Board of Supervisors respond to this recommendation, therefore, the NVTA Board of Directors has no comment.

Recommendation 2. The NVTA Board set clear expectations, determine goals, and timelines to establish quantifiable traffic congestion performance targets with measurable results and annual progress reports to the public, starting in January 2018.

RESPONSE: This recommendation will be implemented. The Board of Directors will work with NVTA staff and its Technical Advisory Committee to re-establish goals and objectives and to identify measurable targets as part of the next countywide transportation plan, which is scheduled for adoption in 2020.

Recommendation 3. The NVTA seek new, dependable sources of funding ideas specifically for traffic congestion improvement actions by July 2018.

RESPONSE: This recommendation has been implemented. The NVTA Board of Directors concurs with the NVTA Executive Director's July 19, 2017, letter responding to the Grand Jury report.

Recommendation 4. The NVTA prioritize and approve future expenditures based on quantifiable and achievable short and long range goals, starting in July, 2018.

RESPONSE: This recommendation is already implemented. The NVTA Board of Directors concurs with the NVTA Executive Director's response to the Grand Jury dated July 19, 2017.

Recommendation 5. The NVTA test new technologies and traffic management software starting in 2017.

RESPONSE: NVTA disagrees with and respectfully declines to implement this recommendation, as it is neither warranted nor reasonable. Using public funds to test new technologies is highly risky, and the NVTA Board has a fiduciary responsibility to

ensure tax dollars are spent on their intended purpose. The NVTA Board concurs with the NVTA Executive Director's July 19, 2017, letter responding to the Grand Jury report and underscores that the NVTA does not manage traffic and therefore testing "traffic management software" is an inappropriate use of NVTA revenues.

Recommendation 6. By January 2018, the NVTA have a plan to promote Napa County as an ideal test market for companies investing in transportation technology and market research and development.

RESPONSE: NVTA disagrees with and respectfully declines to implement this recommendation, as it is neither warranted nor reasonable. NVTA does not have resources to encourage the development of new technologies. The NVTA Board of Directors encourages staff members to use its connections to partner with other agencies and private sector firms, provided that the agency identifies grant sources for this purpose in order to minimize risks to the agency's financial standing.

The NVTA Board of Directors appreciates the work that the Grand Jury does, and invites any further questions that you may have.

Sincerely,

A handwritten signature in black ink, appearing to read "P. White".

Peter White
NVTA Board of Directors, Chair

cc: NVTA Board of Directors
County of Napa Board of Supervisors



July 19, 2017

The Honorable Boessenecker
Superior Court of California
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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

