



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Planning and Programming Manager
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Countywide Transportation Plan Performance Metrics Revisions

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board of Directors approve revisions to the Countywide Transportation Plan (CTP) 2050 Performance Metrics.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

The NVTA Board opened a Call for Projects for the Countywide Transportation Plan 2050 along with approval of revised performance metrics at the September Board meeting. NVTA staff received public feedback on the revised performance metrics and made minor revisions and additions to better align performance to updated CTP goals and objectives and requests the Board approve these revisions.

FISCAL IMPACT

No

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION

The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND

NVTA is responsible for developing long-range countywide transportation priorities through an integrated planning process. The NVTA Board of Directors approved the most recent Countywide Transportation Plan, Advancing Mobility 2045, in May 2021 (CTP 2021). The update to the current plan (CTP 2026) kicked off with a Board Retreat in April 2025 and is anticipated to be complete by May 2026. The Countywide Transportation Plan (CTP) is updated every four years.

The 2021 CTP was the first time performance metrics were introduced. Performance metrics in the CTP serve as a framework to measure progress toward regional goals such as safety, equity, sustainability, and system efficiency. As part of the CTP update process, performance metrics were revised to better align with updated goals and objectives, and to demonstrate the effectiveness of transportation investments. Some metrics from the previous plan were determined to still be valid, but were refined for clarity, while others were adjusted or simplified for better understanding towards demonstrating performance. After the September meeting adoption of the updated performance metrics, staff received comments from members of the public requesting minor adjustments. Staff reviewed these requested changes and agreed inclusion will improve the performance metrics overall.

Changes include:

- Shifting one metric to a different category to better align with the updated goal
- Adding trip completeness by day to monitor transit system performance
- Adding unlinked transit passenger trip mode share to understand transit mode share increases or decreases separate from other alternate modes
- Adding number of Transit Signal Priority intersections-to measure technology improvements that increase transit efficiency

Table 1 below indicates each performance metric category along with corresponding updated CTP 2050 goals. Metrics are shown in the right column in redline to indicate the revisions. Each measure specifies its data sources—both qualitative and quantitative—since not all metrics can be captured numerically but still contribute important information about transportation impacts and outcomes.

Staff recommends the Board approve these minor changes to the CTP performance metrics to be used for evaluating and tracking performance of the programs and projects once the final CTP is adopted later next year.

Table 1: CTP 2026 Performance Metrics-Revised

Performance Metric Category & Goal	Measure
Equity: Distribute Resources to ensure all community members have equal access to jobs, services and education	<ul style="list-style-type: none"> Expand transit pass sales for students, seniors and disabled individuals. Source: NVTA Number of projects or programs that improve access for equity priority communities. Source: NVTA
System Safety: Improve system safety for all users	<ul style="list-style-type: none"> Number of complete streets projects in design and/or funded. Source: NVTA Biennial rate of severe injury and fatal collisions countywide. Source: TIMS/SWITRS
Strong Stewardship of Public Funds: Optimize financial resources by building on federal, state and regional relationships	<ul style="list-style-type: none"> Travel time from specified origin to destination (minutes/hours reduced by 2050). Source: Inrix Explore public-private partnerships for alternative transportation programs and projects. Source: NVTA Trip Completeness by Day (Transit System Performance). Source: NVTA GTFS (added per public comment)
Economic Vitality: Improve the movement of people and goods	<ul style="list-style-type: none"> Truck travel time from specified origin to destination (minutes/hours reduced by 2050) Source: Inrix Number of jobs accessible by transit within one hour during the morning commute period. Source: GIS exercise using GTFS and LEHD jobs data Increase number of active users in NVTA's TDM program by targeting large employers. Source: V-Commute (shifted-better aligned with this category)
Energy: Reduce the impacts of transportation on the Environment, including climate change and emissions	<ul style="list-style-type: none"> Replace gas-powered buses and expand fleet with alternative fuel-powered buses. Source: NVTA Share of green trips. Source ACS Unlinked transit passenger trip mode share. Source: NVTA
Maintenance and Rehabilitation: Improve and modernize the existing transportation system	<ul style="list-style-type: none"> Countywide PCI score of 70. Source: MTC Vital Signs Number of TSP intersections countywide: Source: NVTA

ALTERNATIVES

The Board could decide not to accept these proposed changes and keep the previously adopted metrics.

COUNTYWIDE PLAN GOALS MET BY THIS PROPOSAL

Goal 1: Serve the transportation needs of the entire community regardless of age, income or ability.

Performance metrics provide an understanding of how well transportation programs and projects and investments serve community members, which allows us to evaluate and improve as needed to provide the highest level of transportation services to all community members.

ATTACHMENT(S)

None