



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee (TAC) Agenda Memo

TO: Technical Advisory Committee

FROM: Danielle Schmitz, Executive Director

REPORT BY: Addrell Coleman, Associate Planner
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SUBJECT: Programming of Local Partnership Program (LPP) Incentive Funds –
Five-Way Intersection Improvements Project

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Local Partnership Program (LPP) provides state incentive funding to local and regional transportation agencies that have passed voter-approved taxes, tolls, or fees for transportation improvements. NVTA receives an annual allocation of LPP formula funds of approximately \$500,000 per year. In addition to formula funds, NVTA received a one-time \$5 million allocation in incentive funding following the voter approval of Measure U.

In 2018, NVTA approved a LPP funding policy that prioritizes LPP funds for highway projects, in particular projects that have federal or state funding and need a last remaining amount to complete a funding shortfall. NVTA has been a funding partner to the City of Napa's Silverado Five-way Project since early 2018 and continues to work with them and Caltrans on funding the project. LPP funding requires a 1:1 match, therefore staff is recommending the NVTA Board program \$2 million of LPP incentive funding to the City of Napa's Silverado Five-Way Improvement Project to close the last remaining funding gap for the project's Right-of-Way (ROW) phase and support advancement of the project.

BACKGROUND

The Local Partnership Program (LPP) is a state funding program created under Senate Bill 1 (SB 1, the Road Repair and Accountability Act of 2017) to reward and supplement

counties and cities that raise their own transportation revenues through voter-approved sales taxes, tolls, or fees. Napa Valley Transportation Authority (NVTA) qualifies for formulaic LPP funds because Napa County is a “self-help county” with a voter-approved local transportation sales tax measure, previously under Measure T and now under Measure U. This allows NVTA to leverage state funds for roadway, safety, and active transportation improvements.

In February 2018, the NVTA Board adopted a Local Partnership Program policy to help guide how LPP funds are prioritized. Under that policy, projects must be consistent with LPP guidelines, have a completed project initiation document (PID) or equivalent, and be consistent with the adopted Countywide Transportation Plan. The policy identifies regionally significant projects located on the state highway system as a priority.

In June 2025, the California Transportation Commission (CTC) approved an amendment to the 2024 Local Partnership Program Formulaic Fund Distribution to award NVTA \$5 million in LPP incentive funding. The voter approval of Measure U in November 2024 made Napa County eligible for this one-time incentive funding. The funds are available for programming and allocation through June 30, 2028.

Staff is recommending programming \$2 million in available LPP Incentive funds toward the City of Napa’s Silverado Five-Way Project, located at the intersection of Silverado Trail (SR121), Third Street, Coombsville Road, and East Avenue. This City of Napa led project will construct two roundabouts to improve operations, enhance safety, reduce driver delay and congestion, and improve the overall level of service.

Programming these funds would close the funding gap for the Right-of-Way (ROW) phase and allow the City to enter into a cooperative agreement with Caltrans. Caltrans will not enter into a cooperative agreement for any phase that is not fully funded. As highlighted in Table 1 below, the project currently has State Transportation Improvement Program (STIP) and One Bay Area Grant, Cycle 3 (OBAG 3) funds programmed for ROW. LPP funds require a dollar-for-dollar local match, which would be met through this combination of programmed funds.

Table 1: Five-Way ROW Phase – Funding Plan

| Fund Source | Amount |
|---|--------------------|
| State Transportation Improvement Program (STIP) | \$1,153,000 |
| One Bay Area Grant (OBAG 3) | \$2,000,000 |
| Local Partnership Program (LPP) – Incentive Funds | \$2,000,000 |
| Total Funding | \$5,153,000 |

ATTACHMENTS

- 1) California Transportation Commission - LPP Incentive Funds Programming Action
- 2) NVTA Resolution No. 18-09, Local Partnership Program Policy

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 26-27, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.16, Action

Prepared By: Kayla Giese
Assistant Deputy Director

Published Date: June 13, 2025

Subject: 2024 Local Partnership Formulaic Program Fund Distribution Amendment, Resolution LPP-P-2425-10, Amending Resolution G-24-65

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to the 2024 Local Partnership Formulaic Fund Distribution to add incentive funding as follows:

- Add \$392,000 of incentive funding for the City of Albany in Fiscal Year 2025-26.
- Add \$5,000,000 of incentive funding for Napa Valley Transportation Authority in Fiscal Year 2025-26.

Issue:

On November 5, 2024, voters in the City of Albany passed a renewal of the Safe and Accessible Sidewalks and Pathways Special Parcel Tax, a special tax imposed on every parcel of real property within the City of Albany to fund public sidewalk maintenance and obstruction removal projects. The Safe and Accessible Sidewalks and Pathways Special Parcel Tax renewal will go into effect on July 1, 2025, and makes the City of Albany eligible for the Local Partnership Formulaic Program and Incentive Funding for a renewed eligible measure.

On November 5, 2024, voters in Napa County passed the Napa Valley Transportation Authority's Measure U, a continuance of the jurisdiction's existing one-half of one-percent sales tax, to finance capital outlay expenditures that include maintenance, reconstruction, or rehabilitation projects included in the Local Streets and Roads Maintenance Program, highway improvement projects included in their Regional Transportation Enhancement Program, and Transit Fare Subsidies. Measure U will go into effect on July 1, 2025, and makes the County eligible for Local Partnership Formulaic Program Incentive Funding for a renewed eligible measure.

Approval of this amendment to the 2024 Local Partnership Formulaic Program Funding Distribution will add \$392,000 of incentive funding for the City of Albany and \$5,000,000 for the Napa Valley Transportation Authority. The incentive funding is available for programming and allocation through June 30, 2028. The set-aside incentive funding amount of \$20,000,000 for Fiscal Year 2025-26 will be reduced by \$5,392,000, leaving a remaining unused incentive funding balance of \$14,608,000. Unused incentive funding will be redistributed at the August 2025 Commission meeting based on the program funding distribution of 60 percent to the formulaic program and 40 percent to the competitive program.

Background:

Senate Bill (SB) 1 (Chapter 5, Beall, Statutes of 2017) created the Local Partnership Program, and authorized \$200 million annually to fund the Program. This legislation requires the Commission, in consultation with the California Department of Transportation, regional transportation planning agencies, local agencies and other transportation stakeholders, to develop guidelines. Assembly Bill 115 (Chapter 20, Committee on Budget, Statutes of 2017) clarified SB 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program.

The Local Partnership Formulaic Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements. Only agencies with Commission-adopted funding and committed local matching funds are eligible to receive the Local Partnership Formulaic Program funding.

The Local Partnership Formulaic Program recognizes new or renewed voter-approved self-help efforts and incentivizes jurisdictions to pursue future voter-approved tax measures, tolls, or fees. Incentive funding is set-aside each fiscal year from the Local Partnership Program. One-time incentive funding is provided to jurisdictions that seek and receive voter approval of new or renewed tax measures, tolls, or fees, if those tax measures, tolls, or fees have a minimum period of ten years, are dedicated solely to transportation, and, for sales taxes, are equal to or greater than one quarter cent. The total amount of incentive funding awarded to jurisdictions is limited to \$20 million annually. Incentive funding amounts are a minimum of \$200,000 and may range up to a maximum of \$5 million for each jurisdiction, depending on the amount of revenue generated.

Resolution LPP-P-2425-03

Be it Resolved that the Commission does hereby approve the amendment to the 2024 Local Partnership Formulaic Fund Distribution to add incentive funding as follows:

1. Add \$392,000 of incentive funding for the City of Albany in Fiscal Year 2025-26.
2. Add \$5,000,000 of incentive funding for Napa Valley Transportation Authority in Fiscal Year 2025-26.

Attachment:

- Attachment A: Amended 2024 Local Partnership Formulaic Fund Distribution

| 2024 Local Partnership Program | | 2025-26 | 2026-27 |
|---|---------------------|-------------------|-------------------|
| Local Partnership Program Annual Appropriation Snapshot | | \$ 200,000 | \$ 200,000 |
| Set-Aside Incentive Funding | | \$ 20,000 | \$ 20,000 |
| Competitive Program (40%) | | \$ 72,000 | \$ 72,000 |
| Formulaic Program (60%) | | \$ 108,000 | \$ 108,000 |
| Competitive Program (40%) | | \$ 72,000 | \$ 72,000 |
| 2022 Competitive Program Rollover of Unprogrammed Funds | | \$ 57,923 | |
| 2022 Competitive Overprogramming | | \$ (6,253) | |
| Subtotal Available for Competitive Program | | \$ 123,670 | \$ 72,000 |
| Formulaic Program (60%) | | \$ 108,000 | \$ 108,000 |
| Redistribution of Lapsed Project Funds (2020 Program) (PPNO 4810, PPNO 1512, PPNO 8055) | | \$ 716 | |
| Redistribution of Lapsed Project Funds (2022 Program) (PPNO 1512) | | \$ 29 | |
| Subtotal Available for Formulaic Program | | \$ 108,745 | \$ 108,000 |
| Proposed Annual Formulaic Funding Distribution | | | |
| Tolls + VRF + parcel/property tax | 7.16% | \$ 7,784 | \$ 7,731 |
| North sales tax | 26.18% | \$ 28,467 | \$ 28,272 |
| South sales tax | 66.66% | \$ 72,494 | \$ 71,997 |
| Funding Based on Voter-Approved Tolls, Vehicle Registration Fee (VRF), Parcel/Property Tax Revenue | | 2025-26 | 2026-27 |
| | Revenue (100%) | Funding | Funding |
| Alameda County Transportation Commission (Measure F-VRF) * | \$ 12,170 | \$ 200 | \$ 200 |
| Alameda-Contra Costa Transit District (Measure C1-Parcel Tax) | \$ 29,883 | \$ 323 | \$ 321 |
| Bay Area Rapid Transit District (Measure RR-Parcel Tax) | \$ 92,756 | \$ 1,004 | \$ 996 |
| Bay Area Toll Authority (Regional Measure (RM) 1, RM 2, RM 3-Tolls) | \$ 447,768 | \$ 4,847 | \$ 4,807 |
| City and County of San Francisco (Prop. D-Bus. Tax) | \$ 16,981 | \$ 200 | \$ 200 |
| City/County Association of Governments of San Mateo County (Measure M-VRF) | \$ 7,845 | \$ 200 | \$ 200 |
| Orinda (Measure L-Parcel Tax) | \$ 1,736 | \$ 200 | \$ 200 |
| San Francisco County Transportation Authority (Prop AA-VRF) * | \$ 4,652 | \$ 200 | \$ 200 |
| Santa Clara Valley Transportation Authority (Measure B-VRF) * | \$ 19,318 | \$ 209 | \$ 207 |
| Transportation Authority Marin County (Measure B-VRF) * | \$ 2,320 | \$ 200 | \$ 200 |
| Yuba County (Measure D-Depletion Surcharge) | \$ 981 | \$ 200 | \$ 200 |
| Totals | \$ 636,409 | \$ 7,784 | \$ 7,731 |
| Funding Based on Voter-Approved Sales Tax Revenue and Population - North | | 2025-26 | 2026-27 |
| County (Agency) | Revenue (25%) | Population (75%) | Funding |
| Alameda (Alameda County Transportation Commission) * | \$ 195,330 | 1,641,869 | \$ 3,333 |
| Amador (City of Amador) | \$ 32 | 193 | \$ 200 |
| Contra Costa (Contra Costa Transportation Authority) | \$ 122,556 | 1,146,626 | \$ 2,289 |
| El Cerrito | \$ 2,167 | N/A | \$ 200 |
| Martinez | \$ 4,686 | N/A | \$ 200 |
| Fresno (Fresno County Transportation Authority) | \$ 110,090 | 1,017,431 | \$ 2,035 |
| Lake (Clearlake) | \$ 2,617 | 16,553 | \$ 200 |
| Madera (Madera County Transportation Authority) | \$ 16,155 | 159,328 | \$ 321 |
| Marin (Transportation Authority Marin County) * ^ | \$ 34,759 | 252,844 | \$ 383 |
| Marin (Sonoma Marin Area Rail Transit District) ^ | \$ 24,540 | - | \$ 211 |
| Mendocino (Fort Bragg) | \$ 1,195 | 7,179 | \$ 200 |
| Mendocino (Point Arena) | \$ 65 | 445 | \$ 200 |
| Mendocino (Ukiah) | \$ 3,368 | 16,108 | \$ 200 |
| Mendocino (Willits) | \$ 942 | 4,830 | \$ 200 |
| Merced (Merced County Transportation Authority) | \$ 26,951 | 287,303 | \$ 563 |
| Monterey (Transportation Agency for Monterey County) ^ | \$ 38,556 | 437,614 | \$ 665 |
| Monterey (Monterey-Salinas Transit District) ^ | \$ 12,602 | - | \$ 236 |
| Napa (Napa Valley Transportation Authority) | \$ 25,095 | 135,029 | \$ 299 |
| Nevada (Truckee) | \$ 5,708 | 16,778 | \$ 200 |
| Sacramento (Sacramento Transportation Authority) | \$ 178,274 | 1,578,938 | \$ 3,179 |
| San Benito (Council of San Benito County Governments) | \$ 13,227 | 65,853 | \$ 200 |
| San Francisco (San Francisco County Transportation Authority) * ^ | \$ 108,678 | 843,071 | \$ 1,447 |
| San Francisco (Caltrain) * ^ | \$ 39,901 | - | \$ 397 |
| San Joaquin (San Joaquin County Transportation Authority) | \$ 88,077 | 791,408 | \$ 916 |
| San Mateo (San Mateo County Transportation Authority) ^ | \$ 116,088 | 741,565 | \$ 707 |
| San Mateo (San Mateo County Transit District) ^ | \$ 231,713 | - | \$ 1,413 |
| San Mateo (Caltrain) * ^ | \$ 39,901 | - | \$ 207 |
| Santa Clara (Santa Clara Valley Transportation Authority) * ^ | \$ 671,714 | 1,903,198 | \$ 4,895 |
| Santa Clara (Caltrain) * ^ | \$ 39,901 | - | \$ 300 |
| Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ | \$ 27,644 | 262,572 | \$ 300 |
| Santa Cruz (Santa Cruz Metropolitan Transit District) ^ | \$ 27,700 | - | \$ 300 |
| Sonoma (Sonoma County Transportation Authority) ^ | \$ 31,832 | 478,152 | \$ 495 |
| Sonoma (Sonoma Marin Area Rail Transit District) ^ | \$ 24,540 | - | \$ 475 |
| Stanislaus (Stanislaus County Transportation Authority) | \$ 60,839 | 548,744 | \$ 1,102 |
| Totals | \$ 2,327,445 | 12,353,631 | \$ 28,467 |
| Funding Based on Voter-Approved Sales Tax Revenue and Population - South | | 2025-26 | 2026-27 |
| County (Agency) | Revenue (25%) | Population (75%) | Funding |
| Imperial (Imperial County Local Transportation Authority) | \$ 23,982 | 182,881 | \$ 524 |
| Los Angeles (Los Angeles County Metropolitan Transportation Authority) | \$ 4,399,442 | 9,824,091 | \$ 37,648 |
| Orange (Orange County Transportation Authority) | \$ 430,476 | 3,150,835 | \$ 9,081 |
| Riverside (Riverside County Transportation Commission) | \$ 282,217 | 2,442,378 | \$ 6,882 |
| San Bernardino (San Bernardino County Transportation Authority) | \$ 251,862 | 2,181,433 | \$ 6,146 |
| San Diego (San Diego Regional Transportation Commission) | \$ 426,693 | 3,291,101 | \$ 9,415 |
| San Luis Obispo (El Paso de Robles) ^ | \$ 6,700 | 30,907 | \$ 200 |
| Santa Barbara (Santa Barbara County Local Transportation Authority) | \$ 54,452 | 443,623 | \$ 1,260 |
| Tulare (Tulare County Transportation Authority) | \$ 51,171 | 478,918 | \$ 1,337 |
| Totals | \$ 5,926,995 | 22,026,167 | \$ 72,494 |
| Incentive Funding | | 2025-26 | 2026-27 |
| Beginning Balance | | \$ 20,000 | \$ 20,000 |
| City of Albany (Special Parcel Tax) | | \$ 392 | |
| Napa Valley Transportation Authority (Measure U) | | \$ 5,000 | |
| Remaining Balance | | \$ 14,608 | \$ 20,000 |

* Agency listed more than once.
 ^ Multiple agencies within county with countywide tax.
 ^ Incentive funds are being awarded from the FY 24-25 incentive set-aside
 ^ Formula Funding Distribution for FY2025-26 and 2026-27 is pending eligible measure approval



RESOLUTION No. 18-09

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
ADOPTING A POLICY PRIORITIZING STATE HIGHWAY PROJECTS FOR THE
LOCAL PARTNERSHIP PROGRAM FORMULAIC FUNDS**

WHEREAS, The Local Partnership Program (LPP) is a program created under the Road Repair and Accountability Act of 2017 (SB 1) which appropriates \$200 million annually to LPP; and

WHEREAS, the program is split into two subprograms the formulaic and the competitive; and

WHEREAS, the formulaic LPP receives \$100 million a year statewide; and

WHEREAS, NVTA-TA as the sales tax authority for Measure T funds is the recipient of the Measure T formulaic LPP funds; and

WHEREAS, the California Transportation Commission has strongly supported state funding such as STIP and LPP to be used on the state highway system; and

WHEREAS, Napa County jurisdictions have identified several high-priority projects on the state highway system that are regionally significant;

NOW THEREFORE LET IT BE RESOLVED that NVTA shall program projects in the Local Partnership Program formulaic funds as follows:

1. Are consistent with the Local Partnership Program Guidelines; and
2. Have a completed Project Initiation Document (PID) or equivalent; and
3. Are consistent with the adopted Countywide Transportation Plan; and
4. Give priority to regionally significant projects located on the state highway system and parallel routes thereof; and
5. Allow locally sponsored projects off the state highway system that have existing federal and/or state funds programmed to be eligible for the LPP formula funds to fill any project shortfalls providing that no other funds are available to gap the funding shortfall and that the project funding is being secured through the Caltrans Local Assistance process.

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Passed and adopted the 21st day of February, 2018.


Peter G. White, NVTA Chair

Ayes: Garcia(2), Joseph(2),
Barnes(1), Canning(1),
Gentry(5), Sedgley(5),
Pedroza(2), Ramos(2),
Galbraith(1), White(1),
Dunbar(1), Dorman(1)

Nays: None

Absent: None

ATTEST:


Karalyn E. Sanderlin, NVTA Board Secretary

APPROVED:


Vicki A. Clayton, NVTA Legal Counsel

2-13-2018
Date