



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
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 Progress Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

All Bay Area County Transportation Agencies (CTAs) are required to adopt a Countywide Transportation Plan (CTP) every four years, which aligns with the Metropolitan Transportation Commission's 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. The new CTP update, *Intersections 2050*, began in February 2025 and is expected to take approximately 14-18 months, ensuring it is prepared in time for the next regional transportation planning cycle in mid-2026.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND

The CTP is part of a regional planning process. Priority projects identified in the CTP are included in the 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. 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. Additionally, performance metrics relating to each goal category allow for monitoring the plan's implementation progress. Much of the task work has been completed with the final stages of the plan taking place early next year with the expectation of plan adoption by late spring, early summer.

The following is a review of CTP progress-to-date:

Data Collection and Baseline Assessment

NVTA staff and the consultant project team have been working to update data from the past plan, along with updates provided through parallel planning efforts including:

- Establishing updated transportation system benchmarks (Solano/Napa Activity-Based Travel Model-SNABM-Kick off December 2025):
 - Traffic volumes, travel times, and congestion trends
 - Transit ridership and service characteristics
 - Travel demand and land use forecasts
- Updated demographic and equity mapping using 2022 Census ACS datasets and MTC equity frameworks through the NVTA Community Based Transportation Plan Process.
- Active transportation and safety data (including Vision Zero integration)
- Travel Behavior Study Update-Completed July 2025 to inform the Travel Model update and identify local countywide travel trends.

Emerging Needs Assessment

A new analysis section in the plan will identify systemwide needs through 2050 to address emerging needs relative to climate, safety, and post pandemic travel, including:

- Wildfire and disaster evacuation constraints
- Housing growth impacts, particularly in high-growth areas and Priority Development Areas
- Safety trends, including severe-injury crash patterns and corridors of concern
- Post-pandemic travel changes, including remote work and midday travel growth
- Aging population mobility needs and paratransit demand projections as identified in the Accessible Transportation Needs Assessment (ATNA)
- New technologies, including EV uptake, micromobility and connected infrastructure

Community Engagement

Significant outreach has taken place over the past year under several planning efforts (Community Based Transportation Plan, Active Transportation Plan and the Travel Behavior Study, all of which directly inform the CTP effort. The CBTP and AT Plan were involved in well over 60 meetings, including one-on-one coordination meetings with jurisdiction staff planning and public works teams, outreach at community events, open house events, online workshops and mapping tools.

The last phase of outreach for the CTP will include three focus group events with representatives from a broad range of stakeholders. Staff requested the Board submit a list of stakeholders to participate from their jurisdictions to ensure their communities are well represented. One group will focus on the upper valley communities of Calistoga, St. Helena and Yountville, the second will focus on the City of Napa and the third on south county and the City of American Canyon. Focus groups will include Board members and staff from each jurisdiction and will take place early 2026.

Goals, Strategies & Performance Measures

- Refined CTP goal framework (safety, mobility, equity, environment, and system stewardship-adopted by the NVTA Board in June. (Attachment 1)
- Updated performance measures to include both quantitative and qualitative indicators (Attachment 2)
- Currently Underway: Development of a draft project evaluation framework to assess corridors, programs, and major capital projects.

CTP Projects Review-Update

- September/October-Call for Projects
 - Jurisdiction project list submissions
 - AT Plan project prioritization
 - CBTP Projects and Programs
 - Transit capital needs
- November/December-Review of early candidate projects for inclusion in the draft CTP- including safety upgrades, transit corridor enhancements, bike/ped gap closures, and congestion relief projects.

Next Steps (Winter/Spring 2026)

- January-Complete draft project evaluation framework
- February-Release draft needs assessment-project/program list for committee/Board review
- February-Conduct second round of community engagement-Focus Groups
- March-Prepare preliminary constrained project list and funding strategy
- April-Draft Countywide Transportation Plan for review

ATTACHMENTS

- (1) 2050 CTP Goals and Objectives
- (2) 2050 CTP Performance Metrics-Revised

2050 CTP Goals and Objectives

Category	Goal	Objectives
Equity	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
System Safety	Improve 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
Strong Stewardship of Public Funds	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
Economic Vitality	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
Energy	Reduce the impacts of transportation on the Environment, including 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
Maintenance and Rehabilitation	Improve and modernize the existing transportation system	<ol style="list-style-type: none"> 1. Prioritize maintenance of the existing system 2. Implement emerging technologies that improve system effectiveness and efficiencies

2050 CTP Performance Metrics*

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
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
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

*Revised December 17 2025