



NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Letter

TO: Citizen Advisory Committee
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SUBJECT: Countywide Transportation Plans Overview

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) requires that the Bay Area County Transportation Agencies (CTAs) complete a long-range transportation plan – generally 25 years – called the Countywide Transportation Plan (CTP). The current CTP, Advancing Mobility 2045, adopted in May 2021 delineates priorities for the Napa Valley Transportation Authority and Napa County's transportation system. These include alleviating congestion, enhancing traffic safety, developing active transportation infrastructure, ensuring more dependable and frequent bus services, and sustaining and repairing the existing transportation network. This was the first CTP to include performance metrics for monitoring and measuring progress towards plan goals and objectives. Recently, NVRTA completed a mid-plan review of the CTP performance metrics covering equity, safety, congestion, economic stability, sustainability and maintenance and preservation, to analyze and identify performance trends. Of the fourteen metrics, just five were achieved since the plan adoption, much of which was due to challenges resulting from the Covid-19 pandemic.

In addition to the CTP, more specifically focused plans for active transportation and community-based transportation are adopted approximately once every four or five years to help inform the CTP. NVRTA also studies travel behavior to identify how, when and where trips are being made in Napa Valley. The Travel Behavior Study (TBS) helps us understand travel demand patterns to help refine and inform the Napa Travel Model and inform associated efforts such as transit route planning and the CTP.

Beginning this summer, NVTa will be kicking off the Travel Behavior Study, the Community Based Transportation Plan, and the Countywide Active Transportation Plan and later this fall will start the process for updating the CTP.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

The Metropolitan Transportation Commission's Regional Transportation Plan known as Plan Bay Area (PBA) is in its 3rd iteration, called Plan Bay Area 2050+. The plan is undergoing a minor update to the plan "Blueprint", which provides the framework and vision for the Bay Area reflective of state and regional climate and equity goals and includes:

- Forecasts and assumptions about the Bay Area's future (population, jobs, financial needs and revenues, sea level rise, etc.)
- Strategies for public investment and policy reform; and
- Geographies where future housing and/or job growth can be focused on the Plan's strategies.

MTC uses computer-generated models and simulations to analyze the Blueprint's effectiveness in achieving shared future goals like housing affordability, reduced greenhouse gas emissions and safety. The final Blueprint is expected to be approved this summer.

Each of the nine Bay Area County Transportation Agencies (CTAs) adopt CTP's in coordination with the regional effort to reflect local priorities and financial needs for transportation. NVTa plans to kick-off the next CTP update this October by holding a focused workshop with the NVTa Technical Advisory Committee (TAC) members. Following the TAC workshop, staff will hold its bi-annual Board Retreat in Spring 2025 focused on the CTP effort. The workshop/retreat will be designed to:

- Educate members on the interconnectedness of land use and transportation policies and programs
- Discover what policies, projects and programs will help achieve the Plan goals
- Create opportunities to adjust current goals and objectives for achieving the Plan's success

The CTP process is expected to take approximately 14 months and should be adopted no later than early 2026 in compliance with regional guidelines. NVTa staff will work closely with jurisdictions during the plan process to ensure coordination between local and regional priorities.

A. Travel Behavior Study

NVTA completed the first Travel Behavior Study (TBS) in 2014, and an update in 2020. This next iteration will compare pre/post-pandemic travel behavior and analyze how travel patterns and trip purpose has changed or altered. The TBS is instrumental in informing multiple other plans, including the CTP, and the Short-Range Transit Plan (SRTP), as well as the Napa/Solano Travel Model. The goal of the TBS is to understand travel demand and patterns to refine the Solano/Napa Travel model, inform transit route planning and the CTP.

The study will identify points of entry/exit, number of trips and destinations and will focus on work/school and non-work/visitor trips in Napa Valley. The TBS will evaluate travel modes, vehicle occupancies and times of day/week when the system is most used and will include seasonal variations related to workers, students, visitors and weekday/weekend travel.

As the landscape for travel data collection has changed over recent years, NVTA's consultant will use a variety of data sources to leverage the benefits and fill in the gaps unique to individual data sources. In addition, online travel surveys and vehicle count data will be utilized to fully understand local travel patterns. An online interactive storyboard will be utilized to help communicate data and findings to the public.

The TBS will kick off in July and is scheduled to be completed in Spring of 2025.

B. Community Based Transportation Plan (CBTP)

In 2002, MTC initiated the Community Based Transportation Planning Program (CBTP) to identify the needs of low-income communities through a collaborative effort from residents, community organizations and transportation agencies. The current CBTP adopted in 2020, identifies five census tracts in Napa County that have a significant concentration of underserved populations, also known as Equity Priority Communities (EPC), identified by MTC. As part of the CBTP process, NVTA may include additional locally-identified census-tracts that have high concentrations of low-income and at least three other demographics, if it is found there are tracts that meet higher concentrations than Napa County's average in specific underserved populations.

The CBTP is a community-driven process which will engage residents and community organizations in conducting the analysis that shapes recommendations. The focus will be on currently identified EPC's and any additionally identified communities.

Objectives include:

- Improving mobility and access for historically underserved communities
- Identifying resident-perceived transportation gaps or needs
- Transportation project or programmatic improvements that focus on affected communities, such as carshare, bikeshare or bike loaner program, rideshare

and/or carpooling and on-demand/flex-route transit, pedestrian or bicycle safety improvements near schools or jobs.

The CBTP is expected to kick off late summer/early fall and should take approximately one year to complete.

C. Active Transportation Plan (ATP)

The current countywide bicycle and pedestrian plans were adopted in 2019 and 2016 respectively. Both are due for an update, and in this next iteration NVTa will be combining both plans into a single, countywide active transportation plan, with overarching goals and objectives for improving safety and increasing active transportation throughout the county. For many, active transportation is the only means of transportation, in particular youth and seniors. Having safe, connected facilities will improve transportation accessibility for these users, as well as the entire community. According to the most recent travel behavior study, most trips made within Napa County (63%) are 5 miles or less. There is significant potential to shift these shorter trips to active modes, provided investments are made in the type of facilities and improvements that will make it more attractive to use an alternative mode.

This countywide planning effort will kick off in late summer and will include:

- An existing conditions assessment
- Bike and Pedestrian facilities mapping
- Baseline active transportation use data and future demand assessment
- Policy framework development with corresponding performance metrics
- Uniform standards & toolbox development
- Proposed facilities and improvements list
- Implementation and funding plan

Data collection and analysis over the course of this effort will inform the CTP goals and objectives for increasing active transportation and reducing VMT and GHG throughout the valley.

Over the next year, as multiple efforts are underway simultaneously, NVTa will require extensive coordination among local agency staff to ensure that local transportation priorities are effectively met. NVTa will request each agency to designate a single point of contact for each planning effort to maintain consistency.

ATTACHMENT(S)

None