

SUPPLEMENTAL REPORTS & COMMUNICATIONS
Office of the City Clerk

City Council of the City of Napa
Regular Meeting

April 16, 2024

FOR THE CITY COUNCIL OF THE CITY OF NAPA

AFTERNOON SESSION:

SUBMITTED PRIOR TO THE CITY COUNCIL MEETING

6. ADMINISTRATIVE REPORTS:

6.A. Council Spotlight – Napa Central Dispatch

- PowerPoint Presentation from Staff.

6.B. Expenditure Plan for the Proposed Napa Valley Transportation Improvement Act (Measure U)

- PowerPoint Presentation from Staff.
- PowerPoint Presentation from NVTa.
- 1) Email from Napa Chamber of Commerce received on April 16, 2024.

7. CONSENT HEARINGS:

7.A. Adjustment to Recyclable Materials Gate Fees for Materials

- Memo from Staff with correction to a table in Exhibit A of Attachment 1.

7.B. Ace & Vine (Polvora) Card Table Expansion

- Memo from staff with clarification on recommended action.



Napa Central Dispatch

Service to
Napa County
Communities

City Council Regular Meeting
4/16/2024
Supplemental - Item 6.A.
From: City Staff



CITY OF NAPA MONTHLY SPOTLIGHT



CITY OF NAPA

MONTHLY SPOTLIGHT

Napa Central Dispatch

Presented by:

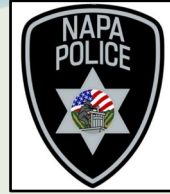
Christopher Parker-Swain –
Public Safety Dispatcher II

And

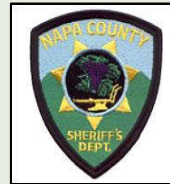
Celina Davis –
Public Safety Dispatcher II

Napa Central Dispatch

City of Napa Police



**Napa County Sheriff
American Canyon Police**

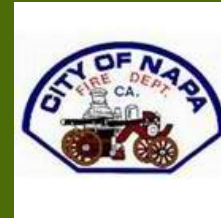


Yountville Police

Napa County Animal Control

Napa Fire American Canyon Fire

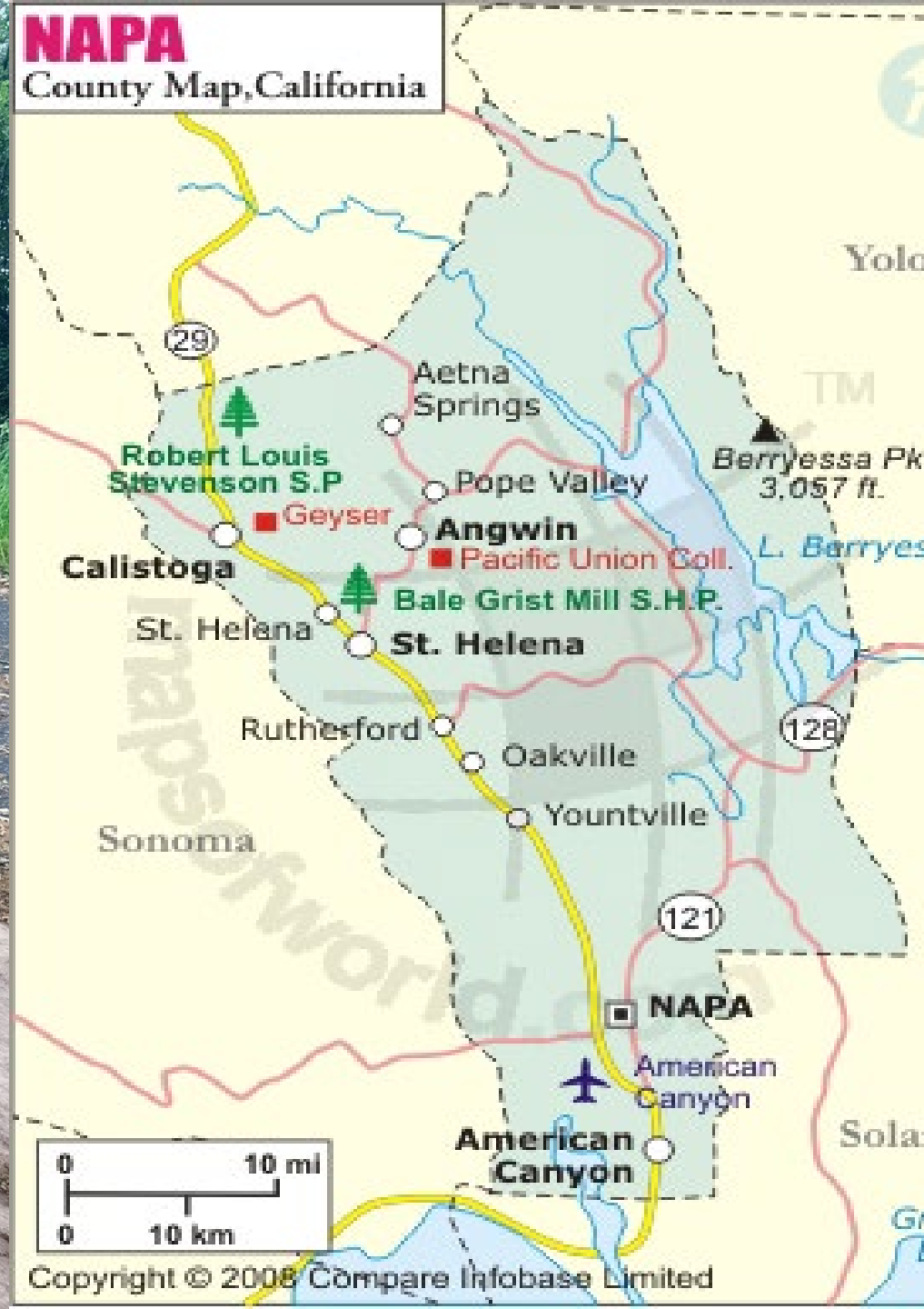
American Medical Response



NAPA CENTRAL DISPATCH

- Dispatch Positions and Training
- Intergraph-I/Dispatcher
- EMD/ProQA
- DTO Program
- Fire IDT/SWAT
- Wireless 911 Calls and Texts





Napa Central Dispatch

* The Napa Central Dispatch is the primary answer point for all 911 emergency calls for the City of Napa, City of American Canyon, Town of Yountville, and all unincorporated areas of Napa County.

* The center dispatches for the Napa Police Department, Napa County Sheriff's Department, the American Canyon Police Department, American Canyon Fire Protection District, Napa Fire Department, American Medical Response, and Napa County Animal Control.

* The center is staffed by:

- > 4 Full-Time Public Safety Dispatch Supervisors
- > 13 Full-Time Public Safety Dispatchers
- > 2 Full-Time Public Safety Dispatch Call Takers
- > 4 Part-Time Extra Help Dispatcher

• We are currently funded to staff 29 full-time positions, but as you can see from the numbers above we are experiencing a staffing shortage at this time.

• The Dispatch Center operates in myriad of technical equipment, including a computer aided dispatch system, intelligent phone work-stations and numerous computerized systems to access information regarding arrests, vehicle registration, drivers license information, etc.



NAPA CENTRAL DISPATCH

Dispatch Positions

- Public Safety Call Taker
- Public Safety Dispatcher I/II
- Public Safety Supervisor
- Support



Napa Central Dispatch

DTO (Dispatch Training Officer) Program

- The DTO program at Napa Central Dispatch is designed to prepare trainees for success as both Call-Takers and Public Safety Dispatchers.
- Each DTO must complete a 24 hour Training Officer Program through California P.O.S.T. (Peace Officer Standards and Training).
- Trainees are assigned to DTO's for about three weeks at a time. For those three weeks or so, the trainee's schedule will mirror that of their DTO. The DTO listens to all of the trainee's calls and radio traffic. The DTO has the ability to cut in on radio transmissions or phone calls if needed.
- During each shift the DTO makes notes on each call the trainee takes, or events they dispatch etc. At the end of the shift the DTO meets with the trainee one on one for an evaluation. Each trainee has the same set of guidelines they need to work toward meeting in order to be released on their own.



CITY OF
NAPA



IDT & SWAT

- The IDT and SWAT Teams are two special teams within Dispatch that respond to the scenes of incidents.
- For large fire calls like structure fires or major wildland fires the Fire IDT, or Fire Incident Dispatcher Team, will be paged out to assist the command post at the scene of the fire.
- For large law enforcement calls where SWAT is called out, the SWAT Tactical Dispatch team will get paged out to respond to the scene to assist at the command post.
 - We respond with both NPD & NSO SWAT teams, NPD & NSO CNT/HNT teams, and any other major crime event.
 - We also are part of the State of California TERT program and respond for mutual aid relief to major events around the state (most recent being Chico/Paradise fires)

NAPA CENTRAL DISPATCH

TEXT TO 911

New for Napa County in 2021:

- Cell phone users can now 'Text to 911' to receive 911 help

Advantages:

- Discrete when the victim or reporting party are unable to make a voice call
- Great communication tool for those who may be unable to speak

Disadvantages:

- Extensive delay receiving and relaying information to responding units (fire or medical)
- Dispatch is unable to hear and monitor any background communications or noises like we would during a voice call. This could be critical for in progress events for responding units
- Subject to the user even replying back to any question we send back. Also may be unable to transfer the message if the incident is occurring outside of Napa County





**Thank you for
the opportunity
to share what
we do at Napa
Central
Dispatch!!**



CITY OF NAPA MONTHLY SPOTLIGHT

NAPA VALLEY TRANSPORTATION AUTHORITY-TAX AGENCY

**NAPA VALLEY TRANSPORTATION
IMPROVEMENT ACT “MEASURE U”**

-PRESENTATION TO THE CITY OF NAPA CITY COUNCIL-

JULIE LUCIDO
PUBLIC WORKS DIRECTOR
APRIL 16, 2024



Recommended Action

Consider adoption of a resolution approving the Napa Valley Transportation Improvement Act Expenditure Plan, as proposed by the NVRTA-TA to implement the Napa Valley Transportation Improvement Act "Measure U" amending and replacing a transaction and use tax expenditure plan and determining that the actions authorized by this resolution are exempt from CEQA.

Items of Consideration

- Modeling Tool for Pavement Condition Index Values
- Annual Average Funding and Total Funding
- Bond Financing Option
- Other Priority Transportation Projects
- NVRTA-TA Board's Approval of Revised Expenditure Plan/Next Steps

Pavement Condition Index (PCI)

A modeling tool is used to project the future pavement condition index (PCI) results. The model does not adequately account for total project costs such:

- Engineering/design, survey, inspection, materials testing, administration, etc.
- Traffic Safety for All Modes: traffic calming, sidewalk install/repairs, ADA ramps, bike facilities
- Drainage, failed subgrade, etc.

Salvador Avenue Complete Streets (SR 29 to Eastern City Limits)



Street Paving & Repairs

Sidewalk Repair & Gaps

New Bike Lanes with Green Markings

Improved Intersection Safety and
High Visibility Crosswalk Striping

Improved Drainage

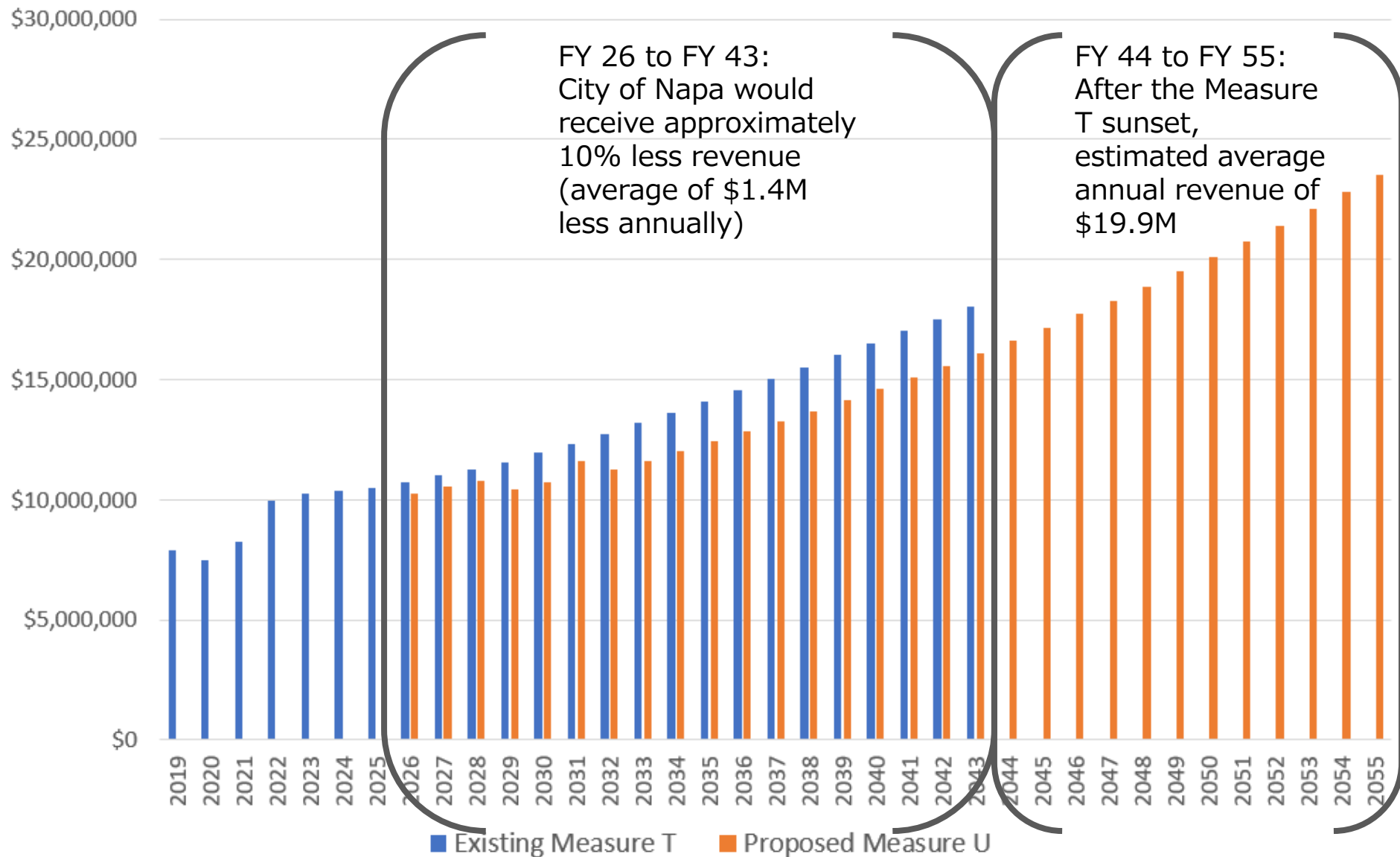
Total Project Cost Estimate: \$3.7M+

PCI Model Cost Estimate: \$1.2M

Modified Funding Distribution

Agency	Existing Measure T	Proposed Measure U
City of Napa	40.35%	36.5%
County of Napa	39.65%	35.2%
City of American Canyon	7.7%	7.2%
City of Calistoga	2.7%	2.7%
City of St. Helena	5.9%	6.0%
Town of Yountville	2.7%	3.1%
NVTA Administration	1.0%	2.0%
NVTA Regional Projects	N/A	7.3%

Estimated Revenue for City of Napa Local Streets and Roads





JEFFERSON STREET REHABILITATION (APPROXIMATELY \$1.4M+)



FREEWAY DRIVE REHABILITATION (APPROXIMATELY \$1.4M+)

Bond Financing As Option

If Measure U approved, bond financing would be option for the City to consider

Key Components for Considerations:

- Timing for favorable financial market
- Balance between borrowing and future maintenance funds
- Projects include traffic safety for all modes/complete streets/traffic calming features

Other Transportation Projects

Example of Five-way Intersection Project

- Would allow City up to 5% of revenue on other transportation projects
- Traffic capacity projects like the Five-way Project are not prioritized by State
- City initiated Project
- Use of Measure U would limit Caltrans costs; project would fall under “self-help” state transportation policies
- Option for internal funding swaps





Measure T Projects

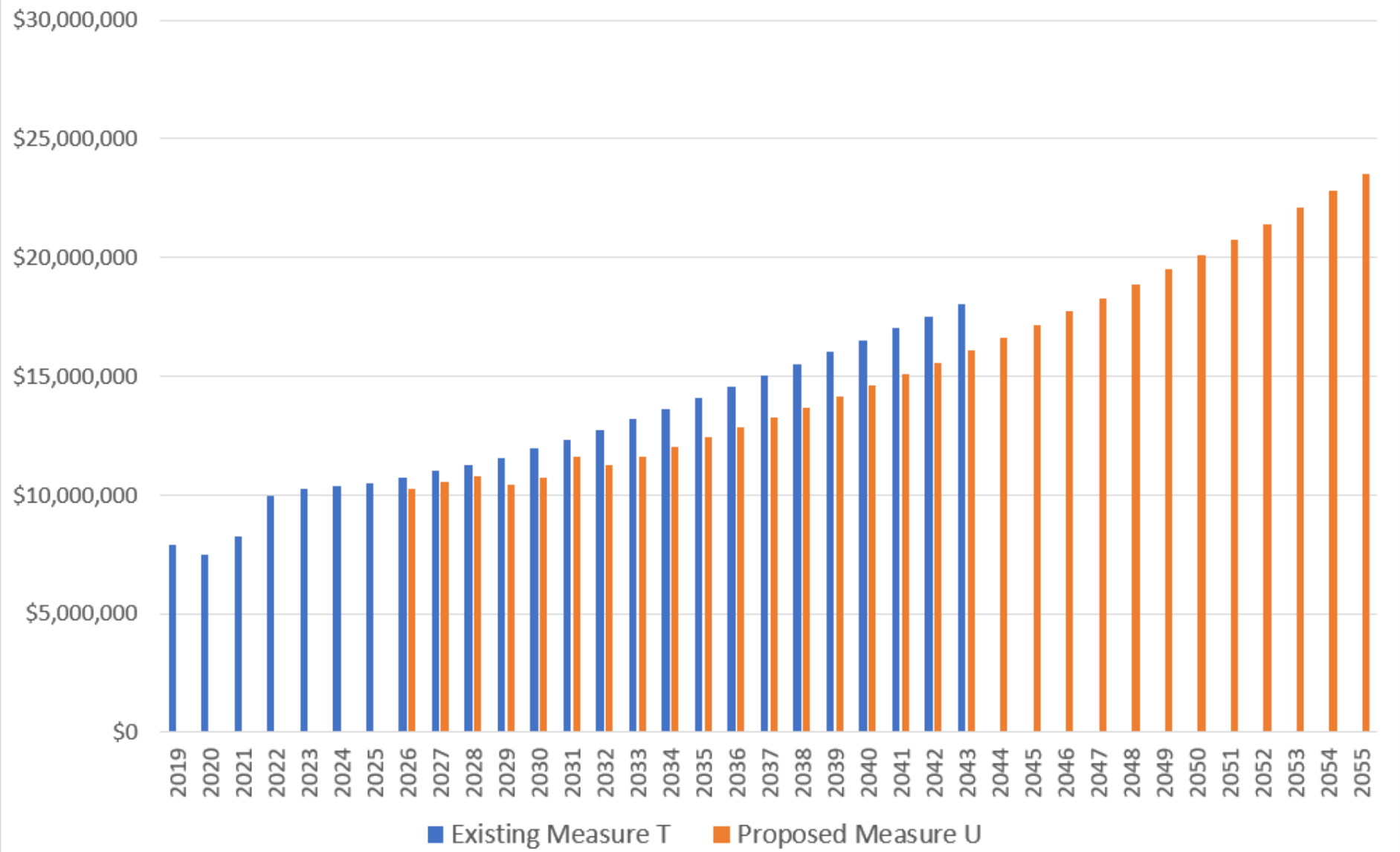
NVTA-TA

- **For “Measure U” to move forward for NVTA-TA Board to approve for November 5, 2024 election, City of Napa City Council must approve**
- **On consent calendar for American Canyon today, all other member agencies have approved**
- **NVTA’s proposed timeline:**
 1. April: Governing bodies for Cities of Napa, American Canyon, St. Helena, Calistoga, Town of Yountville, and County of Napa consider approval of expenditure plan
 2. May 2024: Ordinance and Expenditure Plan considered by NVTA-TA Board of Directors to submit to County BOS to place on ballot
 3. June 2024: Board of Supervisors take action to approve measures for election
 4. November 5, 2024: Election

Recommended Action

Consider adoption of a resolution approving the Napa Valley Transportation Improvement Act Expenditure Plan, as proposed by the NVRTA-TA to implement the Napa Valley Transportation Improvement Act "Measure U" amending and replacing a transaction and use tax expenditure plan and determining that the actions authorized by this resolution are exempt from CEQA.

Estimated Revenue for City of Napa Local Streets and Roads





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4/16/2024
Supplemental - Item 6.B.
From: NVRTA



City of Napa, April 16, 2024

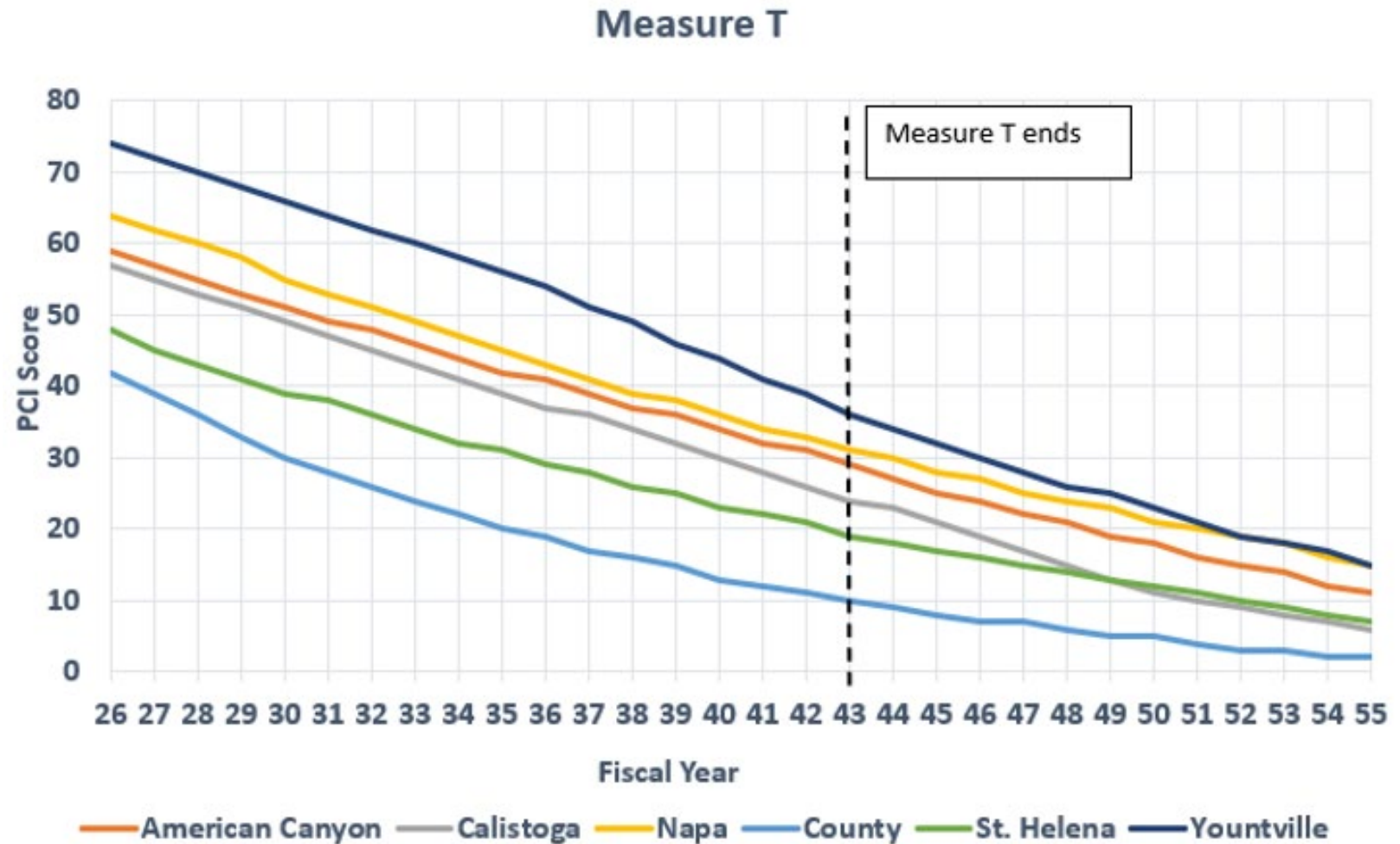


Measure U

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%.





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
- Allows jurisdictions some flexibility with their Measure funds for non-maintenance transportation projects – new capacity
- 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 with back-up battery storage and changeable highway messaging signage.

Carneros
Intersection:
SR 12 at SR 121

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



City of Napa – Five-Way Intersection Conceptual Design



Measure U allows jurisdictions to use up to 5% of their LSR funds on other transportation projects including capacity.

Revenue Distribution

Jurisdiction	Measure T (2025-2043)	Measure U (2025-2055)
American Canyon	\$48,222	\$92,722
Calistoga	\$16,909	\$34,771
City of Napa	\$252,697	\$465,931
County of Napa	\$248,313	\$449,705
St. Helena	\$36,950	\$76,496
Yountville	\$16,909	39,407
Regional Countywide Capital Program and Administration (including 2% admin costs and debt service on \$56 million)		\$119,289
Totals	\$620,000	\$1,278,323

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	7.70%	7.2%
Calistoga	2.70%	2.7%
City of Napa	40.35%	36.5%
County of Napa	39.65%	35.2%
St. Helena	5.90%	6.0%
Yountville	2.70%	3.1%
NVTA Administration	1.00%	2.0%
Regional Capital Projects (Includes Debt Service)		7.3%
Total	100%	100%

The agreed upon proposal is a return to source/lane miles hybrid, updated every 5 years and calculated using the most recent three years to allow for planning and smoothing. No jurisdiction would receive less than 3% of the LSR revenues.

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.
- Minimizes or eliminates impacts of regional capital projects funding and financing on local streets and road program revenues.

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 different scenarios to better understand the revenues each jurisdiction might receive over the 30-year life of Measure U. Below is an example of the revenues a jurisdiction would receive under different bonding scenarios. NVTA bond issuance will be based on several factors including shovel-ready projects, economic conditions, and the health of the bond market.

Jurisdiction	Measure T* Remaining	Measure U PayGo (In \$1,000s)	Measure U Scenarios Range (In \$1,000s)
		Without Bonding	With Bonding
American Canyon	\$48,222	\$92,722	\$76,012--\$79,748
Calistoga	\$16,909	\$34,771	\$28,504--\$29,905
City of Napa	\$252,697	\$465,931	\$381,960--\$400,732
County of Napa	\$248,313	\$449,705	\$368,658--\$386,777
St. Helena	\$36,950	\$76,496	\$62,710--\$65,792
Yountville	\$16,909	\$39,407	\$32,305--\$33,893

*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 which will result in meaningful changes in Napa Valley's pavement condition.

Jurisdiction	Financing Structure: Measure U Bonding	Measure T
	Scenarios Range	
Countywide Average	73.9--74.6	59.3

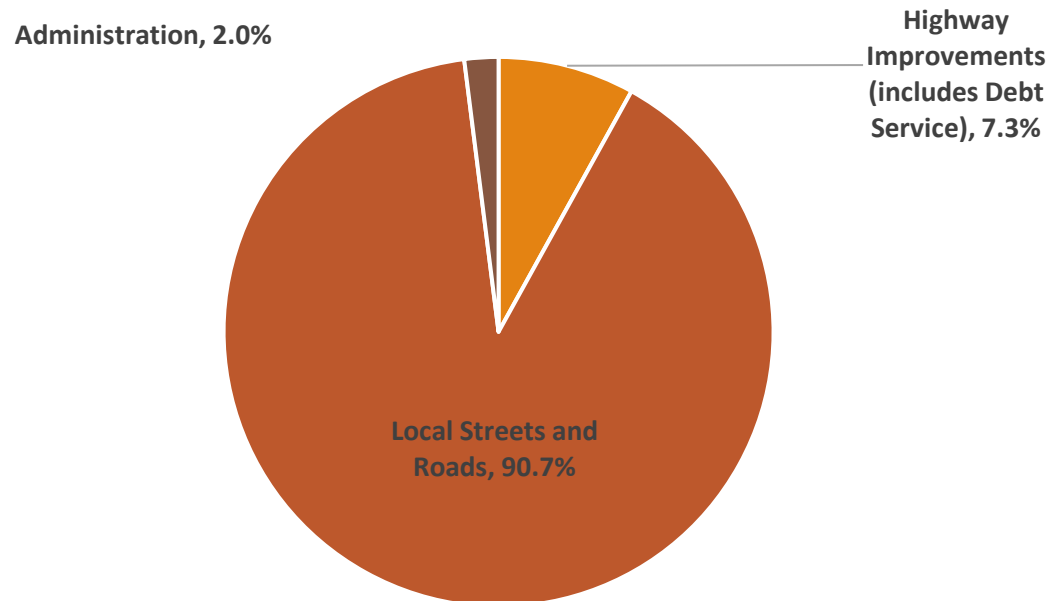
MTC's PCI Scores Condition Categories	
Very Good	70+
Good	50-70
Poor	25-50
Very Poor	0-25



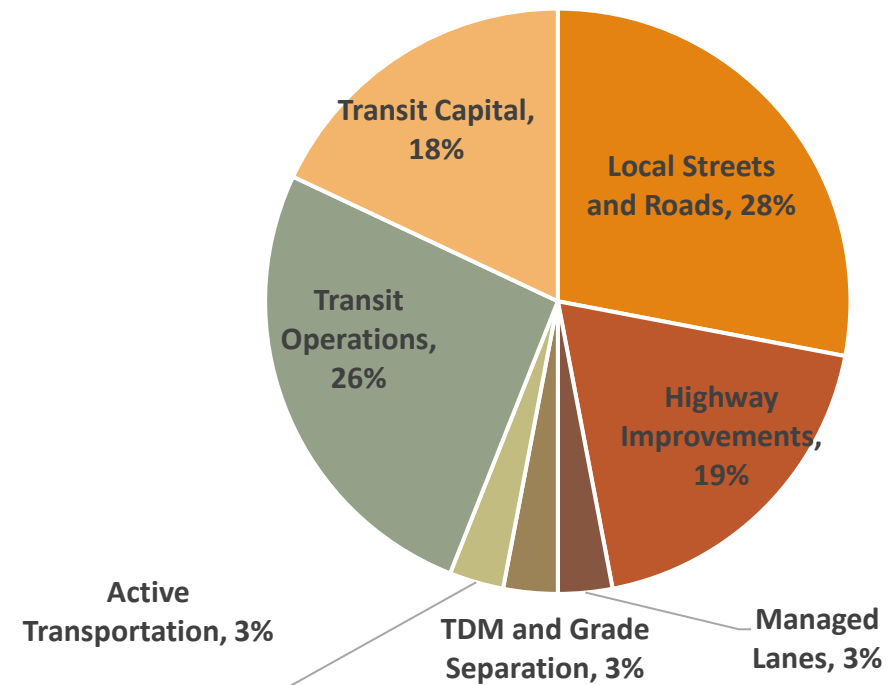
Soscol Ave. Newly Paved

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**

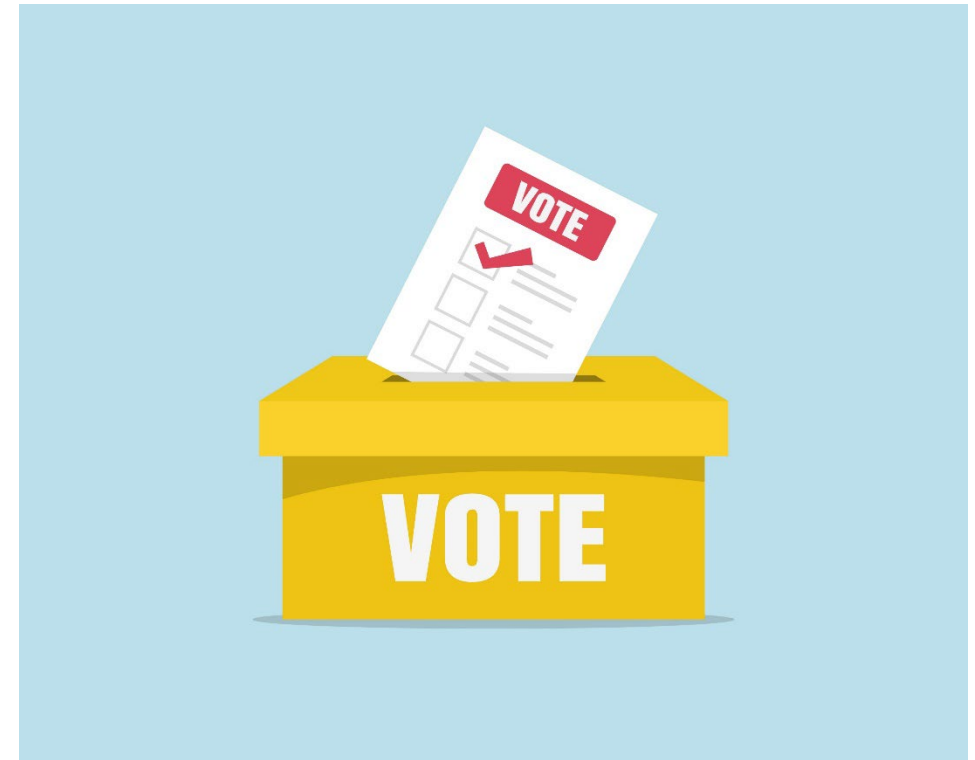


Self Help County Coalition (25 Counties)

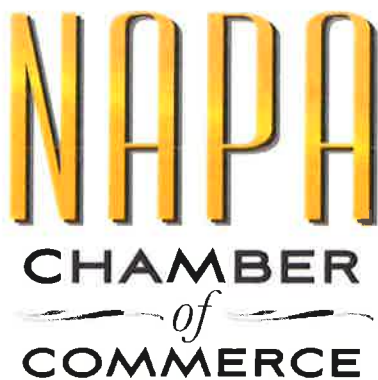


Timeline and Next Steps

- ✓ 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*






Board of Directors
Chair, Christi Coors Ficeli *Goosecross Cellars*
Michael Basayne, *SBDC*
Greg Brun, *Napa Valley Wine Train*
Andrea Clarke, M.D., *Kaiser Permanente*
Michael Collins, *Archer Hotel Napa*
Alonso Corona, *SSAM, Inc.*
Debra Dommen, *Treasury Wine Estates*
Ken Frank, *La Toque*
Adam Ghisletta, *Avenue 8 Real Estate*
Dave Graham, *Bottlerock Presents*
George Nielson, *Nielson Construction*
Richard Rybicki, *Rybicki & Assoc.*
Kevin Teague, *Holman Teague*

 1556 First Street
 Napa • CA • 94559

 E admin@napachamber.com
 O 707.226.7455

President & CEO Jeri Hansen
 E Jeri@napachamber.com
 O 707.254.1146

V.P. of Operations Philippa Perry
 E Philippa@napachamber.com
 O 707.254.1145

*Napa Chamber of Commerce is a 501(c)(6),
 Not-for-Profit Organization*
Tax ID# 94-0705300

April 16, 2024

Dear Mayor Sedgley and members of the Napa City Council,

The Napa Chamber of Commerce Board of Directors voted unanimously to support Measure U, the Napa Valley Transportation Improvement Act, which will replace the existing Measure T.

Our decision to support Measure U is based on multiple factors.

Primarily, Measure U would not result in any tax increase or create a new sales tax but would rather generate a better expenditure plan and program that works to improve the county's transportation network.

More broadly, we recognize that our traffic and transportation challenges can create barriers to economic development and may hinder continued investment in our community.

Measure U can benefit local businesses and industries by improving employee commutes and easing the movement of goods. Measure U will result in transportation sales tax revenues that work better for residents, the workforce, businesses, and visitors by improving roadway conditions and reducing traffic congestion.

Measure U also allows for the opportunity to bond, which will bring dollars forward to facilitate the completion of long-awaited transportation projects. The added investment in bike and pedestrian paths, along with upgrades and repairs of curbs, gutters and sidewalks directly serves our residents and businesses.

Another important element in Measure U is the continued citizen oversight, already included in Measure T, through the Independent Tax Oversight Committee (ITOC) to ensure funds are spent locally and responsibly.

We urge the Napa City Council to join the other jurisdictions in Napa County who are supporting Measure U and adopt the resolution approving the Napa Valley Transportation Improvement Act Expenditure Plan, as proposed by the Napa Valley Transportation Authority-Tax Agency to implement the Napa Valley Transportation Improvement Act - Measure U.

Thank you for your consideration.

Best regards,

A handwritten signature in blue ink that reads "Jeri Hansen".

Jeri Hansen
 President & CEO
 Napa Chamber of Commerce



MEMO

TO: Mayor and City Council Members
FROM: Kevin Miller, Materials Diversion Administrator
DATE: April 14, 2024
SUBJECT: Correction to Agenda Item 7.A - Adjustment to Recyclable Materials Gate Fees for the Materials Diversion Facility (Afternoon Consent Hearing)

Subsequent to publishing the agenda material for the April 16, 2024, City Council meeting, an edit to Agenda Item 7.A - Adjustment to Recyclable Materials Gate Fees for Materials Diversion Facility was identified. For Exhibit A to Attachment 1 for this item, there was an error for “Source-Separated Commercial Clear Glass from Napa County (per City Agreement No. 8782)” where the current Gate Fees of a \$20 per ton credit should have remained unchanged (as it was for green glass above it) but incorrectly showed a “\$20 per ton charge.”

ADJUSTMENT TO RECYCLABLE MATERIALS GATE FEES FOR MATERIALS DIVERSION FACILITY (Attachment 1 - EXHIBIT A)

1. The Table for Exhibit A “MDF Recyclable Materials Gate Fees Effective 5/1/204 and Effective 7/1/2024 for Napa County per City Agreement No. 8782” on page 4 of 6 has been updated as follows (see corrected term in **bolded red text** below):

Material	Master Fee Schedule No.	Current Gate Fees	Gate Fees Effective 5-1-2024 (Effective 7-1-2024 for Napa County)
Residential Recyclable Materials from Napa County (per City Agreement No. 8782)	7.16.15	\$55 per ton credit	\$25 per ton charge
Commercial Recyclable Materials from Napa County (per City Agreement No. 8782)	7.16.16	\$5 per ton credit	\$70 per ton charge
Source-Separated Commercial Green Glass from Napa County (per City Agreement No. 8782)	7.16.17	\$20 per ton credit	\$20 per ton credit

Source-Separated Commercial Clear Glass from Napa County (per City Agreement No. 8782)	7.16.18	\$20 per ton credit	\$20 per ton credit
Residential Single-Stream ("Mixed") Recyclable Materials	7.16.13	\$30 per ton credit	\$30 per ton charge
Commercial Single-Stream ("Mixed") Recyclable Materials *	7.16.14	\$10 per ton charge	\$75 per ton charge
Minimum Charge per load *		\$24 per vehicle (load)	\$24 per vehicle (load)

* Minimum Charge per load is applicable only to materials listed in the above chart with an "**"

ATTACHMENT 1

RESOLUTION R2024-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NAPA, STATE OF CALIFORNIA, ESTABLISHING RECYCLABLE MATERIALS GATE FEES AT THE CITY'S MATERIALS DIVERSION FACILITY, TO BECOME EFFECTIVE MAY 1, 2024, AND JULY 1, 2024, FOR NAPA COUNTY PER CITY AGREEMENT NO. 8782

WHEREAS, the City and Napa Recycling & Waste Services, LLC ("NRWS") are parties to a contract by which NRWS provides services to the City for Collection and Transportation of Municipal Solid Waste, Recyclable Materials, and Compostables and operation of the Napa Materials Diversion Facility (City Agreement No. 8687, hereinafter referred to as "Contract"); and the Contract was originally approved by the City Council on December 7, 2004, and was subsequently amended on April 18, 2023 (R2023-038); and

WHEREAS, under the terms of the Contract, the City, as owner of the Napa Materials Diversion Facility ("MDF"), is responsible for determining what materials are accepted at the MDF and for establishing gate fees to be charged to third party customers for certain recyclable materials delivered to the MDF; and

WHEREAS, City staff has reviewed projected revenues and costs associated with the acceptance and processing various certain recyclable materials at the MDF; and

WHEREAS, City staff has summarized the increased costs as well as decreased material sales revenues in the "2024 MDF Recyclable Materials Gate Fee Analysis," which is documented in this Resolution (including Exhibits "A" and "B," attached hereto and incorporated herein by reference) as well as the staff report to City Council accompanying this resolution and Attachment 2 to that staff report, all of which are available for public review electronically and in the office of the City Clerk; and

WHEREAS, based on the 2024 MDF Recyclable Materials Gate Fee Analysis, City staff has determined that revenue from the sales of recyclable materials have decreased substantially while processing costs have also increased and that certain gate fees should be increased (or converted from credits to charges) in accordance with this Resolution to reflect the lower market value and increased processing costs of recyclable materials; and

WHEREAS, the Utilities Director has determined that MDF recyclable materials gate fees are not subject to the California Environmental Quality Act pursuant to Public Resources Code Section 21080(b)(8), based on the findings set forth in the MDF Recyclable Materials Gate Fee Analysis; and

WHEREAS, the City is authorized to establish "recyclable materials gate fees" to recover the cost of providing services to jurisdictional and third-party contractual

ATTACHMENT 1

customers who deliver certain recyclable materials to the MDF, pursuant to the City's home rule authority as a charter city (pursuant to California Constitution, Article XI, section 5, and City of Napa Charter Section 4) and the City's police power (pursuant to California Constitution, Article XI, section 7); and

WHEREAS, the City's authority to establish "recyclable materials gate fees" is subject to the requirements of Proposition 26 (California Constitution Article XIII C, section 1(e), and the City has documented in this Resolution compliance with those requirements, as well as compliance with California Government Code Sections 66016 – 66019; and

WHEREAS, at least ten days prior to the date this Resolution is to be considered, a legal advertisement was published in the Napa Valley Register announcing a public hearing on April 6, 2024, where a staff report and cost analysis would be made available to the public documenting the amount of cost, or estimated cost, required to provide the service for which the fees herein adopted are levied and the revenue sources anticipated to provide the service; and

WHEREAS, the City Council previously established Recyclable Materials Gate Fees effective March 1, 2023, per Resolution R2023-016; and

WHEREAS, the Recyclable Materials Gate Fee for the County of Napa has been further analyzed based on composition studies specific to Recyclable Materials delivered to the City's MDF and more recent materials sales revenue data; and

WHEREAS, the City Council has considered all information related to this matter, as presented at the public meeting of the City Council identified herein, including any supporting reports by City Staff, and any information provided during public meeting.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Napa, as follows:

1. The City Council hereby finds that the facts set forth in the recitals to this Resolution are true and correct and establish the factual basis for the City Council's adoption of this Resolution.

2. The City Council hereby finds that the recyclable materials gate fees established by this Resolution are charges imposed for a specific government service that: (i) is provided directly to those who are charged the fees, and (ii) is not provided to those not charged the fees. The City Council hereby finds that the amount of the self-haul and/or contractual gate fees meet the criteria set forth in the subparagraphs to this section 2, below, based on the facts identified in this Resolution, particularly including the 2024 MDF Recyclable Materials Gate Fee Analysis identified in the recitals to this Resolution.

- a. The amount of the fees do not exceed the reasonable costs of providing the service. The fees will generate revenue to offset the estimated reasonable operational and contractual costs incurred by the City in accepting materials at the MDF for processing and recycling operations.

ATTACHMENT 1

The amount of each fee is no more than necessary to cover the costs incurred by the City in conducting the activities to provide the services for which the fees are imposed.

- b. The City has allocated the service costs to each individual fee payor in a manner that bears a reasonable relationship to each payor's burdens on, and benefits received from, the City activities and services.
- c. Based on the findings set forth in this section 2, the fees established by this Resolution are not "taxes" as defined by California Constitution Article XIII C, section 1(e).

3. The City Council hereby approves and establishes the recyclable materials gate fees and credits for the MDF in the amounts set forth in the column labeled "Gate Fees Effective 5-1-2024" on the chart in Exhibit "A" to this resolution; and those fees and credits shall become effective May 1, 2024 or July 1, 2024 for Napa County.

4. The City Council hereby authorizes the City Manager and the Finance Director to implement the fees established by this Resolution, including: (a) administratively organizing and publishing the fees in the City's Master Fee Schedule; and (b) implementing and enforcing the fees in accordance with the City Council Policy Resolution for the establishment, implementation, and enforcement of City Fees (R2018-046).

5. This Resolution shall take effect immediately upon its adoption.

I HEREBY CERTIFY that the foregoing Resolution was duly adopted by the City Council of the City of Napa at a public meeting of said City Council held on the 16th day of April, 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST: _____

Tiffany Carranza
City Clerk

Approved as to form:

Michael W. Barrett
City Attorney

ATTACHMENT 1

Exhibit A

MDF Recyclable Materials Gate Fees Effective 5/1/2023 and Effective 7/1/2024 for Napa County per City Agreement No. 8782

Material	Master Fee Schedule No.	Current Gate Fees	Gate Fees Effective 5-1-2024 (Effective 7-1-2024 for Napa County)
Residential Recyclable Materials from Napa County (per City Agreement No. 8782)	7.16.15	\$55 per ton credit	\$25 per ton charge
Commercial Recyclable Materials from Napa County (per City Agreement No. 8782)	7.16.16	\$5 per ton credit	\$70 per ton charge
Source-Separated Commercial Green Glass from Napa County (per City Agreement No. 8782)	7.16.17	\$20 per ton credit	\$20 per ton credit
Source-Separated Commercial Clear Glass from Napa County (per City Agreement No. 8782)	7.16.18	\$20 per ton credit	\$20 per ton credit
Residential Single-Stream ("Mixed") Recyclable Materials	7.16.13	\$30 per ton credit	\$30 per ton charge
Commercial Single-Stream ("Mixed") Recyclable Materials *	7.16.14	\$10 per ton charge	\$75 per ton charge
Minimum Charge per load *		\$24 per vehicle (load)	\$24 per vehicle (load)

* Minimum Charge per load is applicable only to materials listed in the above chart with an "**"

Exhibit B

**Executive Summary of Analysis and Basis for Proposed
MDF Recyclable Materials Gate Fees to become Effective 5/1/2024 and Effective
7/1/2024 for Napa County per City-County MOU for Use of the City's Materials
Diversion Facility (City Agreement No. 8782)**

Material	Master Fee Schedule No.	Narrative Description of Analysis* and Basis of specific Proposed MDF Recyclable Gate Fees to become Effective 5/1/2024
Residential Recyclable Materials from Napa County (per City Agreement No. 8782)	7.16.15	Page 2 of Analysis describes an estimated average revenue of \$191.98/ton of the category of residential "single-stream" (mixed) materials of which 70% is retained as City revenue (\$134.39/ton). The City revenue is reduced by a projected \$101.37/ton in over-baseline processing costs leaving a net City revenue of \$33.01/ton. The \$33.01/ton in estimated net revenue is further reduced by \$21.89/ton for stream's portion of MDF capital costs (p. 24 of Analysis). The proposed gate fee (charge) is the approximate midpoint of the 20% market volatility buffer (p. 3 of Analysis).
Commercial Recyclable Materials from Napa County (per City Agreement No. 8782)	7.16.16	Page 2 of Analysis describes an estimated average revenue of \$101.56/ton of the category of commercial "single-stream" (mixed) materials of which 70% is retained as City revenue (\$71.09/ton). The City revenue is reduced by a projected \$101.37/ton in over-baseline processing costs leaving a net City revenue of negative \$30.28/ton. The negative \$30.28/ton in estimated revenue is further reduced by \$21.89/ton for stream's portion of MDF capital costs (p. 24 of Analysis). The proposed gate fee (charge) is the approximate midpoint of the 20% market volatility buffer (p. 3 of Analysis).
Source-Separated Commercial Green Glass from Napa County (per City Agreement No. 8782)	7.16.17	The credit recommended for this specific material type is based on a stable value of glass for CY2023 vs. CY2023 and previous methodology specific to City Agreement No. 8782 with Napa County for source-separated commercial glass delivered to City's MDF.

ATTACHMENT 1

Source-Separated Commercial Clear Glass from Napa County (per City Agreement No. 8782)	7.16.18	The credit recommended for this specific material type is based on a stable value of glass for CY2023 vs. CY2022 and previous methodology specific to City Agreement No. 8782 with Napa County for source-separated commercial glass delivered to City's MDF.
Residential Single-Stream ("Mixed") Recyclable Materials	7.16.13	Page 1 of Analysis describes an estimated average revenue of \$179.63/ton of the category of residential "single-stream" (mixed) materials of which 70% is retained as City revenue (\$125.74/ton). The City revenue is reduced by a projected \$101.37/ton in over-baseline processing costs leaving a net City revenue of \$24.37/ton. The \$24.37/ton in estimated net revenue is further reduced by \$21.89/ton for stream's portion of MDF capital costs (p. 24 of Analysis). The proposed gate fee (charge) is the approximate midpoint of the 24% market volatility buffer (p. 3 of Analysis).
Commercial Single-Stream ("Mixed") Recyclable Materials *	7.16.14	Page 1 of Analysis describes an estimated average revenue of \$109.20/ton of the category of commercial "single-stream" (mixed) materials of which 70% is retained as City revenue (\$76.44/ton). The City revenue is reduced by a projected \$101.37/ton in over-baseline processing costs leaving a net City revenue of negative \$24.94/ton. The negative \$24.94/ton in estimated revenue is further reduced by \$21.89/ton for stream's portion of MDF capital costs (p. 24 of Analysis). The proposed gate fee (charge) is the approximate midpoint of the 24% market volatility buffer (p. 3 of Analysis).
Minimum Charge per load *		Minimum charge set based on separate analysis performed for public MDF Gate Fees set by Council resolution R2024-005.

- Note: "Analysis" refers to 2024 MDF Recyclable Materials Gate Fee Analysis (which is Attachment 2 to staff report for this item on the Napa City Council agenda for April 16, 2024 meeting).



MEMO

TO: Mayor and City Council Members
FROM: Tiffany Carranza
DATE: April 16, 2024
SUBJECT: Correction to Agenda Item 7.B. - Ace & Vine (Polvora) Card Table Expansion

Subsequent to publishing the agenda material for the April 16, 2024, City Council meeting, an edit to the recommended action of Agenda Item 7.B. - Ace & Vine (Polvora) Card Table Expansion - was identified.

Item 7.B. is the first reading of the proposed ordinance, and therefore the first recommended action, of the proposed two for the item, should read “Approve the first reading and introduction of an ordinance amending Napa Municipal Code Section 5.16.140 (Limitations on Authorized Tables) to increase the number of card tables permitted to be in operation at one time in a card room from nine to 11 and determining that the actions authorized by this ordinance are exempt from CEQA.

Redlined correction is included below, for reference:

~~Adopt~~ Approve the first reading and introduction of an ordinance amending Napa Municipal Code Section 5.16.140 (Limitations on Authorized Tables) to increase the number of card tables permitted to be in operation at one time in a card room from nine to 11 and determining that the actions authorized by this ordinance are exempt from CEQA.