



NAPA VALLEY TRANSPORTATION AUTHORITY

COVER MEMO

SUBJECT

Proposed Revisions to the Countywide Transportation Plan Goals and Objectives

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board review and approve the revised Countywide Transportation Plan Goals and Objectives to ensure continued alignment with NVTA's programs, projects and policies.

EXECUTIVE SUMMARY

Each of the nine Bay Area County Transportation Agencies (CTAs) is required to adopt a Countywide Transportation Plan (CTP) every four years, which aligns with the regional Plan Bay Area initiative to address local transportation priorities and financial needs. CTPs also serve as essential building blocks for the development of MTC's larger regional transportation plan. The current CTP- "Advancing Mobility 2045", was adopted in 2021, it is necessary for NVTA to update the plan to extend its forecast year to 2050. The CTP update process should be complete by early 2026, ensuring it is prepared in time for the next regional transportation planning cycle.

At the special Board Retreat held on April 16, the Board reviewed goals and objectives from, Advancing Mobility 2045. Staff developed proposed changes to the goals and objectives based on the feedback received at the April retreat and is requesting the board review and approve the proposed revisions to the CTP goals and objectives.

FISCAL IMPACT

No



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Proposed Revisions to the Countywide Transportation Plan Goals and Objectives

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board review and approve revised Countywide Transportation Plan Goals and Objectives to ensure continued alignment with NVTA's programs, projects and policies.

COMMITTEE RECOMMENDATION

None

BACKGROUND

The CTP is part of a regional planning process that culminates in the publication of a Regional Transportation Plan (RTP) by the Metropolitan Transportation Commission (MTC). Programs and projects submitted to MTC for inclusion in the RTP, known as "Plan Bay Area", must be fiscally constrained. The CTP also includes projects and programs where funding has not been identified (unconstrained plan) allowing them to advance should additional funding be identified. Projects must be included in the plan to move forward or they cannot move advance until the next CTP and RTP cycle. As part of the planning effort, Goals and Objectives are defined to help guide staff, member agencies, and the public to frame projects and programs that are included in the plan.

Goals and objectives developed in the current CTP, Advancing Mobility 2045, were based on concepts that still hold relevance today. These include:

- **Transportation Limitations:** Napa County faces physical and environmental constraints that restrict the expansion of highways and roads, limiting the ability to reduce traffic congestion through infrastructure growth.

- **Commuter and Visitor Impact:** Peak traffic congestion is intensified by both tourism and regional commuting (pass-through trips). However, a significant portion of the traffic stems from Napa County employees commuting in from outside the area and residents commuting out for work.
- **Commuting Habits:** The majority of Napa County commuters drive alone. Only a small percentage of commuters take transit, carpool or vanpool, bike or walk to work, indicating limited use of alternative transportation modes.
- **Housing Affordability:** High housing costs in Napa County create challenges in developing enough affordable housing to accommodate the county's workforce.

At its retreat in April, the Board provided significant feedback to help staff create proposed revisions to the Goals and Objectives. Attachment 1 includes the proposed revisions to the Goals and Objectives and the Board adopted Goals and Objectives from the previous CTP.

ALTERNATIVES

The Board can decide to retain the existing Goals and Objectives or provide revisions to the newly proposed Goals and Objectives.

STRATEGIC GOALS MET BY THIS PROPOSAL

The Countywide Transportation Plan serves as the foundation for all strategic goals guiding transportation improvements countywide. Updating the strategic goals and objectives ensures continued alignment with the programs, projects, and policies implemented by NVTa.

ATTACHMENT(S)

- 1) Revised Goals and Objectives Matrix

Goal Number	Category	Goal-Current	Objectives	Goal-Proposed	Objectives-Proposed
1	Equity	Serve the transportation needs of the entire community regardless of age, income, or ability	<ol style="list-style-type: none"> 1. Provide safe access to jobs, schools, recreation and other daily transportation needs for Napa's residents and visitors 2. Endeavor to serve the special transportation needs of senior, children and the disabled 3. Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible 4. Provide affordable transportation solutions to Ensure access to jobs, education, goods and services for all members of the community 	Distribute resources to ensure all community members have equal access to jobs, services, and education.	<ol style="list-style-type: none"> 1. Address the unique transportation needs of seniors, children, individuals with disabilities and other vulnerable populations 2. Offer affordable and sustainable transportation options to support economic opportunity and community well-being.
2	System Safety	Improve system safety in order to support all modes and serve all users	<ol style="list-style-type: none"> 1. Design roadways and other transportation facilities to enhance coexistence of all modes. 2. Educate all roadway users so they may safely coexist 3. Work with Napa Jurisdictions to adopt safety strategies such as vision zero that address their needs and requirements 4. Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the ordinance, to benefit all transportation modes 5. Promote projects that expand travel options for cyclists and pedestrians as well as those projects that reduce congestion and improve safety for vehicles, pedestrians and cyclists 	Improve Transportation System Safety for all users	<ol style="list-style-type: none"> 1. Ensure roadways and other transportation facility design provides for the safe and efficient coexistence of all travel modes. 2. Educate all transportation system users on safe behavior to reduce conflicts and prevent injuries. 3. Support and prioritize projects that expand safe travel options for vulnerable system users.
3	Taxes	Use Taxpayer dollars efficiently	<ol style="list-style-type: none"> 1. Continue to prioritize local streets and road maintenance, consistent with Measure T 2. Invest in timely and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone 3. Identify innovative alternative solutions that minimize costs, maximize system performance, and reduce congestion 4. Explore new transportation funding sources, including fees associated with new development 5. Foster partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC), and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County 	Optimize financial resources by building on federal, state, and regional relationships.	<ol style="list-style-type: none"> 1. Leverage local funding to draw new federal and state funding to the region. 2. Advocate for funding to provide direct and frequent bus service and infrastructure to make public transit a competitive and sustainable transportation alternative 3. Pursue cost-effective, innovative solutions that improve system performance, reduce congestion, and make efficient use of available resources

Goal Number	Category	Goal-Current	Objectives	Goal-Proposed	Objectives-Proposed
4	Economic Vitality	Support Napa County's economic sustainability	<ol style="list-style-type: none"> 1. Identify and improve key goods movement routes 2. Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites 3. Improve transportation services aimed at visitors, including alternatives to driving 4. Support policies that shift travel from peak to non-peak hours 	Improve the movement of people and goods.	<ol style="list-style-type: none"> 1. Identify and improve key goods movement routes 2. Coordinate with employers to implement travel demand management objectives 3. Improve transportation services aimed at visitors, including alternatives to driving
5	Energy	Minimize the energy and other resources required to move people and goods	<ol style="list-style-type: none"> 1. Prioritize projects that reduce greenhouse gases 2. Increase mode share for transit, walking and bicycling 3. Reduce vehicle miles traveled (VMT) 4. Encourage the provision of alternative fuel infrastructure 5. Invest in improvements to the transportation network that serve land use, consistent with SB 375 6. Identify revenues that support investments in Priority Development Areas (PDAs) and Priority Production Areas (PPAs) 	Reduce the impacts of transportation on climate change and emissions.	<ol style="list-style-type: none"> 1. Support projects that increase the mode share of transit, walking and biking 2. Support infrastructure that reduces the consumption of fossil fuels and reduces vehicle miles traveled. 3. Encourage mixed use development and affordable housing around transit centers.
6	Maintenance and Rehabilitation	Prioritize the maintenance and rehabilitation of the existing system	<ol style="list-style-type: none"> 1. Deliver Measure T projects effectively 2. Focus funding on maintenance priorities 	Improve and Modernize the Existing System	<ol style="list-style-type: none"> 1. Prioritize maintenance of the existing system 2. Implement emerging technologies that improve system effectiveness and efficiencies