

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, April 4, 2024
2:00 PM

JoAnn Busenbark Boardroom

Technical Advisory Committee (TAC)

The Napa Valley Transportation Authority (NVTa) Technical Advisory Committee (TAC) meeting will be held in person. A Zoom option will be available for members of the public to participate. All committee members are expected to participate in person and follow the traditional Brown Act rules.

All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) are posted on the NVTa website at:
<https://nctpa.legistar.com/Calendar.aspx>

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 97545900346
- 2) To join the Zoom meeting by phone dial 1-669-900-6833, enter meeting ID: 975 4590 0346 If asked for the participant ID or code, press #.

Public Comments

Members of the public may comment on matters within the purview of the Committee that are not on the meeting agenda during the general public comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. Members of the public are welcome to address the Committee, however, under the Brown Act Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.

Instructions for submitting a Public Comment in writing are on the next page.

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 9 a.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button (click on the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to "Raise Your Hand" are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

2. To comment by phone, press "*9" to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself by pressing "*6" when it is your turn to make your comment, for up to 3 minutes. After the allotted time, you will be re-muted.

Instructions on how to join a Zoom video conference meeting are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

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Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

All materials relating to an agenda item for an open session of a regular meeting of the NVTA TAC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

Materials distributed to the members of the Committee present at the meeting will be available for public inspection after the meeting. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8627 during regular business hours, at least 48 hours prior to the time of the meeting.

Note: Where times are indicated for agenda items, they are approximate and intended as estimates only, and may be shorter or longer as needed.

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8627. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA TAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

1. Call To Order
2. Roll Call
3. Public Comment
4. Committee Member Comments
5. Staff Comments

6. STANDING AGENDA ITEMS

- 6.1 County Transportation Agency Report (Danielle Schmitz)
- 6.2 Project Monitoring Funding Programs* (Addrell Coleman)
- 6.3 Caltrans' Report* (Amani Meligy)
- 6.4 Vine Trail Update (Eric Janzen)
- 6.5 Transit Update (Rebecca Schenck)
- 6.6 Measure T Update (Addrell Coleman)

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

PRESENTATIONS

- 7.1 **Priority Conservation Area (PCA) Refresh Presentation (Michael Germeraad, Metropolitan Transportation Commission)**
Recommendation: Information only
Estimated Time: 2:30 p.m.
- 7.2 **Solano Napa Activity Based Model (SNABM) Land Use Update (Arthur Chen, TJKM)**
Recommendation: TJKM staff will review the updated Solano Napa Activity Based Model.
Estimated Time: 2:45 p.m.

8. CONSENT AGENDA

8.1 Meeting Minutes of February 1, 2024 Technical Advisory Committee (TAC) Meeting (Kathy Alexander) (Pages 8-12)

Recommendation: TAC action will approve the February 1, 2024 TAC Meeting Minutes.

Estimated Time: 3:00 p.m.

Attachments: [Draft Minutes.pdf](#)

9. REGULAR AGENDA ITEMS

9.1 Transportation Development Act Article 3 Call for Projects and Guidelines Review (Diana Meehan) (Pages 13-29)

Recommendation: That the Technical Advisory Committee (TAC) review the updated TDA 3 Program Guidelines and recommend the Napa Valley Transportation Authority (NVTa) Board approve the updated TDA-3 Program Guidelines, and open a Call for Projects at its April 17, 2024 meeting.

Estimated Time: 3:00 p.m.

Attachments: [Staff Report.pdf](#)

9.2 Transportation Fund for Clean Air (TFCA) 40% Fund - Extension of Call for Projects (Diana Meehan) (Pages 30-31)

Recommendation: That the Technical Advisory Committee (TAC) receive an update from Napa Valley Transportation Authority (NVTa) staff regarding an extension of the Call for Projects for the Transportation Fund for Clean Air (TFCA) 40% Fund. Information only

Estimated Time: 3:10 p.m.

Attachments: [Staff Report.pdf](#)

9.3 Napa Countywide Transportation Plan, Advancing Mobility - 2045 Performance Metrics Mid-Plan Review (Diana Meehan) (Pages 32-110)

Recommendation: That the Technical Advisory Committee receive an update on the County Transportation Plan, Advancing Mobility - 2045 Performance Metrics. Information only

Estimated Time: 3:15 p.m.

Attachments: [Staff Report.pdf](#)

**9.4 Countywide Active Transportation Permanent Counter Program
(Diana Meehan) (Pages 111-116)**

Recommendation: Staff will provide an overview of a potential countywide bicycle and pedestrian permanent counter program. Information/discussion

Estimated Time: 3:25 p.m.

Attachments: [Staff Report.pdf](#)

9.5 Legislative Update* (Kate Miller)

Recommendation: Information only

Estimated Time: 3:35 p.m.

**9.6 Review of April 17, 2024 Draft NVTa-TA and NVTa Board Meeting
Agendas* (Kate Miller)**

Recommendation: Information only

Estimated Time: 3:40 p.m.

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

**11.1 The next regularly scheduled meeting for the NVTa Technical Advisory
Committee is May 2, 2024 at 2:00 p.m.**

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., Friday, March 29, 2024.

Kathy Alexander

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

AB 32	Global Warming Solutions Act	FAS	Federal Aid Secondary
ABAG	Association of Bay Area Governments	FAST	Fixing America's Surface Transportation Act
ACFR	Annual Comprehensive Financial Report	FHWA	Federal Highway Administration
ADA	American with Disabilities Act	FTA	Federal Transit Administration
APA	American Planning Association	FY	Fiscal Year
ATAC	Active Transportation Advisory Committee	GHG	Greenhouse Gas
ATP	Active Transportation Program	GGRF	Greenhouse Gas Reduction Fund
BAAQMD	Bay Area Air Quality Management District	GTFS	General Transit Feed Specification
BAB	Build America Bureau	HBP	Highway Bridge Program
BART	Bay Area Rapid Transit District	HBRR	Highway Bridge Replacement and Rehabilitation Program
BATA	Bay Area Toll Authority	HIP	Housing Incentive Program
BIL	Bipartisan Infrastructure Law (IIJA)	HOT	High Occupancy Toll
BRT	Bus Rapid Transit	HOV	High Occupancy Vehicle
CAC	Citizen Advisory Committee	HR3	High Risk Rural Roads
CAP	Climate Action Plan	HSIP	Highway Safety Improvement Program
CAPTI	Climate Action Plan for Transportation Infrastructure	HTF	Highway Trust Fund
Caltrans	California Department of Transportation	HUTA	Highway Users Tax Account
CASA	Committee to House the Bay Area	HVIP	Hybrid & Zero-Emission Truck and Bus Voucher Incentive Program
CBTP	Community Based Transportation Plan	IFB	Invitation for Bid
CEQA	California Environmental Quality Act	ITIP	State Interregional Transportation Improvement Program
CIP	Capital Investment Program	ITOC	Independent Taxpayer Oversight Committee
CMA	Congestion Management Agency	IS/MND	Initial Study/Mitigated Negative Declaration
CMAQ	Congestion Mitigation and Air Quality Improvement Program	JARC	Job Access and Reverse Commute
CMP	Congestion Management Program	LCTOP	Low Carbon Transit Operations Program
CalSTA	California State Transportation Agency	LIFT	Low-Income Flexible Transportation
CTA	California Transit Association	LOS	Level of Service
CTP	Countywide Transportation Plan	LS&R	Local Streets & Roads
CTC	California Transportation Commission	LTF	Local Transportation Fund
CY	Calendar Year	MaaS	Mobility as a Service
DAA	Design Alternative Analyst	MAP 21	Moving Ahead for Progress in the 21 st Century Act
DBB	Design-Bid-Build	MPO	Metropolitan Planning Organization
DBE	Disadvantaged Business Enterprise	MTC	Metropolitan Transportation Commission
DBF	Design-Build-Finance	MTS	Metropolitan Transportation System
DBFOM	Design-Build-Finance-Operate-Maintain	ND	Negative Declaration
DED	Draft Environmental Document	NEPA	National Environmental Policy Act
EIR	Environmental Impact Report	NOAH	Natural Occurring Affordable Housing
EJ	Environmental Justice	NOC	Notice of Completion
EPC	Equity Priority Communities	NOD	Notice of Determination
ETID	Electronic Transit Information Displays		

Glossary of Acronyms

NOP	Notice of Preparation	SHA	State Highway Account
NVTA	Napa Valley Transportation Authority	SHOPP	State Highway Operation and Protection Program
NVTA-TA	Napa Valley Transportation Authority-Tax Agency	SNTDM	Solano Napa Travel Demand Model
OBAG	One Bay Area Grant	SR	State Route
PA&ED	Project Approval Environmental Document	SRTS	Safe Routes to School
P3 or PPP	Public-Private Partnership	SOV	Single-Occupant Vehicle
PCC	Paratransit Coordination Council	STA	State Transit Assistance
PCI	Pavement Condition Index	STIC	Small Transit Intensive Cities
PCA	Priority Conservation Area	STIP	State Transportation Improvement Program
PDA	Priority Development Areas	STP	Surface Transportation Program
PID	Project Initiation Document	TAC	Technical Advisory Committee
PIR	Project Initiation Report	TCM	Transportation Control Measure
PMS	Pavement Management System	TCRP	Traffic Congestion Relief Program
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TDA	Transportation Development Act
PSE	Plans, Specifications and Estimates	TDM	Transportation Demand Management Transportation Demand Model
PSR	Project Study Report	TE	Transportation Enhancement
PTA	Public Transportation Account	TEA	Transportation Enhancement Activities
RACC	Regional Agency Coordinating Committee	TEA 21	Transportation Equity Act for the 21 st Century
RAISE	Rebuilding American Infrastructure with Sustainability and Equity	TFCA	Transportation Fund for Clean Air
RFP	Request for Proposal	TIP	Transportation Improvement Program
RFQ	Request for Qualifications	TIFIA	Transportation Infrastructure Finance and Innovation Act
RHNA	Regional Housing Needs Allocation	TIRCP	Transit and Intercity Rail Capital Program
RM 2	Regional Measure 2 Bridge Toll	TLC	Transportation for Livable Communities
RM 3	Regional Measure 3 Bridge Toll	TLU	Transportation and Land Use
RMRP	Road Maintenance and Rehabilitation Program	TMP	Traffic Management Plan
ROW (R/W)	Right of Way	TMS	Transportation Management System
RTEP	Regional Transit Expansion Program	TNC	Transportation Network Companies
RTIP	Regional Transportation Improvement Program	TOAH	Transit Oriented Affordable Housing
RTP	Regional Transportation Plan	TOC	Transit Oriented Communities
SAFE	Service Authority for Freeways and Expressways	TOD	Transit-Oriented Development
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	TOS	Transportation Operations Systems
SB 375	Sustainable Communities and Climate Protection Act 2008	TPA	Transit Priority Area
SB 1	The Road Repair and Accountability Act of 2017	TPI	Transit Performance Initiative
SCS	Sustainable Community Strategy	TPP	Transit Priority Project Areas
		VHD	Vehicle Hours of Delay
		VMT	Vehicle Miles Traveled

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

April 4, 2024
TAC Agenda Item 8.1
Continued From: New
Action Requested: Approve

Meeting Minutes - Draft Technical Advisory Committee (TAC)

Thursday, February 1, 2024

2:00 PM

JoAnn Busenbark Boardroom

1. Call To Order

Chair Ahmann Smithies called the meeting to order at 2:03 p.m.

2. Roll Call

It was noted that Member Ramirez was participating via Zoom and would not be voting.

Present: 9 - Ramirez
Chairperson Erica Ahmann Smithies
Vice Chair Rayner
Lucido
Clark
Arias
Lederer
Hecock
Janzen

Non-Voting: 3 - Meligy
Cabangangan
Melaku

Absent: 5 - Cooper
Heidary
Borba
DeRose-Hernandez
Kaplan

3. Public Comment

None

4. Committee Member Comments

Member Lederer noted Member Bordona was unable to attend.

5. Staff Comments

None

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Danielle Schmitz)

Report by Danielle Schmitz.

Caltrans reviewed its Caltrans System Investment Strategy (CSIS) Guidelines which will govern all SB 1 and transportation investments.

All locally sponsored non-SHOPP (State Highway Operation and Protection Program) Project Initiation Documents (PIDs) will be subject to the Local Sponsored Project Initiation Document (PID) Evaluation Guidance and CSIS project nomination scoring. Projects in alignment will be prioritized for future funding consideration and letters of support. Projects will be assigned to one of the four categories indicating how well it aligns with the Climate Action Plan for Transportation Infrastructure (CAPTI).

Caltrans is still working on defining capacity i.e., is an interchange capacity or operations.

Legislative update:

The proposed California budget includes reductions in Regional Early Action Planning (REAP) and Active Transportation Program Cycle 7 funds.

Metropolitan Transportation Commission (MTC):

The Bay Area Housing Finance Authority approved a document to place a housing bond on the November ballot.

The Regional Transportation Revenue Measure for 2026 did not poll very well.

Plan Bay Area 2050 Plus - MTC is planning outreach at the local level to look at programmatic categories and projects as there have been revenue reductions in the Plan.

Call for projects will be released summer/fall 2024 for the following SB 1 cycles - Trade Corridor Enhancement Program (TCEP), Local Partnership Program (LPP) and Solutions for Congested Corridors Program (SCCP).

Active Transportation Program Cycle 7 Call for Projects will be released in March; applications will be due in June.

6.2 Project Monitoring Funding Programs (Addrell Coleman)

Addrell Coleman reviewed the Project Monitoring spreadsheets.

6.3 Caltrans' Report (Amani Meligy)

Amani Meligy reviewed the Caltrans monthly report.

Member Lucido asked for more information on the proposed roundabout at Hennessey and asked to be included in the project communications.

She inquired if the striping and delineators that was done on the Imola Bridge was going to be extended on the rest of Imola.

Additionally, Member Lucido noted that Caltrans construction has disrupted the signal coordination at Redwood and Trancas and Trancas and SR 29 and that City of Napa needed the contact information for Caltrans' new traffic operations team members.

Ms. Meligy asked Member Lucido to email her with any issues and she would forward it to the appropriate staff.

Kara Vernor, Napa County Bicycle Coalition, thanked Caltrans for the Class 4 bicycle lane on the Imola bridge.

6.4 Vine Trail Update (Eric Janzen)

Report by Eric Janzen.

Work on the Calistoga to St. Helena segment remains suspended due to wet weather.

The consultant is responding to Caltrans' comments on the preliminary environmental study for the Yountville to St. Helena segment.

The Napa Valley Vine Trail Coalition held a right of way workshop with the public for the Yountville to St. Helena segment.

6.5 Measure T Update (Addrell Coleman)

Report by Addrell Coleman.

Mr. Coleman thanked the jurisdictions for submitting their Maintenance of Effort (MOE) and 6.67% Equivalent certifications on time.

Semi-annual reports covering July 1- December 31, 2023 are due March 1, 2024.

Staff will take the MOE certifications and the 5-Year Project list to the Independent Taxpayer Oversight Committee (ITOC) and Napa Valley Transportation Authority-Tax Agency (NVTa-TA) Board at their March meetings.

Yountville, St. Helena and Calistoga are scheduled for Measure T project presentations at the March 6th ITOC meeting.

7. CONSENT AGENDA

7.1 Meeting Minutes of January 11, 2024 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 8-11)

MOTION by LEDERER, SECOND by HECOCK to APPROVE the January 11, 2024 Meeting Minutes. Motion passed unanimously.

8. REGULAR AGENDA ITEMS

8.1 Sales Tax Replacement Measure Draft Ordinance and Expenditure Plan (Danielle Schmitz) (Pages 12-68)

Danielle Schmitz reviewed changes to the draft ordinance and expenditure plan reflecting comments by the Technical Advisory Committee (TAC) members and the Technical Steering Committee (TSC) members. Changes include:

- The 1% variance has been eliminated
- The local streets and roads (LSR) formula has been set at a 3% minimum floor
- Jurisdictions will have up to 5% flexibility for local streets and roads funds for non-maintenance transportation projects
- Language to broaden the regional highway operations emergency evacuations projects

Ms. Schmitz also reported that the some of the up-valley jurisdictions requested specific language be added for emergency evacuation projects for the up-valley region, however, the TSC felt that the current language didn't preclude up valley emergency evacuation projects.

Member Rayner suggested adding language to expand the eligible infrastructure definition.

Ms. Schmitz replied that the current language allows more flexibility and includes the current extensive Measure T project eligibility list, which can be modified. Ms. Schmitz will send the list to the TAC.

Member Lederer asked if the regional project funds (up to \$80 million for bonding and estimated \$52 million interest) would be used for getting projects ready or for construction.

Ms. Schmitz responded that funds would be used for projects that are ready and have received grants but are not fully funded, to be used as a match to make a project more competitive for grants. NVTa would only bond the amount needed for a project.

Member Lucido expressed concern that the bonding language allows NVTa to bond late in the measure's term, i.e., at 15 years.

Kate Miller stated that NVTa's objective is to bond within the first 5-10 years as it is more cost effective, and that bond issuers and underwriters will not approve a bond that may not have revenues to cover repayment, such as a 20-year bond when there is 15 years left on the measure.

Member Lucido noted that instead of additional modeling, the City of Napa would prefer to cap the administrative costs and the regional capital projects amount and requested to discuss this further with NVTa staff.

Member Lucido also provided comments on the following:

- The need to clearly communicate the LSR allocation method with an example in the ordinance
- The years of audited financials that will be used to calculate the maintenance of effort
- The need to include clear language stating that any surplus 6.67% equivalent fund commitments under Measure T will be counted toward the 7% equivalent under the new measure

Member Arias asked how the \$80 million for capital projects was calculated.

Ms. Schmitz replied that it was backed into as being 20% of the total regional program cost, even with taking \$80 million for regional projects, the annual revenues were still well over the debt service payments; in addition, it was modeled to show that even with \$80 million going to the regional program, the jurisdictions would still be able to improve local PCI scores.

Chair Smithies called for public comment - there was none.

Chair Smithies called for a motion to recommend the Napa Valley Transportation Authority - Tax Agency (NVTa-TA) Board approve circulation of the Draft Ordinance and Expenditure Plan that will include comments from this TAC meeting.

MOTION by JANZEN, SECOND by SMITHIES to recommend the NVTa-TA Board approve circulation of the Draft Ordinance and Expenditure Plan that will include comments from this TAC meeting. Motion passed with the following vote:

Ayes: 6

Nays: 2

Abstentions: none

8.2 Transportation Fund for Clean Air (TFCA) 40% Fund for Fiscal Year End (FYE) 2025 Draft Expenditure Plan and Call for Projects for FYE 2025-2028

(Diana Meehan) (Pages 69-86)

Diana Meehan provided an overview of the Transportation Fund for Clean Air (TFCA) program that included eligible projects and the current fund estimate.

MOTION by CLARK, SECOND by LEDERER to RECOMMEND the NVTB Board approve the TFCA "40% Fund" Draft Expenditure Plan for Fiscal Year Ending 2025 and open the three-year Call for Projects for Fiscal Years 2025-2028. MOTION passed unanimously.

8.3 Vine Transit Quarterly Update (Rebecca Schenck) (Pages 87-94)

Rebecca Schenck provided an update on Vine Transit operations for the second quarter, October 1 - December 31, 2023 as well as bus stop changes and the proposed fare increase.

Information Only/No Action Taken

8.4 Legislative Update* (Kate Miller)

Kate Miller reviewed the Legislative Update.

Information Only/No Action Taken

8.5 Draft February 21, 2024 NVTB-TA and NVTB Board Meeting Agendas* (Kate Miller)

Kate Miller review the Draft February 21, 2024 NVTB-TA and NVTB Board Meeting Agendas.

Information Only/No Action Taken

9. FUTURE AGENDA ITEMS

None

10. ADJOURNMENT

10.1 The next regularly scheduled meeting for the NVTB Technical Advisory Committee is March 7, 2024 at 2:00 p.m.

Chair Smithies adjourned the meeting at 3:33 p.m.

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Program Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Transportation Development Act Article 3 (TDA-3) Call for Projects & Guidelines Review

RECOMMENDATION

That the Technical Advisory Committee (TAC) review the updated Transportation Development Act – Article 3 (TDA-3) Program Guidelines and recommend that the Napa Valley Transportation Authority (NVRTA) Board approve the updated TDA-3 Program Guidelines, and open a Call for Projects at its April 17, 2024 meeting.

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) recently amended its Policies and Procedures for TDA-3 (Resolution No. 4108). Staff has updated its local guidelines for consistency with regional guidelines and local safety plans and is requesting that the TAC review and approve changes to NVRTA's Draft TDA-3 local Guidelines. These guidelines were unanimously approved by the Active Transportation Advisory Committee at its March 18, 2024 meeting.

The NVRTA Board is scheduled to open the three-year TDA-3 call for projects at its April 17, 2024 Board meeting. If approved, project submittals will be due to NVRTA by May 31, 2024. The ATAC will review and recommend approval of TDA-3 projects received in the three-year project solicitation at a special meeting in June 2024. Following ATAC approval, projects will be submitted to the Technical Advisory Committee (TAC) at its July 11 meeting, with final NVRTA Board approval of projects on July 17th.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND & DISCUSSION

The TDA-3 program provides grants for local bicycle and pedestrian projects. The program is funded by approximately 2% of the ¼ cent Statewide Sales Tax generated in Napa. This generates approximately \$165,000 per year in revenue for Napa jurisdictions. Unused funds are accumulated and rolled over to future programming cycles.

TDA-3 funds may be used for both capital infrastructure and maintenance purposes as well as limited safety education programs, as outlined in Attachment 1. In 2018, the NVTB Board requested a change to NVTB policy that prioritized infrastructure projects for TDA-3 funds. In addition, a new infrastructure project category is allowed under TDA-3 for Quick Build project types (Attachment 1).

As of March 2024, the TDA-3 fund estimate is \$239,827 for FY 2024-25. Based on historic TDA-3 revenue, estimated funds for FY 2022-23 and 2023-24 are an additional \$330,000, bringing the total fund estimate for the three-year program to \$569,827 shown in Table 1.

Table 1. Three-Year TDA-3 Fund Estimate

	FY 2024-25	FY 2025-26	FY 2026-27	TOTAL
REVENUES	\$239,827	\$165,000*	\$165,000*	\$569,827
*FY 2025-26 and FY 2026-27 revenues are estimates for programming purposes only. When actual revenues are known, these estimates will be updated.				

While this call for projects includes the full 3-year funding cycle for the TDA-3 program, staff is recommending prioritizing applications for Quick Build projects in the first fiscal year of the funding cycle (approximately \$220,000) in order to fund newly identified bicycle and pedestrian safety projects on local roads, which is consistent with objectives of the recently adopted Napa Countywide Vision Zero Plan, as well as Local Roadway Safety Plans, Safe Routes to School Plans, and related efforts. Quick Build projects are expected to be delivered on an expedited basis and will have a TDA-3 funding limit of \$50,000 per project.

Applicants with eligible Quick Build projects are advised to consult the following guidelines and resources:

- Manual on Uniform Traffic Control Devices:
https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide: <https://nacto.org/publication/urban-bikeway-designguide/>

- Active Transportation Resource Center (ATRC) Quick Build Dropdown:
<https://caatpresources.org/index.cfm/1510>
- Alta Planning and California Bicycle Coalition Quick Build Guide:
<https://alta.com/wpcontent/uploads/Quick-Build-Guide-White-Paper-2020-1.pdf>
- People for Bikes: Quick-Build for Better Streets:
<https://www.peopleforbikes.org/reports/quick-builds-for-better-streets-a-new-projectdelivery>
- Urban Street Design Guide - Interim Design Strategies:
[https://nacto.org/publication/urban- %20street-design-guide/interim-design-strategies/](https://nacto.org/publication/urban-%20street-design-guide/interim-design-strategies/)

Recent changes to the TDA-3 Policies and Procedures include:

- Updated list of eligible project types
- Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent requirement revision
- Additional application and invoice documentation
- Formalize extension request process

Guidance updates are shown in Attachment 3.

Table 2. Timeline

ITEM	DATE
NVTA Board – Issue Call for Projects	April 17, 2024
TDA-3 Applications - Due to NVTA by 5:00 PM	May 31, 2024
Draft Program Review by ATAC	June 17, 2024
Draft Program Review by TAC	July 11, 2024
Board Approval – Program of Projects	July 17, 2024

ATTACHMENTS

- (1) Draft Local Guidelines for TDA-3 Program
- (2) Regional TDA-3 Application
- (3) TDA-3 Policies and Procedures Changes



Guide and Application for
Transportation Development Act – Article 3 (TDA-3)
Funds for Napa County

FY 2024-25 through FY 2026-27
Applications Due to NVTA:
Friday June 14, 2024 by 5:00 p.m.

NVTA
625 Burnell Street
Napa, CA 94559
Phone: 707-259-8631
Fax: 707-259-8638
www.nvta.ca.gov

The Napa Valley Transportation Authority (NVTA) is pleased to announce a Call for Projects for Transportation Development Act, Article 3 (TDA-3) funds available to Napa County jurisdictions.

The TDA-3 program is a grant program, funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$165,000 per year in revenues for Napa jurisdictions. The purpose of the TDA-3 program is to provide funding for local bicycle and pedestrian projects.

The TDA-3 program can fund a wide range of project types including:

- Construction and/or engineering of a bicycle or pedestrian capital project
- Capital purchases for maintenance of a Class I or Class IV facilities
- Enhancement of Class II bicycle lanes
- Bicycle safety education programs (no more than 5% of county total)
- Development of a comprehensive bicycle and/or pedestrian facilities plan (once every 5 years)
- Quick Build Projects

NVTA is pleased that your agency or organization has chosen the TDA-3 program as a potential funding source to complete your eligible project. This packet has been created to help guide you in submitting a successful application for funding.

The available funding for Napa County TDA-3 projects for FY 2024-25 through FY 2026-27 will be approximately \$569,827 dollars. The TDA-3 Applications will be due to NVTA by 5:00 PM on Friday, June 14, 2024.

If you have any questions, you may contact Diana Meehan, TDA-3 Program Manager at:

NVTA
625 Burnell Street
Napa, CA 94559
Phone: 707-259-8631

Sincerely,

Kate Miller
Executive Director
Napa Valley Transportation Authority

The TDA-3 Program

The California State Legislature passed the Transportation Development Act (TDA) in 1971, which was subsequently signed into law by Governor Reagan. The TDA provides one of the major funding sources for public transportation in California. Transportation Development Act (TDA) funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA is a set-aside of approximately 2% of those monies. Under Article 3 of the TDA, funds allocated to Napa County are available to local jurisdictions for bicycle and pedestrian projects.

The Metropolitan Transportation Commission (MTC) administers TDA 3, which is distributed based on population. Each year, an annual fund estimate or “entitlement” is developed for each County. Unused “entitlement” is accumulated as credit. A county’s claim in any given year cannot exceed the sum of their accumulated credit plus their projected entitlement for the following two years.

Funds are obtained by local jurisdictions via a three-step process: (1) apportionment, (2) allocation, and (3) payment (reimbursement). Apportionment in the San Francisco Bay Area follows a Metropolitan Transportation Commission (MTC) formula based upon population. Allocation is the discretionary action by MTC that designates funds for a specific claimant for a specific purpose. NHTA submits TDA allocation requests to MTC on a regular basis, and unused TDA funds allocated to any project may be rolled over from one fiscal year to the next. No matching funds are required, but the project must meet the funding objectives and be developed in cooperation with the community. The basic objectives of the grant source are to fund projects that increase the safety, security, and efficiency of bicycle and pedestrian travel, and to provide for a coordinated system. MTC requires supporting resolutions from the sponsoring Council.

TDA 3 projects are required to meet Caltrans safety design criteria and CEQA requirements; be completed within two years; be maintained; be consistent with adopted active transportation plans; and be authorized by a governing council or board. Local authorization is not required at time of application submission, but due within three months of NHTA Board project approval and prior to annual submission of the Countywide TDA-3 claim to MTC.

This “Call for Projects” will be issued on April 17, 2024 upon approval by the NHTA Board of Directors. In addition to the application, project sponsors must deliver documentation of environmental clearance and maps/documents showing project locations and design parameters. Projects must be approved by MTC.

As part of the grant process, MTC also requires the City Council to adopt a resolution making certain findings as follows:

- (i) There are no legal impediments regarding the project.
- (ii) Jurisdictional or agency staffing resources are adequate to complete the project.
- (iii) There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
- (iv) Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.

- (v) Adequate local funding is available to complete the project.
- (vi) The project has been conceptually reviewed to the point that all contingent issues have been considered.

The adopted resolution must be received by NVTAs designated TDA-3 Coordinator later than July 15 in the year funds are programmed.

Basic Eligibility for TDA-3 Funding

TDA Article 3 funds may be used for the following activities relating to pedestrian and bicycle facilities, including:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle amenities such as:
 - secure bicycle parking,
 - benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.
- Maintenance of Class I bikeways (unlimited-daily maintenance excluded)
- Maintenance of Class II bikeways(daily maintenance excluded). Countywide, the total funds allocated to Class II bikeway maintenance cannot exceed 20% of the total countywide TDA estimate
- Bicycle Safety Education Programs (and not more 5% of the countywide TDA Article 3 funds). Pursuant to NVTAs Board policy, capital projects are to be given priority.
- Comprehensive Bicycle & Pedestrian Facilities Plans (not more than once per jurisdiction every 5 years)
- Projects identified in a recent (within 5 years) comprehensive local bicycle or pedestrian plan, community plan or specific plan, vision zero or safety plan
- Quick-Build (also known as interim capital infrastructure) projects
- Capital purchases for maintenance of Class I or Class IV facilities (compact sweeping machine, blower, etc)
- Annual TDA Article 3 Audits (Only in fiscal years funds are disbursed. Can be part of annual audit program, but must comply with additional TDA-3 requirements.
- Audits may be submitted electronically to: tda@bayareametro.gov.
- For TDA-3 audit instructions, contact MTC at the email above

TDA Article 3 funds may not be used to fully fund the salary of any one person working on these programs.

Active Transportation Advisory Committee Requirement

Cities and counties may not receive TDA Article 3 funds for projects unless the jurisdiction has established an Active Transportation Advisory Committee (ATAC) and the project is included in an adopted plan as stipulated in the MTC TDA Article 3 Policies and Procedures, Resolution 4108. For Napa County, the NVTA Active Transportation Advisory Committee fulfills this requirement.

Note that for those jurisdictions with a local Active Transportation Advisory Committee, the approval of that committee is also required.

Recent TDA-3 Project Examples in Napa County

Project Name	Sponsor	TDA-3 Funds	Total Project \$
Lincoln Ave. Crosswalk at Brannon with Flashing Beacon	Calistoga	\$150,000	\$440,000
Logvy Park Sidewalk Connection	Calistoga	\$150,000	\$455,000
Eucalyptus Dr. Sidewalk Gap Closure	American Canyon	\$102,745	\$210,000
Washington Park ADA Improvements	Yountville	\$160,000	\$185,000

Project Selection Process

The project selection process is as follows:

- NVTA staff will review prospective projects for eligibility based on TDA-3 requirements, and conduct a preliminary evaluation of cost-effectiveness, project readiness, potential to reduce serious/fatal collisions, and increase active transportation use. Staff will present their findings to the NVTA Active Transportation Advisory Committee (ATAC) which will serve as the initial selection and prioritization committee pursuant to MTC Resolution 4108.
- The ATAC recommendations will be forwarded to the NVTA Technical Advisory Committee (TAC) for their review and recommendation.
- The recommendation from both Committees will be forwarded to the NVTA Board for their decision.

TDA-3 Project Selection Criteria for Napa County

For All Applications:

- The project provides a gap closure, connecting two or more existing facilities.
Note that this criteria does not apply to Quick Build safety projects.

- The project is listed in the jurisdiction's adopted Bicycle or Pedestrian Plan, Local Roadway Safety Plan, the Countywide Vision Zero Plan, Safe Routes to School Plan, and/or related traffic safety or traffic calming program.

Preference will be given to projects that meet the following criteria:

- provides a safe route to school and/or transit area located at or along an identified High Injury Network intersection or corridor
- provide additional local matching funds (not required)

While this call for projects includes the full 3-year funding cycle for the TDA-3 program, NVTa intends to prioritize applications for Quick Build projects for the first round of funding (approximately \$220,000). Applicants with eligible Quick Build projects are advised to consult Caltrans guidelines for such projects.¹

Additional screening criteria for Quick Build projects include:

- Limit of \$50,000 per individual project
- Jurisdiction commitment to complete the project within 270 days

Application Instructions:

TDA-3 project applications for FY 2024-25 through FY 2026-27 must be submitted to NVTa no later than 5:00 pm on Friday, May 17th. Applications may be emailed to Diana Meehan at dmeehan@nvta.ca.gov

Applications must include:

- MTC project application (attached)
- Resolution of local support following MTC requirements (attached)
- An 8.5x11 map of the project area and extent of any proposed project or program improvements, shall be included with the application.
- Provide representative photographs of the project area. For funded projects, sponsors will be required to provide photos of the completed project.

¹ <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/atp/cy6/cy-6-finalquickbuild-supplementalguidance-v2.pdf>

What Happens After Submission of the TDA-3 application?

After applications are submitted to NVTa the evaluation process will begin. NVTa plans on the following action timeline:

ITEM	DATE
Board Approval – Issue Call For Projects	April 17, 2024
TDA-3 Applications - due to NVTa by 5:00 PM	May 30, 2024
Draft Program Review by ATAC	June 17, 2024
Draft Program Review by TAC	July 11, 2024
Board Approval – Program of Projects	July 17, 2024

Contact Information

Napa County TDA-3 Program Manager:

Diana Meehan

625 Burnell Street

Napa, CA 94559

Phone: (707) 259-8327

dmeehan@nvta.ca.gov

NVTa Main Office

625 Burnell Street

Napa, CA 94559

Phone: (707) 259-8631

Fax: (707) 259-8638

www.nvta.ca.gov

Metropolitan Transportation Commission

375 Beale St., Suite 800

San Francisco, CA 94105

Luis Garcia

Transit Operations Funding Coordinator

MTC, Funding Policy and Programs

Phone: (415) 778-6616

lgarcia@bayareametro.gov

Transportation Development Act Article 3 Funds
Bicycle and Pedestrian Projects

Instructions for the Use of the Model Governing Body Resolution by Claimants

(A model resolution follows these instructions)

The model resolution contains four parts:

1. Abstract of the purpose of the resolution (optional)
2. Body of the Resolution
3. Attachment A to the Resolution – Required Findings
4. Attachment B to the Resolution – MTC Application Form

All TDA Article 3 claimants should use this model resolution since it includes proper wording for findings to be made by the claimant.

One resolution may be used for requesting allocations for multiple projects.

A claimant may reformat the resolution for administrative purposes, but any wording changes should be approved by MTC in advance.

Attachment A, the “Findings,” must be included as part of the resolution. If you have questions about revising any of the text in the resolution or in Attachment A, or altering any of the findings, please contact MTC for prior approval.

For attachment B – local Congestion Management agency or county-approved forms may be used in lieu of MTC’s standard format if basic identifying information about the project and the project sponsor is included. A separate “Project Application” form must be used for each project. If the claim covers multiple projects, the multiple claim forms still constitute only one Attachment B. In other words, Attachment B can be one to “n” number of claim forms, and the total number of pages of Attachment B is the total number of pages of all of the claim forms (including any accompanying pages).

Where you see **INSERT NUMBER**, insert – in black type – the number you assign to the resolution.

Where you see **INSERT NAME OF CLAIMANT**, insert – in upper and lower case black type – the official name of the city or county (e.g., “the City of Oakland,” “the County of Solano”).

Where you see **INSERT NAME OF COUNTY**, insert – in upper and lower case black type – the name of the county from which the claim is being submitted (e.g., “Napa County”).

Resolution No. **INSERT NUMBER**

Abstract [Optional]

This resolution approves the request to the Metropolitan Transportation Commission by the **INSERT NAME OF CLAIMANT** for an allocation of Transportation Development Act Article 3 Pedestrian and Bicycle Project funding for fiscal year **INSERT FISCAL YEAR**.

Re: Request to the Metropolitan Transportation Commission for the allocation of fiscal year **INSERT FISCAL YEAR** Transportation Development Act Article 3 Pedestrian/Bicycle project funding

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, MTC Resolution No. 4108, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the **INSERT NAME OF CLAIMANT** desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

RESOLVED, that the **INSERT NAME OF CLAIMANT** declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the **INSERT NAME OF CLAIMANT** to carry out the project; and furthermore, be it

RESOLVED, that the **INSERT NAME OF CLAIMANT** attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of **INSERT NAME OF COUNTY** for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

The **INSERT NAME OF CLAIMANT** adopted this resolution on **INSERT DATE**.

AYES:

NAYS:

Certified to by (signature): _____

TYPE NAME OF CERTIFYING INDIVIDUAL HERE

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year **INSERT FISCAL YEAR** Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

Findings

Page 1 of 1

1. That the **INSERT NAME OF CLAIMANT** is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the **INSERT NAME OF CLAIMANT** legally impeded from undertaking the project(s) described in “Attachment B” of this resolution.
2. That the **INSERT NAME OF CLAIMANT** has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or final design and engineering or quick build project; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic and/or Class IV separated bikeway; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the **INSERT NAME OF CLAIMANT** within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.) or responds to an immediate community need, such as a quick-build project.
9. That any project described in Attachment B bicycle project meets the mandatory minimum safety design criteria published in the California Highway Design Manual or is in a National Association of City and Transportation Officials (NACTO) guidance or similar best practices document.
10. That the project(s) described in Attachment B will be completed in the allocated time (fiscal year of allocation plus two additional fiscal years).
11. That the **INSERT NAME OF CLAIMANT** agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

Attachment B**TDA Article 3 Project Application Form**

1. Agency			
2. Primary Contact			
3. Mailing Address			
4. Email Address		5. Phone Number	
6. Secondary Contact (in the event primary is not available)			
7. Mailing address (if different) N/A <input type="checkbox"/>			
8. Email Address		9. Phone Number	
10. Send allocation instructions to (if different from above):			
11. Project Title			
12. Amount requested		13. Fiscal Year of Claim	

14. Description of Overall Project:

--

15. Project Scope Proposed for Funding: (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

--

16. Project Location: A map of the project location is attached or a link to a online map of the project location is provided below:

--

Project Relation to Regional Policies (for information only)

17. Is the project in an [Equity Priority Community](#)? Yes ☐ No ☐
18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)? Yes ☐ No ☐

19. Project Budget and Schedule

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				
PA&ED				
PS&E				
ROW				
CON				
Total Cost				

Project Eligibility

- A.** Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes ☐ No ☐
 If "YES," identify the date and provide a copy or link to the agenda.
 If "NO," provide an explanation).
- B.** Has the project been approved by the claimant's governing body? Yes ☐ No ☐
 If "NO," provide expected date: _____
- C.** Has this project previously received TDA Article 3 funding? Yes ☐ No ☐
 (If "YES," provide an explanation on a separate page)
- D.** For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)? Yes ☐ No ☐
- E. 1.** Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes ☐ No ☐
- 2.** If "NO" above, is the project is exempt from CEQA for another reason? Yes ☐ No ☐
 Cite the basis for the exemption. _____ N/A ☐
 If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.
- F.** Estimated Completion Date of project (month and year): _____
- G.** Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement. Yes ☐ No ☐
- H.** Is a Complete Streets Checklist required for this project? Yes ☐ No ☐
 If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>

Policies and Procedures Update on TDA Article 3 (Res. 4108)*I. Update to list of eligible project types*

Description	Rationale
Capital purchases for maintenance of Class I or Class IV separated bikeways such as compact street sweeping vehicles	Various sponsors have expressed concerns that the future cost of maintenance on separated bikeways or multi-use trails has been an obstacle in pursuing projects

I. BPAC requirement revision

Description	Rationale
Change language regarding BPAC involvement; Countywide BPAC or equivalent body shall review and adopt an annual list of projects to submit for funding. Each project shall include a statement of review and funding recommendation	To clarify BPAC's role in the project selection process

II. Additional application and invoice documentation

Description	Rationale
Request sponsors to provide a mapped link of the project site in their application	This additional documentation will be part of an effort to collect data for future public facing mapping tool of completed and in progress projects
In addition to the paragraph summary of the work completed with final reimbursement request, sponsors shall submit to MTC a photo(s) of the completed project.	This additional documentation will be part of an effort to collect data for future public facing mapping tool of completed and in progress projects.

Will not include non-construction projects

III. Formalize Extension request process

Description	Rationale
If a project cannot be completed within the time allowed, a claimant may request an extension through the county coordinator. County coordinators will coordinate time extensions with claimants by requesting a written status update of the given project and a summary of all expenditures to date. County coordinators will submit a list of extension requests with supporting materials to MTC no later than three months before the project sunset date (March 31 th). MTC staff will review the list of extension requests and recommend approval	Policies and procedures do not formalize process for extensions, nor do we collect documentation of extension requests;



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Planner
(707) 259-8327/ Email: dmeehan@nvta.ca.gov
SUBJECT: Transportation Fund for Clean Air (TFCA) 40% Fund -
Extension of Call for Projects

RECOMMENDATION

That the Technical Advisory Committee (TAC) receive an update from Napa Valley Transportation Authority (NVRTA) staff regarding an extension of the Call for Projects for the Transportation Fund for Clean Air (TFCA) 40% Fund.

EXECUTIVE SUMMARY

On February 21, 2024 the NVRTA Board approved the expenditure plan for the TFCA 40% Fund and opened the Call for Projects for Fiscal Years Ending 2025 through 2027. One application was received, requesting \$125,000 for FYE 2025. No projects were submitted for FYE 2026 or 2027. If funds are not programmed by the Air District's deadline of November 1, 2024, those dollars are subject to reprogramming to another county. As such, NVRTA staff will be keeping the Call for Projects open for an additional 8 weeks with a new deadline for submission of Friday, May 17th at 5:00 pm.

Projects must undergo a cost-effective analysis to be eligible to receive funds. Approved projects must be submitted to the Bay Area Air Quality Management District (BAAQMD) by November 1, 2024 to meet the programming deadline.

BACKGROUND AND DISCUSSION

The Transportation Fund for Clean Air (TFCA) is a grant program, funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$22 million per year in revenues. The purpose of the TFCA program is to provide grants to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Forty percent of the DMV funds

generated in Napa are returned to the NVTa for distribution to local projects. The remaining sixty percent is allocated by the BAAQMD under the Regional Program. Projects must have an air quality benefit and be cost effective. Air District rules and statutes only allow funds to be retained for two years unless an extension is requested.

NVTa adopts a list of projects annually to be funded by the TFCA 40 percent funds. The Air District now allows for funding larger projects over a three-year period as long as cost-effectiveness can be met for the total amount requested. If TFCA funds are not programmed annually, Napa County may lose them to another county.

The TFCA program can fund a wide range of project types, including the construction of new bicycle lanes; shuttle and feeder bus services to transit stations; ridesharing programs to encourage carpool and transit use; bicycle facility improvements such as bicycle racks and lockers; electric vehicles and electric vehicle infrastructure projects. NVTa staff is requesting jurisdictions keep a list of potential projects that may qualify for TFCA funds in preparation for the next call for projects in Spring 2025.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director Capital Development and Planning
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Countywide Transportation Plan, Advancing Mobility 2045 –
Performance Metrics Mid-Plan Review

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

In March 2023, the Napa Valley Transportation Authority (NVTA) released a task proposal to complete a mid-plan review of performance metrics in the Countywide Transportation Plan, Advancing Mobility 2045. Michael Baker International has been working with NVTA staff over the last year to review the Countywide Transportation Plan performance metrics, to evaluate what progress has been made in meeting individual goals and objectives. The work entails providing a snapshot of the progress that has been made towards each performance metric and identifying projects and programs on the horizon that will assist the Agency in meeting the goals and objectives outlined in the Plan. The Performance Metrics focus areas are equity, sustainability, safety, congestion relief, economic sustainability, and maintenance and preservation. The Mid-Plan Review Performance Metrics Report will provide a starting point to update the goals and objectives of the next Countywide Transportation Plan which will kick-off later this year.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND & DISCUSSION

NVTA is responsible for developing long-range countywide transportation priorities through an integrated planning process. The Countywide Transportation Plan is updated

every four years. The NVTB Board of Directors approved the most recent Countywide Transportation Plan, Advancing Mobility 2045, in May 2021 (CTP 2021).

The purpose of the Mid-Plan Review was to collect and analyze data as a snapshot in time to compare to the baseline performance metric data identified, collected, and analyzed as part of CTP 2021 development. The focus of this effort was to review and assess how the projects, programs, and policies adopted in the Plan collectively met, did not meet, or are making progress towards meeting the Plan's performance targets. This Mid-Plan review will be used to identify programming changes, changes to data collection protocols, and policy change recommendations to further accelerate movement towards meeting the CTP 2021 Goals and Objectives.

To assist in the Mid-Plan review a technical advisory committee made up of jurisdiction staff was created to review findings of the report and provide comments back to NVTB and consultant Michael Baker International. The Report identifies that 5 out of the 14 performance metrics were met since 2021 as outlined in Table 1. Many of the performance metrics, like travel behavior, were highly influenced by the COVID-19 pandemic.

Table 1. CTP 2021 and Mid-Plan Review Performance Metrics and Measures

Performance Metric	Measure	Metric Achieved
Equity	1.Number of households below the County Median Income that are within a quarter mile of transit	
Safety	1. Number of Severe Injury and Fatal Collisions Reduced to Zero	
Congestion Relief	1.Peak Period Delay Index	✓
	2. Average Weekday Person Hours of Delay on NAPA Roadways	
	3. On-Time Bus Performance Weighted by Ridership	
	4. Number of Registered Users in NVTB's Transportation Demand Management Program	✓
Economic Sustainability	1.Reliability of Truck Travel Times	✓
	2. Number of Jobs Accessible by Transit Within one Hour During the Morning Commute	
Sustainability	1.Greenhouse Gas Emissions	✓
	2. Vehicle Miles Traveled	✓
	3. Share of Active Transportation for Commute Trips	
	4.Transit Ridership by Annual Boardings and Alightings	
Maintenance and Preservation	1.Miles between Bus Road Calls (Breakdowns)	
	2.Pavement Condition Index (PCI)	

The Performance Metrics Mid-Plan Review will be used as a starting point when setting the goals and objectives for the next Countywide Transportation Plan which is scheduled to kick-off later this year. An example of a change that may come out of the Mid-Plan review is the performance metrics measuring Transportation Demand Management (TDM) activity, the Mid-Plan review recommends moving from registered users to active users; a metric that is more likely to capture a change in VMT.

ATTACHMENTS

- (1) CTP Mid-Plan Review Draft Report

Countywide Transportation Plan Advancing Mobility 2045

Performance Metrics Mid-Plan Review Report

March 2024

Prepared for:

Napa Valley Transportation Authority

625 Burnell Street

Napa, CA 94559



Prepared by:

Michael Baker International

500 Ygnacio Valley Road, Suite 300

Walnut Creek, CA 94596



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1 INTRODUCTION

The Napa Valley Transportation Authority (NVTA) is responsible for developing long-range countywide transportation priorities through an integrated planning process. The Countywide Transportation Plan is updated every four years. The NVTA Board of Directors approved the most recent Countywide Transportation Plan, Advancing Mobility 2045, in May 2021 (CTP 2021). As part of the most recent version of the Countywide Transportation Plan, NVTA adopted performance metrics to measure various multimodal elements of the transportation network. These performance metrics provide a glimpse into the condition and performance of the transportation system in six focus areas: equity, safety, congestion relief, sustainability, maintenance and preservation.

The purpose of this Mid-Plan Review was to collect and analyze data as a snapshot in time to compare to the previous performance metric data identified, collected, and analyzed as part of CTP 2021 development. The focus of this effort was to review and assess how the projects, programs, and policies adopted in the Plan collectively met, did not met, or are making progress towards meeting the Plan’s performance targets. This Mid-Plan review will be used to identify programming changes, changes to data collection protocols, and policy change recommendations to further accelerate movement of the County towards meeting the CTP 2021 Goals and Objectives.

This Mid-Plan Review should be referenced and used as a tool for NVTA and member agencies to hold iterative programming discussions to discuss tradeoffs associated with investing in various priorities with fiscal constraint and transportation system performance considered in both regional and local transportation improvement programs (TIPs) and capital improvement programs (CIPs). This approach is extremely important to Napa County as a region reaching performance targets defined in the CTP 2021 because the overall multimodal transportation system works as a connected network in which local and regional investments work in concert with one another to deliver a safe and efficient transportation system composed of assets and systems owned, operated, and maintained by NVTA and member agencies.

Table 3-2 in Chapter 3 of this document correlates previously identified projects within the NVTA region to performance metrics identified as part of this Mid-Plan Review needing additional investments to further progress towards obtaining CTP 2021 transportation system performance targets.

CTP 2021 GOALS AND OBJECTIVES

NVTA’s CTP 2021 goals and objectives were assessed for this Mid-Plan Review. The goals represent a transportation system and asset performance aspirations NVTA and member agencies are continually striving to achieve. The objectives are specific and measurable steps to attain goals set by NVTA in collaboration with member agencies. Some of the most pressing transportation system needs include congestion relief, improved traffic safety, provision of additional active transportation infrastructure, and maintenance and repair of the existing transportation system.

Table 1-1 contains NVTA’s six goals and 26 objectives from the CTP 2021:

Table 1-1: CTP 2021, Advancing Mobility 2045, Goals and Objectives

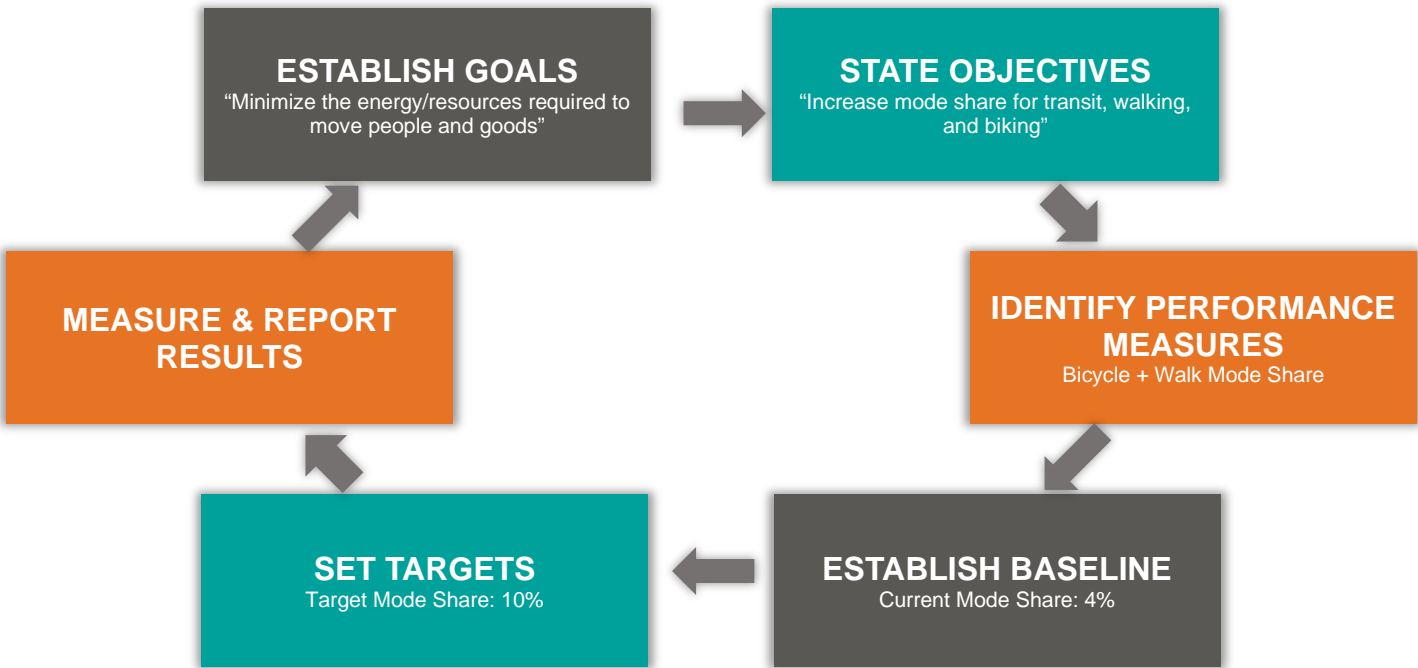
Goal Number	Goal	Objectives
1	Serve the transportation needs of the entire community regardless of age, income, or ability	<ol style="list-style-type: none"> 1. Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors. 2. Serve the special transportation needs of seniors, children, and the disabled. 3. Coordinate transportation services for persons with disabilities, 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.
2	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.
3	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.
4	Promote 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.
5	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)
6	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.

2 CURRENT PERFORMANCE UPDATE

WHY MEASURE SYSTEM PERFORMANCE?

Performance measures allow transportation agencies to track progress towards the goals of an equitable, safe, and sustainable transportation system while understanding what it will take to achieve measurable positive change. In addition, guidelines from the Bay Area Metropolitan Transportation Commission (MTC) outline a performance measurement framework, noting that utilization and tracking of performance metrics will help align investment decisions with established agency goals and objectives. Although the performance targets apply to the CTP 2021 horizon year of 2045, the intent is to revisit and potentially readjust the performance measures and investments approximately every five years to track progress and align with investments. This Mid-Plan Review evaluates each of the performance metrics to determine the progress NVTA and member agencies are making towards or achieving performance targets defined in the CTP 2021. This Mid-Plan Review is more important than usual due to the unique impacts on the transportation system posed by the COVID-19 pandemic, and the pandemic’s influence on travel behavior. This iterative performance review process is the baseline for development of an informed framework for making decisions related to programming projects and programs considering fiscal constraint, ultimately making strategic transportation plans such as the CTP 2021 a “living document.”

Figure 2-1: Performance Based Planning Process Metric Example – Share of Active Transportation for Commute Trips



Performance metrics rely on readily available and reliable sources of data. The following sections describe and illustrate progress moving towards transportation system performance targets during the time that has passed between CTP 2021 adoption and this Mid-Plan Review. As is discussed in greater detail later in this document, the COVID-19 pandemic had a profound impact on the way the multimodal transportation system is utilized and performs due to changes in the way people live, work, and recreate

including significant impacts to the wine and hospitality industries. In addition, economic impacts of the COVID-19 pandemic resulted in substantive reductions in tax receipts and related funding for multimodal transportation systems including transit and roadway maintenance. The sections devoted to each CTP 2021 metric include a description of the measures and sources of data, provide baseline performance data, reference goals associated with each performance metric, and highlight the degree to which NVRTA and member agencies did or did not make progress.

Table 2-1, shows the 6 performance areas and 14 individual performance metrics. There are 5 measures, highlighted in teal, where NVRTA and member agencies achieved CTP 2021 performance targets during the Mid-Plan Review while the remaining 9 metric area targets were not achieved, or no progress was made towards target achievement since CTP 2021 adoption.

Table 2-1: CTP 2021 and Mid-Plan Review Performance Metrics and Measures

Performance Metric	Measure	Metric Achieved
Equity	1. Number of Households below the County Median Income that are within a Quarter of a mile of transit	
Safety	1. Number of Severe Injury and Fatal Collisions Reduced to Zero	
Congestion Relief	1. Peak Period Delay Index	✓
	2. Average Weekday Person Hours of Delay on NAPA Roadways	
	3. On-Time Bus Performance Weighted by Ridership	
	4. Number of Registered Users in NVRTA's Transportation Demand Management Program	✓
Economic Sustainability	1. Reliability of Truck Travel Times	✓
	2. Number of Jobs Accessible by Transit Within one Hour During the Morning Commute	
Sustainability	1. Greenhouse Gas Emissions	✓
	2. Vehicle Miles Traveled	✓
	3. Share of Active Transportation for Commute Trips	
	4. Transit Ridership by Annual Boardings and Alightings	
Maintenance and Preservation	1. Miles between Bus Road Calls (Breakdowns)	
	2. Pavement Condition Index	

Note: Metric Measures in teal were achieved during the Mid-Plan Review

COVID-19 IMPACTS

The global COVID-19 pandemic impacted travel patterns and mode-choice globally, nationally, regionally, and locally starting in January 2020. Due to the highly contagious nature of COVID-19, many Napa County employers, businesses, and schools either halted operations or modified operations to utilize a remote virtual environment to conduct educational and business transactions. The increase in employees, students, and the general public staying at home to telecommute and lessen physical contact, led to profound changes in travel behavior and mode choice that is still prevalent today and will likely remain in the future. According to the Bay Area Metropolitan Transportation Commission Vital Signs website, 300,000 jobs were lost in the Bay Area from 2019-2020 and 29 percent of jobs in the leisure and hospitality sector were lost between 2019 and 2021 as a result of the COVID-19 pandemic.¹ In addition, many employers allowed employees to work remotely, and schools went to virtual learning to slow or avoid the spread of COVID-19. These fundamental changes in the way people work, learn, and recreate had a significant impact on vehicle travel, transit ridership, and the need for residents to walk or bike to employment, shopping, or recreational destinations. Many of the datasets used to develop performance metrics as part of the CTP 2021 referenced data from before the pandemic.

The COVID-19 pandemic negatively impacted NVTA and member agencies' ability to make progress on or performance objectives. More specifics are provided for how the pandemic impeded progress towards meeting or achieving certain performance targets.

¹ "Jobs." Vital Signs – SF Bay Area, vitalsigns.mtc.ca.gov/indicators/jobs.

GOAL: EQUITY

MEASURE: NUMBER OF HOUSEHOLDS BELOW THE COUNTY MEDIAN INCOME THAT ARE WITHIN A QUARTER OF A MILE OF TRANSIT STOP

Metric Not Met.

Baseline Performance Measurement:	85% of below median income households have transit access
Goal:	Equity
Target:	100% of below median income households have transit access
Mid-Plan Review:	83% of below median income households have transit access
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">American Community Survey (ACS) Five Year Estimates, 2014-2018; Table B19001 (Households by income bracket and block group)Census block group geographic boundariesVine Transit stop locations	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none">American Community Survey (ACS) Five Year Estimates, 2017-2021; Table B19001 (Households by income bracket and block group)Census block group geographic boundariesVine Transit stop locations	

The equity performance metric reflects the accessibility of transit to low-to-moderate income households (as defined by the median income of Napa County). Transit accessibility is key to ensure low-income households have access to jobs, healthcare and social services. The CTP 2021 target is to provide a fixed route transit stop within a quarter mile (walking distance) to 100 percent of below median income households.

Figure 2-2 shows the CTP 2021 analysis and Figure 2-3 shows the Mid-Plan Review analysis for Napa County households below the median income for this metric. The Total number of households below the median income of \$75,000 decreased between the CTP 2021 and the Mid-Plan Review, as shown in the Figures. The number of households below the median income of \$75,000 went from forty seven percent (47%) to thirty eight percent (38%). The decrease in the total number of households below the median income means there is an increase in wealth and household income throughout Napa County. The second pie chart in each of the two figures below shows the total number of households below the median income within a quarter of a mile of a transit stop. There is a slight decrease from 85 to 83 percent between CTP 2021 adoption and this Mid-Plan Review. This decrease can be attributed to the increase in Napa County household wealth, thereby lowering the number of households. It should be noted that the total number of stops and access to stops increased between the CTP 2021 and Mid-Plan Review.

Figure 2-2: CTP 2021 Percentage of Households Below the Napa County Median Income Within a Quarter of a Mile of Transit (ACS 2014-2018)

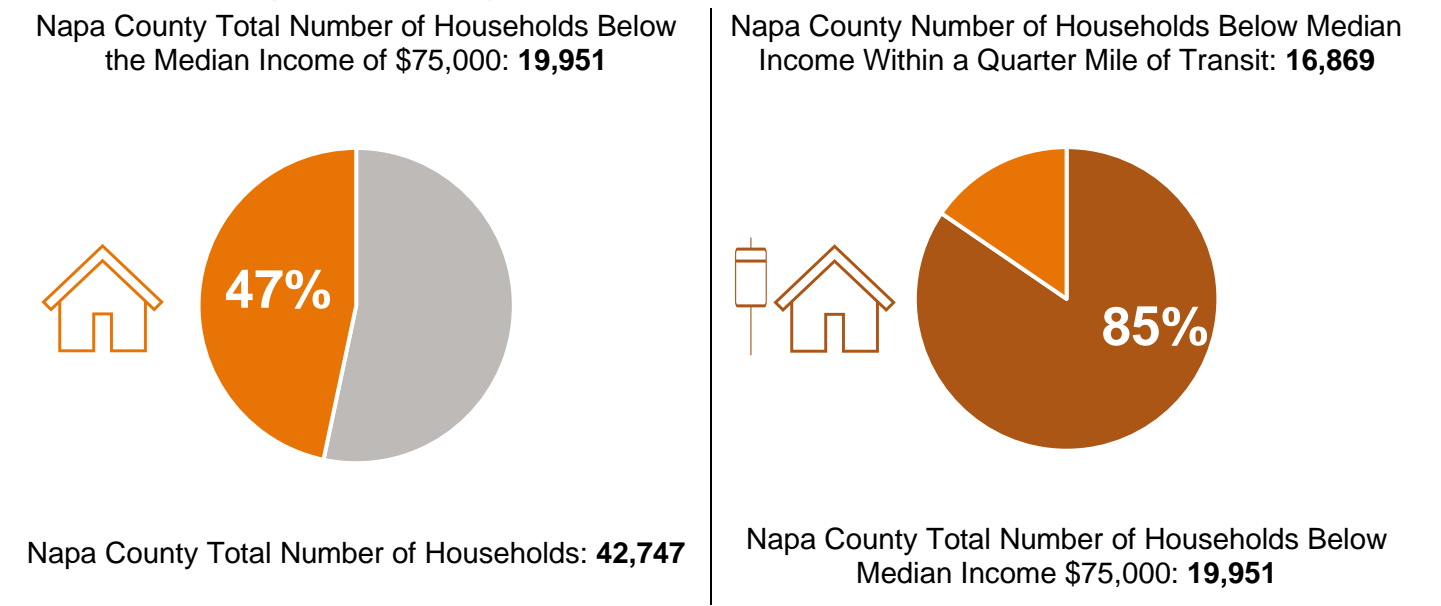
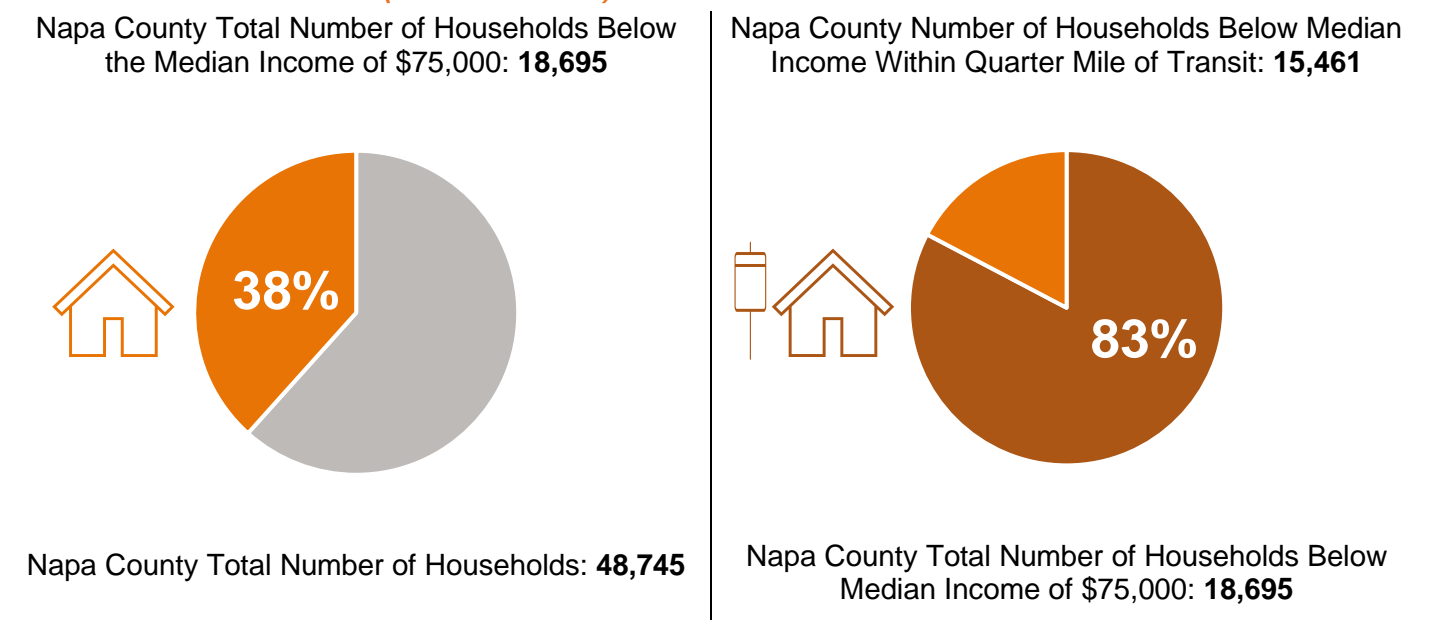


Figure 2-3: Mid-Plan Review Percentage of Households Below the Napa County Median Income Within a Quarter of a Mile of Transit (ACS 2017-2021)



Notes: **Figure 2-2** and **Figure 2-3** - The median income of Napa County was \$84,753 according to the 2014-2018 American Community Survey and the median income of Napa County was \$97,498 according to the 2017-2021 American Community Survey, but the ACS reports households in income brackets. This measure counts all households below the income bracket of \$75,000-\$99,999.

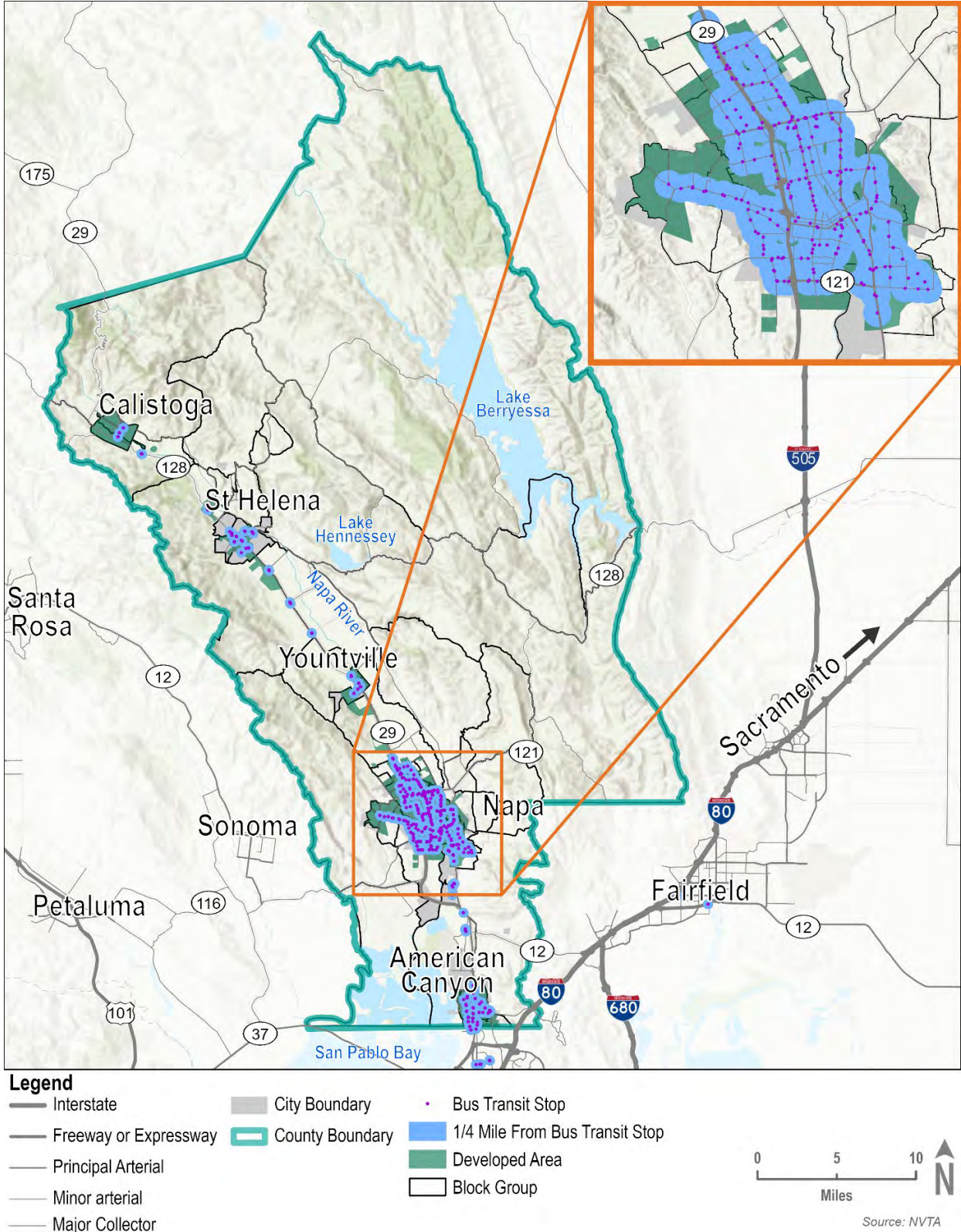
Table 2-2 shows all income brackets above \$75,000 having an increase in the total number of households between CTP 2021 adoption and the Mid-Plan Review. The income bracket with the highest population increase was the \$200,000+ income bracket which increased by nearly 66 percent and the \$150,000-\$199,999 bracket that increased by 33 percent. This increase in high-income households in Napa County may be attributed to high earning segments of the population with the ability to perform job duties remotely moving from more dense areas of the Bay Area to Napa County.

Table 2-2: Napa County Households Within 1/4 Mile of Vine Transit Stop by Income Bracket

ACS Income Bracket	CTP 2021 2014-2018 Number of Households Within 1/4 Mile of Vine Transit Stop	Mid-Plan Review 2017-2021 Number of Households Within 1/4 Mile of Vine Transit Stop	Percent Change
Less than \$10,000	1,131	1,352	19.54%
\$10,000 to \$14,999	1,141	1,027	-9.99%
\$15,000 to \$19,999	1,098	907	-17.40%
\$20,000 to \$24,999	1,385	796	-42.53%
\$25,000 to \$29,999	1,286	1,381	7.39%
\$30,000 to \$34,999	1,186	1,227	3.46%
\$35,000 to \$39,999	1,310	919	-29.85%
\$40,000 to \$44,999	1,332	1,220	-8.41%
\$45,000 to \$49,999	1,282	1,352	5.46%
\$50,000 to \$59,999	2,447	2,232	-8.79%
\$60,000 to \$74,999	3,271	3,048	-6.82%
\$75,000 to \$99,999	4,756	5,105	7.34%
\$100,000 to \$124,999	3,876	4,263	9.98%
\$125,000 to \$149,999	2,732	2,940	7.61%
\$150,000 to \$199,999	3,380	4,495	32.99%
\$200,000 or more	3,746	6,209	65.75%
Total HHs Below \$75,000	16,869	15,461	-8.35%
Total	35,360	38,473	8.81%

Figure 2-4 illustrates the Napa County equity metric, which includes census blocks, developable land, bus stops, and 1/4 mile bus stop buffers.

Figure 2-4: Napa County Mid-Plan Review Equity Metric



COVID-19 Impacts - Number of Households Below the County Median Income that are Within a Quarter of a Mile of a Transit Stop

During 2020 as COVID-19 guidance and regulations were introduced including lockdowns, the Vine Transit system experienced large ridership declines. At its lowest, the Vine system had a 70 percent decrease in ridership. Due to this reduction in ridership, the pandemic created significant financial instability for the Vine system. NVRTA in collaboration with Transdev transformed the Vine system in the City of Napa from a fixed route system to a stop-to-stop on-demand system using the RideTheVine mobile app. Even though service hours on local shuttle services in American Canyon, Calistoga, St. Helena, and Yountville were reduced, they continued to operate and provide service to the community. The Vine Transit change to a stop-to-stop service likely had a minimal impact on the number of households below the County median income within a quarter mile of transit since most of the stops were not removed and were still utilized.

GOAL: SAFETY

MEASURE: NUMBER OF SEVERE INJURY AND FATAL COLLISIONS

Metric Not Met.

Baseline Performance Measurement:	Fatal Collisions: 48 Severe Injury Collisions: 291
Goal:	Safety
Target:	Fatal Collisions: 0 Severe Injury Collisions: 0
Mid-Plan Review:	Fatal Collisions: 64 Severe Injury Collisions: 271
Key Data Sources CTP 2021:	
<ul style="list-style-type: none"> Transportation Injury Mapping (TIMS): 2015 – 2018 (Geocoded data and mapping application of CHP's Statewide integrated Traffic Records System – University of California, Berkeley SafeTREC) 	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none"> Transportation Injury Mapping (TIMS): 2019 – 2022 (Geocoded data and mapping application of CHP's Statewide integrated Traffic Records System – University of California, Berkeley SafeTREC) 	

To measure system safety, NVTA considered the number of fatal and severe injury collisions on Napa's roadways based on the most recent 4-years of verified data. The CTP 2021 target goal was to reduce the number of severe injury and fatal collisions to zero. The collision data includes pedestrian and bicycle-involved collisions, as well as those that involved motor vehicles. **Table 2-3** shows the data analyzed for the CTP 2021 while **Table 2-4** shows the data analyzed for the Mid-Plan Review. The comparison between the two periods is shown in **Table 2-5**. There was an increase in collisions between the CTP 2021 adoption and the Mid-Plan Review in American Canyon, Napa, and Yountville and a decrease in Calistoga and the Unincorporated Napa County. **Table 2-5** shows that the total number of fatal and severe collisions between the CTP 2021 and the Mid-Plan Review remained similar; however, there was an increase in fatal collisions and a decrease in severe injury collisions. The 2019 through 2022 total fatal and severe collisions are shown by location in **Figure 2-5** and the pedestrian and bicycle fatal and severe collisions are shown by location in **Figure 2-6**.

Table 2-3: CTP 2021 Fatal and Severe Injury Collisions by Jurisdiction (2015-2018)

City	Fatal	Severe Injury	Total Injury	Alcohol Involved	Pedestrian Involved	Pedestrian Fatalities	Bicycle Involved	Bicycle Fatalities	Motor-Cycle Involved	Motor-Cycle Fatalities
American Canyon	1	12	324	18	15	-	7	-	17	-
Calistoga	1	13	57	5	4	-	10	-	2	-
Napa	5	59	1,467	155	96	2	105	-	59	-
St Helena	2	3	133	10	10	1	4	1	3	-
Unincorporated	39	202	2,198	190	14	1	47	2	180	9
Yountville	-	2	16	2	1	-	3	-	-	-
Napa County Total	48	291	4,195	380	140	4	176	3	261	9

Table 2-4: Mid-Plan Review Fatal and Severe Injury Collisions by Jurisdiction (2019-2022)

City	Fatal	Severe Injury	Total Fatal and Severe Injury	Alcohol Involved	Pedestrian Involved	Pedestrian Fatalities	Bicycle Involved	Bicycle Fatalities	Motor-cycle Involved	Motor-cycle Fatalities
American Canyon	4	12	16	3	3	-	2	1	3	1
Calistoga	1	9	10	2	2	1	1	-	1	-
Napa	13	64	77	25	25	5	10	-	6	2
St Helena	-	5	5	-	1	-	2	-	-	-
Unincorporated	46	177	223	42	7	6	7	1	76	12
Yountville	-	4	4	1	1	-	-	-	-	-
Napa County Total	64	271	335	73	39	12	22	2	86	15

Table 2-5: Fatal and Severe Injury Collisions CTP 2021 to Mid-Plan Review Percent Change by Jurisdiction

City	2015-2018 Fatal	2015-2018 Severe Injury	2015-2018 Total Fatal and Severe Injury	2019-2022 Fatal	2019-2022 Severe Injury	2019-2022 Total Fatal and Severe Injury	Total Fatal and Severe Percent Change
American Canyon	1	12	13	4	12	16	+23%
Calistoga	1	13	14	1	9	10	-29%
Napa	5	59	64	13	64	77	+20%
St Helena	2	3	5	-	5	5	+0%
Unincorporated	39	202	241	46	177	223	-7%
Yountville	-	2	2	-	4	4	+100%
Napa County Total	48	291	339	64	271	335	-1%

Figure 2-5: Mid-Plan Review Fatal and Severe Injury Traffic Collisions (2019-2022)

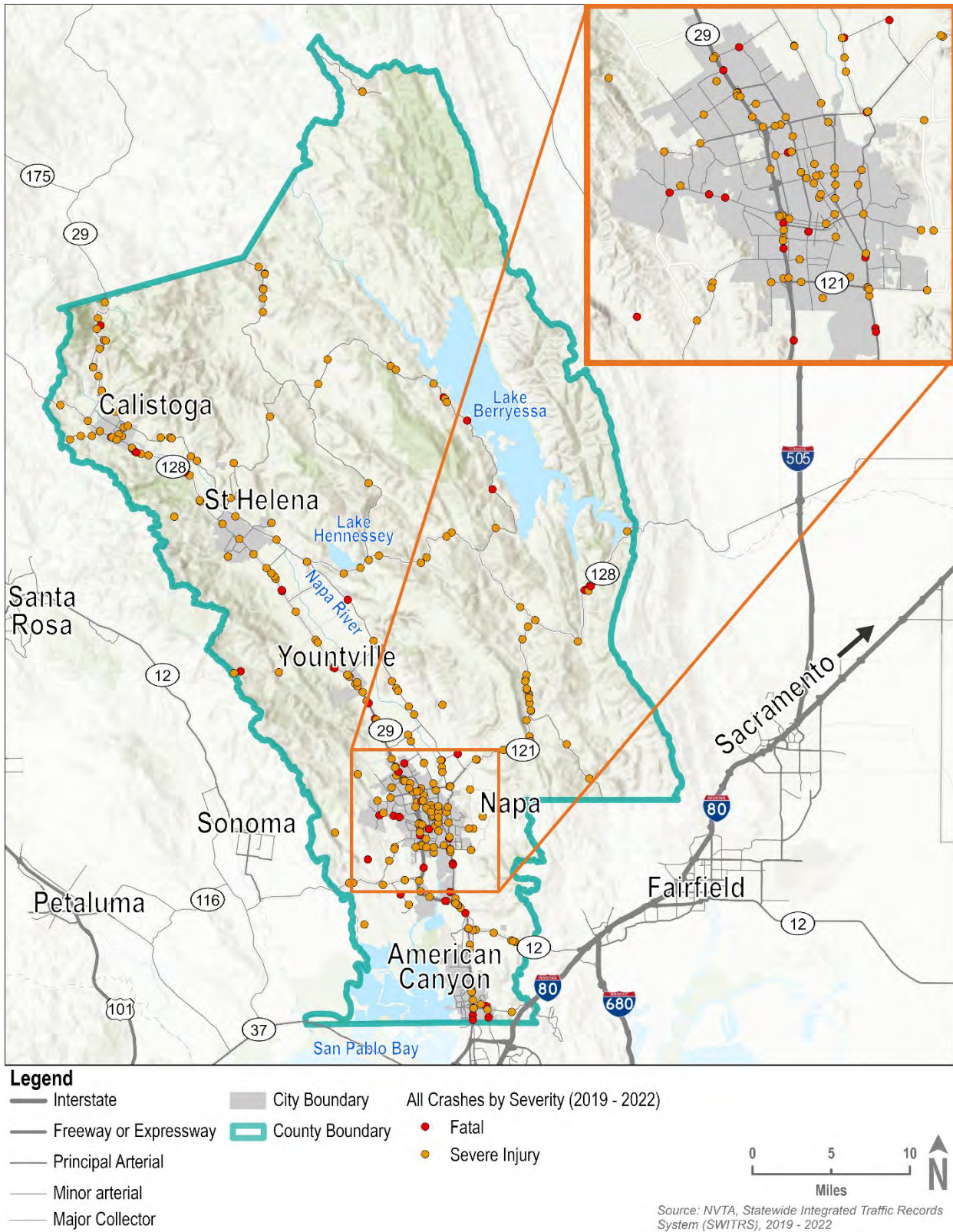
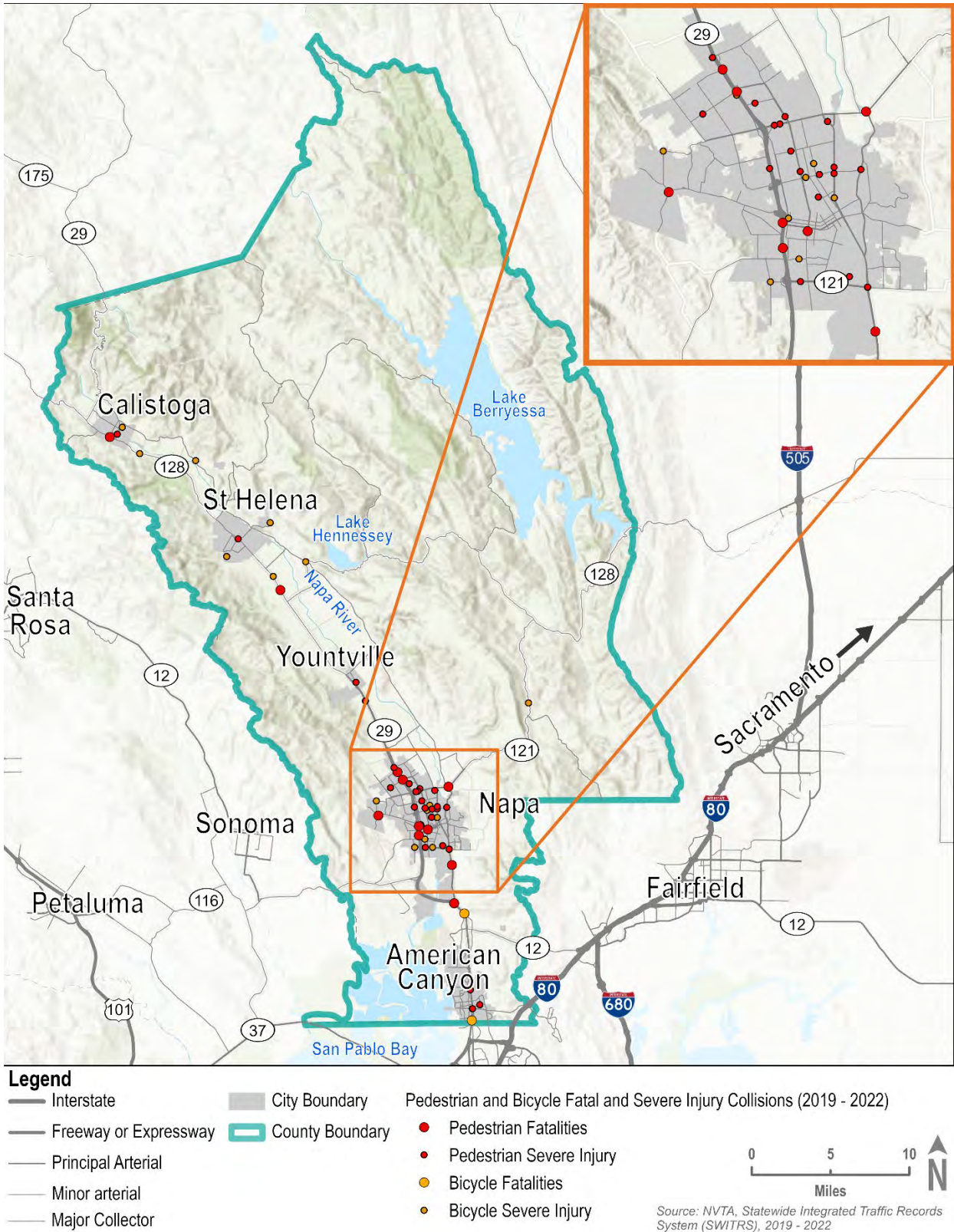


Figure 2-6: Mid-Plan Review Fatal and Severe Injury Collisions Involving Pedestrians and Bicycles (2019-2022)



On-Going and Completed Regional Safety Initiatives

Napa Valley Transportation Authority Vision Zero Plan (Adopted October 18, 2023)

Napa Valley Transportation Authority and its member agencies are committed to prioritizing roadway safety and eliminating traffic related deaths and serious injuries by 2030. NVRTA is committed to eliminating this loss of life by focusing on preventing the most significant risk factors and prioritizing safety on identified high injury roadway networks in the cities, town, and unincorporated areas of Napa Valley.

Since the adoption of CTP 2021, NVRTA and three jurisdictions have adopted Vision Zero and/or Local Roadway Safety Plans and policies and have committed to achieving the goal of zero deaths and severe injuries countywide.

Vision Zero-Going Forward

In October 2023, the NVRTA Board adopted the Countywide Vision Zero Plan, which seeks to reduce severe roadway injuries and fatalities to zero by 2030. This data-driven and community focused plan provides a roadmap for infrastructure and programmatic changes to support roadway safety that builds on existing and ongoing roadway safety efforts countywide. NVRTA staff has coordinated with partner jurisdictions to adopt local resolutions of support. As of this writing, five of the six have adopted resolutions.

To continue momentum for reaching the goal, NVRTA staff is forming a countywide Vision Zero Task Force. This stakeholder group will meet up to four times annually to ensure collaboration and coordination across all sectors and will include but not be limited to representatives from public health, law enforcement and public safety, elected officials, public works and planning staff, advocacy groups and education.

The Task Force will follow the guiding principles of the Safe System Approach to direct the Plan's recommendations towards achieving zero deaths and serious roadway injuries. The goal of the Safe System approach is to ensure that if crashes occur, they do not result in serious human injury. This requires coordination and cooperation across all sectors to be successful and to assist in identifying how funding decisions will be made when addressing roadway safety programs and projects.

NVRTA and consultants, Fehr & Peers, have developed an interactive online "storymap" that complements the Vision Zero Plan and provides agencies and the public with access to underlying data in a highly visual manner. This storymap will be updated periodically with new collision data as it becomes available, project details from local jurisdictions, and updates from the countywide Vision Zero Task Force. The storymap and data dashboard will be instrumental in tracking progress towards the vision zero goal.

GOAL: CONGESTION RELIEF

MEASURE #1: PEAK PERIOD DELAY INDEX

Metric Achieved.

Baseline Performance Measurement:	Peak period delay index of 3.71 for the most congested roadway segment
Goal:	Congestion Relief
Target:	Peak period delay index less than or equal to 2.0 for all monitored roadway segments
Mid-Plan Review:	Peak period delay index of 1.32 for the most congested roadway segment
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">Daily trip tables, free flow travel times and congested travel times from Napa Activity Based Model (Baseline Scenario – 2020)	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none">Daily trip tables, free flow travel times and congested travel times from Napa Activity Based Model (Baseline Scenario – 2022)	

Two performance measures were identified to measure traffic congestion trends. The first performance measure is the Peak Period Delay Index for a roadway corridor, which is the ratio of congested travel time to free flow travel time along a corridor and is an indicator of roadway reliability. A Peak Period Delay Index of 2, for example, means travel times are twice what they would be under uncongested conditions.

The Peak Period Delay Index reflects the extra time that people must build into their trips in order to arrive on time. Delay index measurements have been calculated to reflect conditions for both the morning (6–10 a.m.) and afternoon (3–7 p.m.) peak commute periods using outputs from the Napa County Travel Demand Model. **Table 2-6** through **Table 2-8** shows the Peak Period Delay Index by roadway corridor for the CTP 2021 and the Mid-Plan Review. The highest AM and PM peak period delay indices at CTP 2021 adoption were 3.71 and 3.14 respectively. These high indices were found on State Route 29 in the northbound and southbound direction between State Route 12 and Soscol Junction. All other roadways corridors had a Peak Period Delay Index of less than 1.22.

As shown in **Table 2-6** through **Table 2-8** the highest AM peak period delay index is 1.32 while the highest PM peak period delay index is 1.13 for the Mid-Plan Review. There is one segment on State Route 128 (northbound Imola Avenue to Lincoln Avenue) with a PM peak period delay index of 1.13. The AM peak delay index of 1.32 is found on State Route 29 in the northbound direction between State Route 12 and Soscol Junction. All roadway segments analyzed for the Mid-Plan Review are below the target goal of less than or equal to a Peak Period Delay Index of 2.0.

It should be noted that the inputs for the 2022 Napa Activity Based Model (baseline scenario) were updated between CTP 2021 adoption and the Mid-Plan Review. The following list of changes were made in the model:

1. The input network for the model for the State Route 12 corridor includes interchange improvements, allowing for increased capacity on the roadways and thus decreased peak period delays;
2. Validation work such as traffic counts and satellite surveys were completed;
3. The roadway segment input speeds and assignment volumes were updated, which decreased the Peak Period Delay;
4. External gateway volumes were adjusted with updated data which further decreased the Peak Period Delay metrics in the model.

Table 2-6: Delay Index – Eastbound and Westbound Directions (CTP 2021 and Mid-Plan Review)

Direction	Route	Extents	Peak Period Delay Indices (CTP 2021)		Peak Period Delay Indices (Mid-Plan Review)	
			AM	PM	AM	PM
EB	Trancas Street	State Route 29 to Silverado Trail	1.00	1.00	1.01	1.01
EB	Imola Avenue	State Route 29 to State Route 221	1.00	1.00	1.00	1.00
EB	State Route 12	Old Sonoma Road to State Route 12 / 29 / 121 Junction	1.04	1.04	1.02	1.05
WB	Trancas Street	Silverado Trail to State Route 29	1.00	1.00	1.00	1.00
WB	Imola Avenue	State Route 221 to State Route 29	1.00	1.00	1.00	1.00
WB	State Route 12	State Route 12/29/121 Junction to Old Sonoma Road	1.04	1.04	1.04	1.02

Table 2-7: Delay Index – Southbound Direction (CTP 2021 and Mid-Plan Review)

Direction	Route	Extents	Peak Period Delay Indices (CTP 2021)		Peak Period Delay Indices (Mid-Plan Review)	
			AM	PM	AM	PM
SB	Silverado Trail	Deer Park Road to Trancas Street	1.00	1.00	1.04	1.04
SB	Silverado Trail	Trancas Street to Lincoln Avenue	1.01	1.01	1.03	1.04
SB	Silverado Trail	Lincoln Avenue to Imola Avenue	1.01	1.01	1.01	1.01
SB	State Route 221	Imola Avenue to State Route 12	1.01	1.05	1.01	1.02
SB	State Route 29	Soscol Junction to State Route 12	1.88	3.14	1.03	1.01
SB	State Route 29	State Route 12 to Donaldson Way	1.14	1.16	1.01	1.02
SB	State Route 29	Donaldson Way to American Canyon Road	1.01	1.04	1.02	1.03
SB	State Route 128	Pope Street to Trancas Street	1.00	1.02	1.00	1.01
SB	State Route 128	Trancas Street to Lincoln Avenue	1.20	1.22	1.09	1.11
SB	State Route 128	Lincoln Avenue to Imola Avenue	1.09	1.13	1.10	1.10
SB	State Route 128	Imola Avenue to State Route 12	1.01	1.01	1.10	1.10
SB	State Route 128	Sonoma Highway to Soscol Junction	1.02	1.03	1.00	1.00
SB	Soscol Avenue	Trancas Street to Imola Avenue	1.00	1.01	1.01	1.01

Table 2-8: Delay Index – Northbound Direction (CTP 2021 and Mid-Plan Review)

Direction	Route	Extents	Peak Period Delay Indices (CTP 2021)		Peak Period Delay Indices (Mid-Plan Review)	
			AM	PM	AM	PM
NB	State Route 29	American Canyon Road to Donaldson Way	1.03	1.02	1.02	1.03
NB	State Route 29	Donaldson Way to State Route 12	1.09	1.07	1.02	1.02
NB	State Route 29	State Route 12 to Soscol Junction	3.71	2.40	1.32	1.03
NB	State Route 221	Soscol Junction to Imola Avenue	1.01	1.01	1.01	1.01
NB	Silverado Trail	Imola Avenue to Lincoln Avenue	1.00	1.01	1.01	1.01
NB	Silverado Trail	Lincoln Avenue to Trancas Street	1.01	1.01	1.03	1.02
NB	Silverado Trail	Trancas Street to Deer Park Road	1.00	1.00	1.05	1.06
NB	State Route 128	Soscol Junction to State Route 12	1.00	1.00	1.00	1.00
NB	State Route 128	State Route 12 to Imola Avenue	1.00	1.00	1.09	1.12
NB	State Route 128	Imola Avenue to Lincoln Avenue	1.11	1.10	1.10	1.13
NB	State Route 128	Lincoln Avenue to Trancas Street	1.08	1.08	1.09	1.10
NB	State Route 128	Trancas Street to Pope Street	1.03	1.01	1.00	1.01
NB	Soscol Avenue	Imola Avenue to Trancas Street	1.03	1.02	1.01	1.01

COVID-19 Impacts - Peak Period Delay Index

The COVID-19 pandemic had a considerable influence on Peak Period Delay. In the face of COVID-19, many Napa County governments and the State of California adopted the strategy to encourage or require people to stay at home as much as possible and obtain daily necessities through delivery services, family or friends. The self-isolation or lockdown imposed reduced work and school trips, resulting in a decline in traffic. The number of commuters during peak periods decreased both due to unemployment and work from home habits. Napa County was uniquely susceptible to losses in employment or underemployment due to the large service and tourist economy and the pausing of these activities during stay-at-home orders. According to the Bay Area Metropolitan Transportation Commission Vital Signs website, 300,000 jobs were lost in the Bay Area from 2019-2020 and 29 percent of jobs in the leisure and hospitality sector were lost between 2019 and 2021 as a result of the COVID-19 pandemic.² Overall, 25 percent of United States adults reported that someone in their family was fired or unemployed due to the COVID-19 outbreak, and 15 percent of them said it happened to them personally.³ Moreover, 37 percent of jobs in the U.S. can be performed at home.⁴ Due to this loss in employment and an increase in remote work, traffic volumes decreased significantly, in particular during peak periods.

² "Jobs." Vital Signs – SF Bay Area, vitalsigns.mtc.ca.gov/indicators/jobs.

³ Parker, Kim. "Economic Fallout from Covid-19 Continues to Hit Lower-Income Americans the Hardest." Pew Research Center's Social & Demographic Trends Project, Pew Research Center, 24 Sept. 2020, www.pewresearch.org/social-trends/2020/09/24/economic-fallout-from-covid-19-continues-to-hit-lower-income-americans-the-hardest/#:~:text=Overall%2C%2025%25%20of%20U.S.%20adults,has%20occurred%20in%20their%20household.

⁴ Dingel, Jonathan and Neiman, Brent. "How many jobs can be done at home?", Journal of Public Economics. 2020. <https://doi.org/10.1016/j.jpubeco.2020.104235>.

Although data is not available for Napa County, the Bay Area Council collected survey data from roughly 200 employers throughout the Bay Area region in partnership with the Metropolitan Transportation Commission and EMC research since April 2021 in order to gather information related to in-person and remote work policies. According to a survey administered in November 2023, 87 percent of employers have already fully implemented their long-term policy for in-person and remote work with remaining employers planning to fully implement their strategy within the next 7-11 months.

As the pandemic has waned, the demand for remote work has continued to be strong. A Gallup⁵ survey in June of 2022 found that 8 in 10 people are working hybrid or remote, while only 2 in 10 people are entirely working on-site. An AT&T⁶ study found the hybrid work model is expected to grow from 42 percent in 2021 to 81 percent in 2024. These statistics correlate with why 2022 Peak Period Delay data shows a marked decrease in the Peak Period Delay Index. If predictions for future hybrid and remote work come to fruition, Peak Period Delay indices may remain reduced for some time into the future until demographic, population growth or socioeconomic shifts reverse or modifies these trends.

The Bay Area Council has collected survey data from roughly 200 employers throughout the region in partnership with the Metropolitan Transportation Commission and EMC Research since April 2021 in order to gather reopening plans and inform transit agencies and policymakers. The latest results are from January 2024 which show that 85 percent of employers have implemented their own company long-term policy for in-person and remote work with the remaining 15 percent currently working on and planning to implement in the future. The results also show that 25 percent of the employers do not require employees to work in-person or visit the office and 66 percent of the employers require some or all employees to visit or work in-person.⁷ Current trends show nationally and regionally hybrid work, either one day a week or a few days a week in the office, will remain the same and is the new normal for employees.

⁵ Agrawal, Ben Wigert and Sangeeta. "Returning to the Office: The Current, Preferred and Future State of Remote Work." *Gallup.Com*, Gallup, 21 July 2023, www.gallup.com/workplace/397751/returning-office-current-preferred-future-state-remote-work.aspx.

⁶ "The Future of Work in All Industries Is a Hybrid Workforce." *AT&T Business*, www.business.att.com/learn/research-reports/is-corporate-america-ready-for-the-future-of-work.html. Accessed 4 Jan. 2024.

⁷ "Return to Office Survey." Bay Area Council, 14 Feb. 2024, www.bayareacouncil.org/employer-survey-results/.

GOAL: CONGESTION RELIEF

MEASURE #2: AVERAGE WEEKDAY PERSON HOURS OF DELAY ON NAPA ROADWAYS

Metric Not Met.

Baseline Performance Measurement:	3,108 Daily person hours of delay on Napa Valley roadways
Goal:	Congestion Relief
Target:	Reduce the daily person hours of delay on Napa Valley roadways from baseline levels
Mid-Plan Review:	3,317 Daily person hours of delay on Napa Valley Roadways
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">Daily trip tables, free flow travel times and congested travel times from Napa Activity Based Model (Baseline Scenario – 2020)	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none">Daily trip tables, free flow travel times and congested travel times from Napa Activity Based Model (Baseline Scenario – 2022)	

Congestion on Napa County roadways can also be quantified in terms of Person Hours of Delay. This performance measure quantifies the delay experienced by people traveling on Napa’s roadways in excess of travel times under free-flow conditions. The baseline measurement is calculated with outputs from the Napa County Travel Demand Model and includes travel by Napa County residents, workers, and visitors. The performance target is to reduce the overall number of person hours spent in congestion on a typical weekday from CTP 2021 adopted levels.

As shown in **Table 2-9**, the Average Weekday Person Hours of Delay on Napa roadways increased by 6.7 percent, meaning the metric was not met since the overall target is a reduction in person hours of delay.⁸

This metric indicates an increase in congestion throughout the entire day rather than during peak periods shown in the previous metric. This is likely due to the increase of telecommuting and tourism. Roadway users that can telecommute tend to take more trips outside peak period timeframes and those on vacation usually are traveling during non-peak period timeframes.

Table 2-9: Average Weekday Person Hours of Delay on Napa Roadways

Metric	CTP 2021	Mid-Plan Review	Percent Change
Average weekday person hours of delay on Napa Roadways	3,108	3,317	+6.7%

COVID-19 Impacts – Average Weekday Person Hours of Delay on Napa Valley Roadways

In April 2020, as most activity was curtailed to slow the spread of COVID-19, U.S. vehicle miles of travel (VMT) was 40 percent lower than April 2019. By the end of the 2020, overall U.S. VMT was 11 percent lower than in 2019. Vehicle travel rebounded to 4 percent below pre-pandemic levels in 2021, and in

⁸ The 2022 Napa Activity Based Model was changed between CTP 2021 adoption and the Mid-Plan Review. See Congestion Relief Measure #1: Peak Period Delay Index for the list of changes made to the Napa Activity Based Model.

2022 rose to one percent below 2019's pre-pandemic levels.⁹ Since the CTP 2021 data was derived from 2020 data, it makes sense that the overall baseline daily person hours of delay may be artificially low at 3,108 hours due to reduced travel associated with the COVID-19 pandemic. Mid-Plan Review data is from 2022 and likely reflects the uptick in travel in a post-pandemic world, therefore this metric may benefit from reconsidering the baseline for future measurement. The preponderance of working remotely and an increase in post-pandemic tourism may also explain why there has been an increase in weekday person hours of delay when compared to the COVID-19 pandemic that peaked in 2020.

⁹ Federal Highway Administration (2022). Traffic Volume Trends.
https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm

GOAL: CONGESTION RELIEF

MEASURE #3: ON-TIME BUS PERFORMANCE WEIGHTED BY RIDERSHIP

Metric Not Met.

Baseline Performance Measurement:	69% Average weighted on-time performance for all route types
Goal:	Congestion Relief
Target:	90% Average weighted on-time performance for all route types
Mid-Plan Review:	56% Average weighted on-time performance for all route types
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">Vine Transit on-time performance data by route for 2018 (routes changed December 2019)Vine Transit ridership data by route for year 2018	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none">Vine Transit on-time performance data by route for 2022Vine Transit ridership data by route for year 2022	

On-time bus performance (OTP) is a strong indicator of service reliability and customer experience. NVRTA’s acceptable threshold for OTP is 90 percent using the following thresholds: 1 minute early and 5 minutes late (Short Range Transit Plan). NVRTA strives to achieve 90 percent OTP and continues to work to provide the greatest level of reliability to passengers. Given the shortage of drivers, GPS connectivity issues and associated system challenges stemming from the COVID-19 pandemic, OTP was impacted and continues to be impacted.

COVID-19 and Other Operational Challenges

In 2018, Vine Transit fixed routes experienced 69.15 percent average weighted OTP (**Table 2-10**) across all route types (City of Napa Local, Regional, and Express), and set a target of 90 percent average weighted OTP for all route types. Although 2022 data by route shows an average weighted OTP at 56.33 percent (**Table 2-11**), Vine Transit service was operating a different mix of local routes in the City of Napa, as the system continued to recover from COVID-19 service disruptions. In 2018, NVRTA operated eight fixed routes that covered short routes, with limited distance between time points in areas with limited congestion. As illustrated in **Figure 2-7** these eight local routes had higher OTP (79 percent) than the regional (65 percent) and intercity (63 percent) routes that are long-distance routes (18 miles or more) with greater distance between timepoints, and high levels of traffic congestion. Fast forward to 2022, most of the OTP data was coming from the regional and intercity routes which historically had lower OTP than the local routes. This is because the City of Napa in 2022 was only operating four local fixed routes along with on-demand service which is not included in the OTP data because it does not follow a schedule. Therefore, a substantial portion of the difference in the OTP from 2018 to 2022 is based upon a change in route structure.

The second major factor impacting OTP was a high number of drivers calling in sick and a shortage of drivers to take their place, which attributed to low OTP because a missed trip means that a bus never showed at each stop, which is counted as late. Driver call-offs impacted the total number of missed trips throughout 2022, with an average of 50 missed trips on fixed routes, peaking in August 2022, with 91 missed trips. Each of these missed trips constituted a late trip and negatively impacted on-time

performance. Since the height of poor OTP, service has improved across all routes. On-time performance should continue to improve as the number of missed trips decreases.

The third factor impacting OTP in 2022 is the change in the Computer-Aided Dispatch/ Automatic Vehicle Location (CAD/AVL). The CAD/AVL system is the source of the OTP data. All Vine Transit fixed routes are equipped with digital routers, which provide internet to mobile data units on board transit vehicles. Issues associated with routers occurred when switching CAD/AVL systems at the beginning of 2022. NVTA switched to CAD/AVL from Avail Technologies, which was the source of the 2018 data. After switching CAD/AVL systems and working to resolve router connectivity issues, NVTA continues to experience problems with accurate data reporting. Root causes of these reporting discrepancies are driver errors when signing into a trip, and continued communication errors between Mobile Data Terminals (MDT)s and on-board routers. NVTA has worked to address these issues by retraining drivers and updating MDTs to latest software versions to address AVL connectivity and is continuing to monitor the performance and accuracy of MDTs to ensure frequent and accurate OTP data is being collected.

Figure 2-7: On-Time Bus Performance Weighted by Ridership

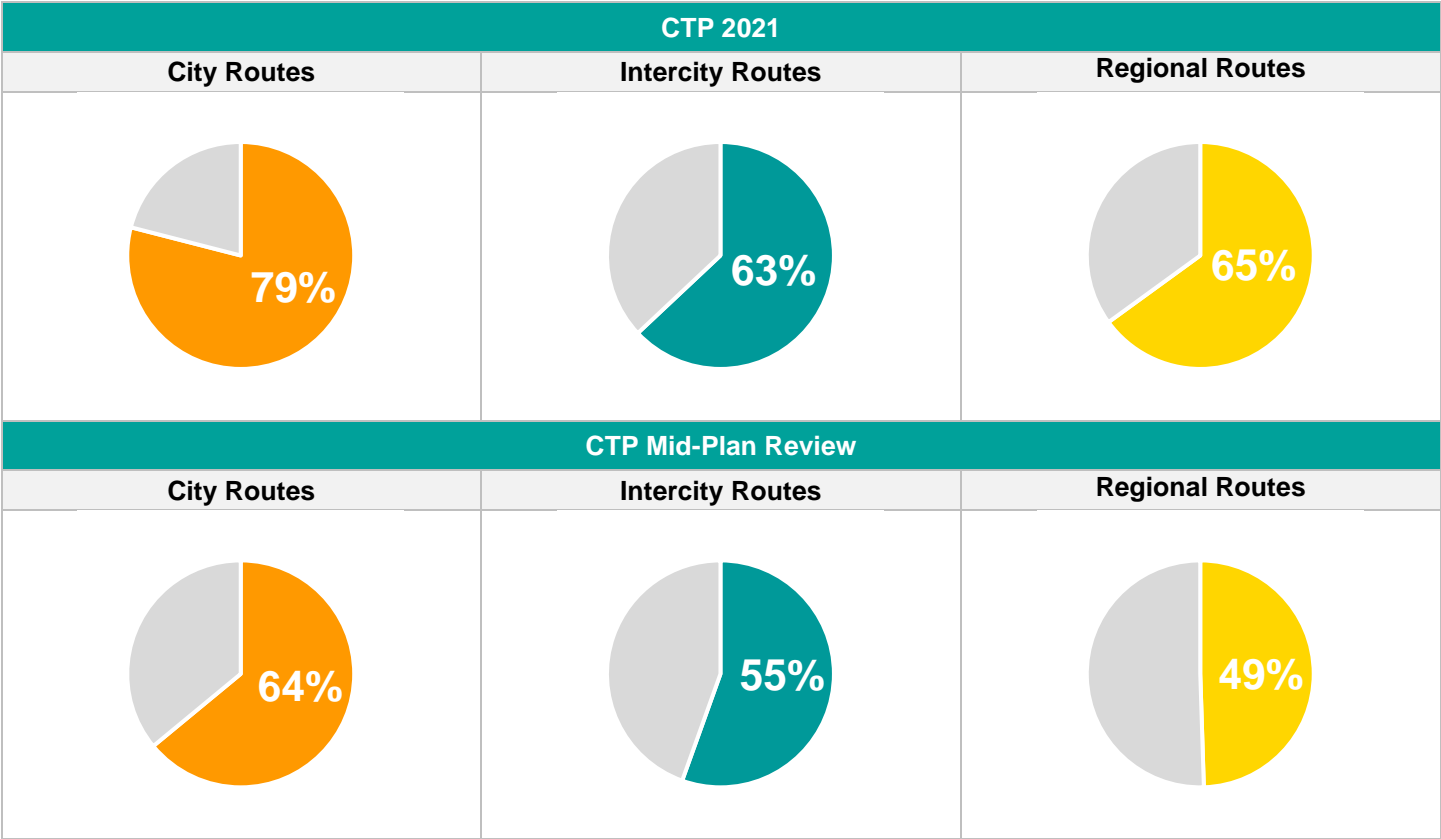


Table 2-10: CTP 2021 On-Time Bus Performance Weighted by Ridership

Category	Route	Ridership	On-Time Performance (2018)	Weighting	Weighted On-Time Performance	Average Weighted On-Time Performance	
City	Route 1	18,533	84.82%	5%	79.22%	69.15%	
	Route 2	51,810	80.09%	14%			
	Route 3	60,592	79.16%	16%			
	Route 4	50,853	84.72%	13%			
	Route 5	51,219	81.08%	13%			
	Route 6	38,632	75.42%	10%			
	Route 7	16,689	76.59%	4%			
	Route 8	93,695	75.70%	25%			
Intercity	Route 10	230,578	58.25%	48%	63.12%	69.15%	
	Route 11	251,751	67.57%	52%			
Regional	Route 21	21,140	68.21%	25%	65.13%		69.15%
	Route 29	62,922	64.10%	75%			

Table 2-11: CTP Mid-Plan Review On-Time Bus Performance Weighted by Ridership

Category	Route	Ridership	On-Time Performance (2018)	Weighting	Weighted On-Time Performance	Average Weighted On-Time Performance
City	Route N	59,624	64.9%	57%	64.01%	56.33%
	Route S	14,825	58.0%	14%		
	Route E	2,849	60.8%	3%		
	Route W	27,239	65.8%	26%		
Intercity	Route 10	138,876	50.6%	53%	55.48%	
	Route 11	117,145	61.4%	45%		
	Route 11X	3,962	53.9%	2%		
Regional	Route 21	14,343	51.1%	29%	49.49%	
	Route 29	34,303	48.8%	71%		

GOAL: CONGESTION RELIEF

MEASURE #4: NUMBER OF REGISTERED USERS IN NVTA'S TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Metric Achieved.

Baseline Performance Measurement:	Number of registered V-Commute Users and Napa Valley Forward Users: 282
Goal:	Congestion Relief
Target:	Increase the number of users registered for NVTA's Transportation Demand Program by targeting large employers
Mid-Plan Review:	Number of registered V-Commute Users: 975
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">V-Commute Program registered user data (2020)	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none">V-Commute Program registered user data (July 2023)	

As shown in **Table 2-12**, the number of registered V-Commute Users was 975 in July of 2023 and is continuing to grow. This is a 246 percent increase from the CTP 2021 combination of both the V-Commute and Napa Valley Forward programs. V-Commute (formerly Solano-Napa Commuter Information) is Napa Valley's Transportation Demand Management program that promotes alternatives to driving alone. V-Commute services include carpool matching, guaranteed ride home, and information about transit, bicycling, and walking. Employers with 50 or more full-time employees can register their commuter benefits program to comply with regulations of the Bay Area Air Quality Management District. During the CTP 2021, V-Commute was complemented by the Napa Valley Forward program, a Transportation Demand Management pilot program aimed at vintners and the hospitality industry. The Napa Forward pilot ended, and several employers opted into the V-Commute platform, which updates the metric from tracking the total number of users for both programs to only tracking the V-Commute program. Currently, the Transportation Demand Management program is focused on commuter travel, but it would be possible to increase program focus on all trips, not only commute trips. The goal is to increase the number of registered users for the Transportation Demand Management program.

The V-Commute program experienced an increase in participation during an incentivized 2-month period for an annual commute challenge. The 2023 annual challenge took place between September 1st and October 31st with 93 participants. A participant during the challenge is someone logging at least three or more alternative trips per week. During non-incentivized months there is an average of 35 people logging three or more trips per week. Another statistic tracked is the number of active users, people logging at least 2 alternative trips per week, during each month. There were 236 active users between May and December of 2023. NVTA has a goal of a minimum of 500 active users on a regular basis throughout the year and could potentially obtain that target by providing increased awareness and program incentives support.

Table 2-12: Number of Registered V-Commute Users

Metric	CTP 2021	Mid-Plan Review	Percent Change
Number of registered V-Commute Users	282	975	246% Increase

For future Countywide Transportation Plans, it is recommended this metric change to number of active users (those logging alternative mode trips) not registered users. This measure would more accurately portray adoption of the program and progress toward meeting the congestion relief goal.

GOAL: ECONOMIC SUSTAINABILITY

MEASURE #1: RELIABILITY OF TRUCK TRAVEL TIMES (TTTR)

Metric Achieved.

Baseline Performance Measurement:	Overall TTTR Index: 2.39
Goal:	Economic Sustainability
Target:	Overall TTTR Index: Maintain at 2.39 or reduce
Mid-Plan Review:	Overall TTTR Index for years 2020-2022 has maintained at 2.39 or less ranging from 1.86 in 2020 to 2.16 in 2022
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">National Performance Management Research Data Set (NPMRDS 2017-2019) obtained from RITIS	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none">National Performance Management Research Data Set (NPMRDS 2020-2022) obtained from RITIS	

Freight transportation is vital to the economic sustainability of Napa County. The Truck Travel Time Reliability (TTTR) index indicates the reliability of freight travel times as measured by historical truck speed data, comparing days with extremely high delay to days with average delay. The TTTR index for a corridor is the TTTR ratio weighted by the length of each study corridor. **Figure 2-10** illustrates the following list of analyzed corridors within the CTP 2021 and the Mid-Plan Review:

1. SR-12
2. SR-29
3. SR-121
4. Napa-Vallejo Highway

Figure 2-8 includes the 2017-2019 period which was analyzed in the CTP 2021 and the 2020-2022 timeframe which was used in the Mid-Plan Review analysis. **Figure 2-9** illustrates the TTTR index for each of the four analyzed corridors between 2019 and 2022. As shown in **Figure 2-8** and **Figure 2-9**, every year after 2019 (2020-2022) had a TTTR index below the target TTTR index of 2.39 and therefore this metric is achieved during the Mid-Plan Review. However, the last two years, 2021 and 2022, show an increase from 2020, meaning the TTTR index is increasing towards the upper acceptable TTTR index threshold index of 2.39 rather than decreasing.

COVID-19 TTTR Impacts

Due to 2020 being the peak of COVID-19, there was a decrease in personal vehicles on the road which caused a decrease in Truck Travel Time, meaning trucks experienced less congestion and were moving more commonly at free-flowing speeds resulting in less delay. As the population transitioned to attending school and work in person, the Truck Travel Time increased as shown in 2021 Truck Travel Time may remain lower in future years to observe how work and learn from home trends stabilize in a post-pandemic era.

Figure 2-8: Annual Corridor Average Overall Truck Travel Time Reliability Index (TTTR) (2017-2022)

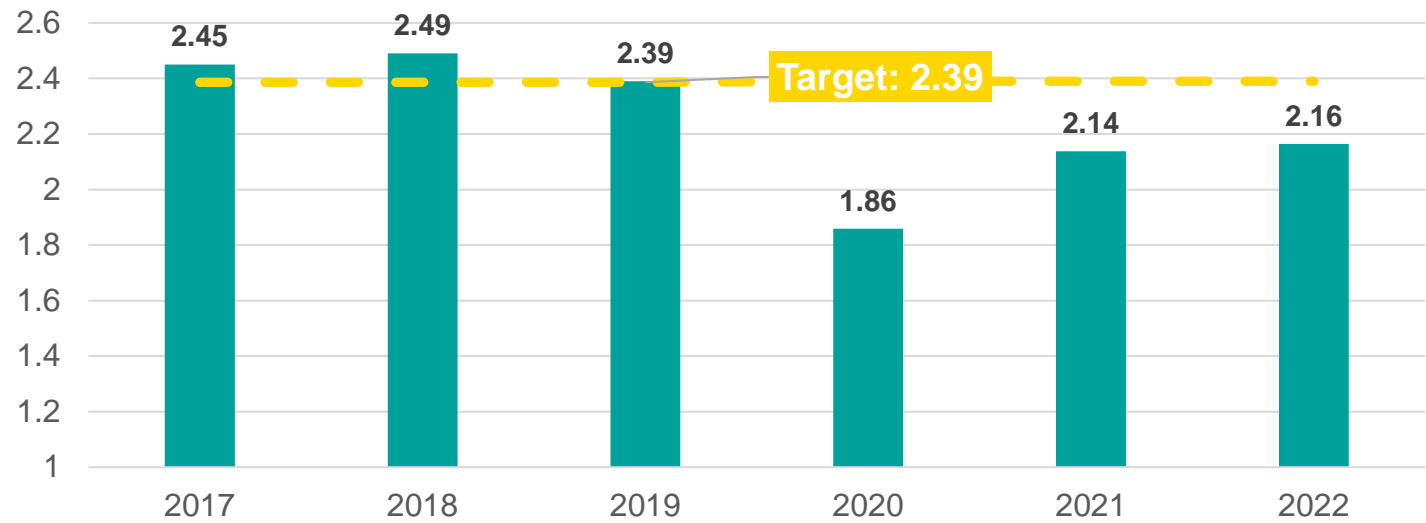


Figure 2-9: Average Bidirectional Corridor Truck Travel Time Reliability Index (TTTR) (2019-2022)

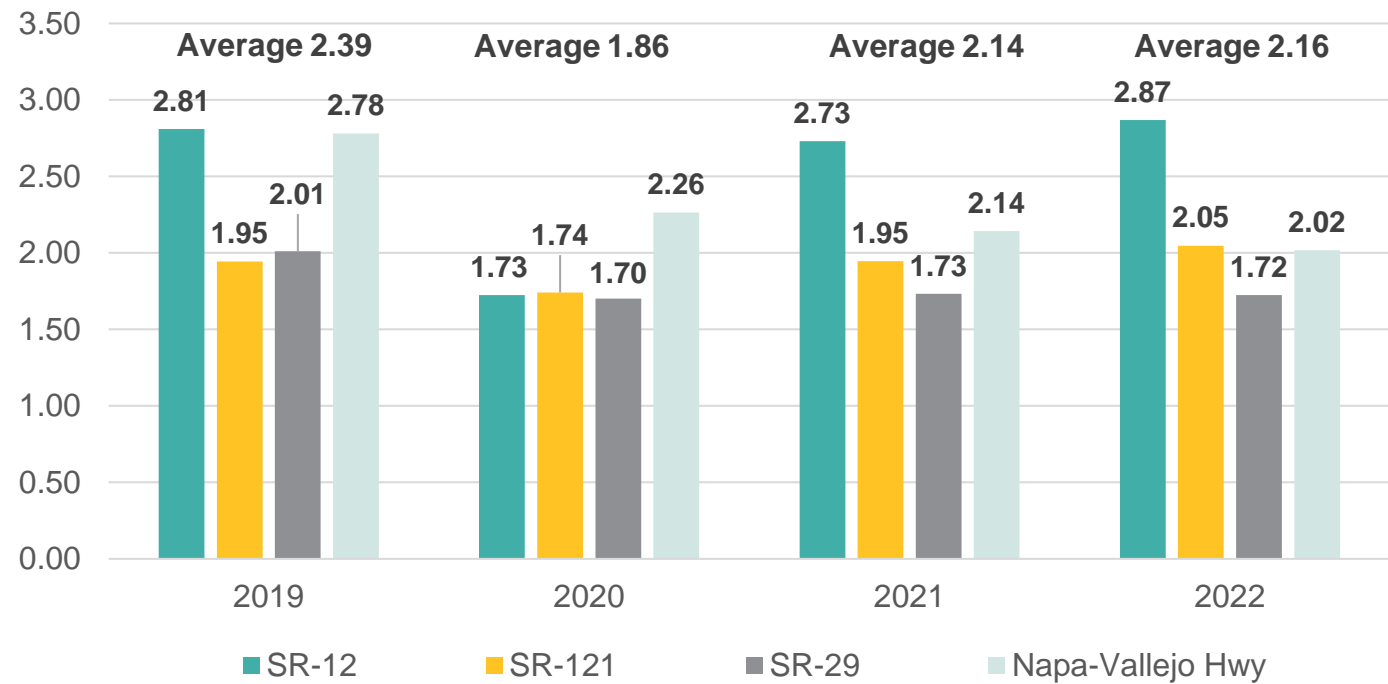
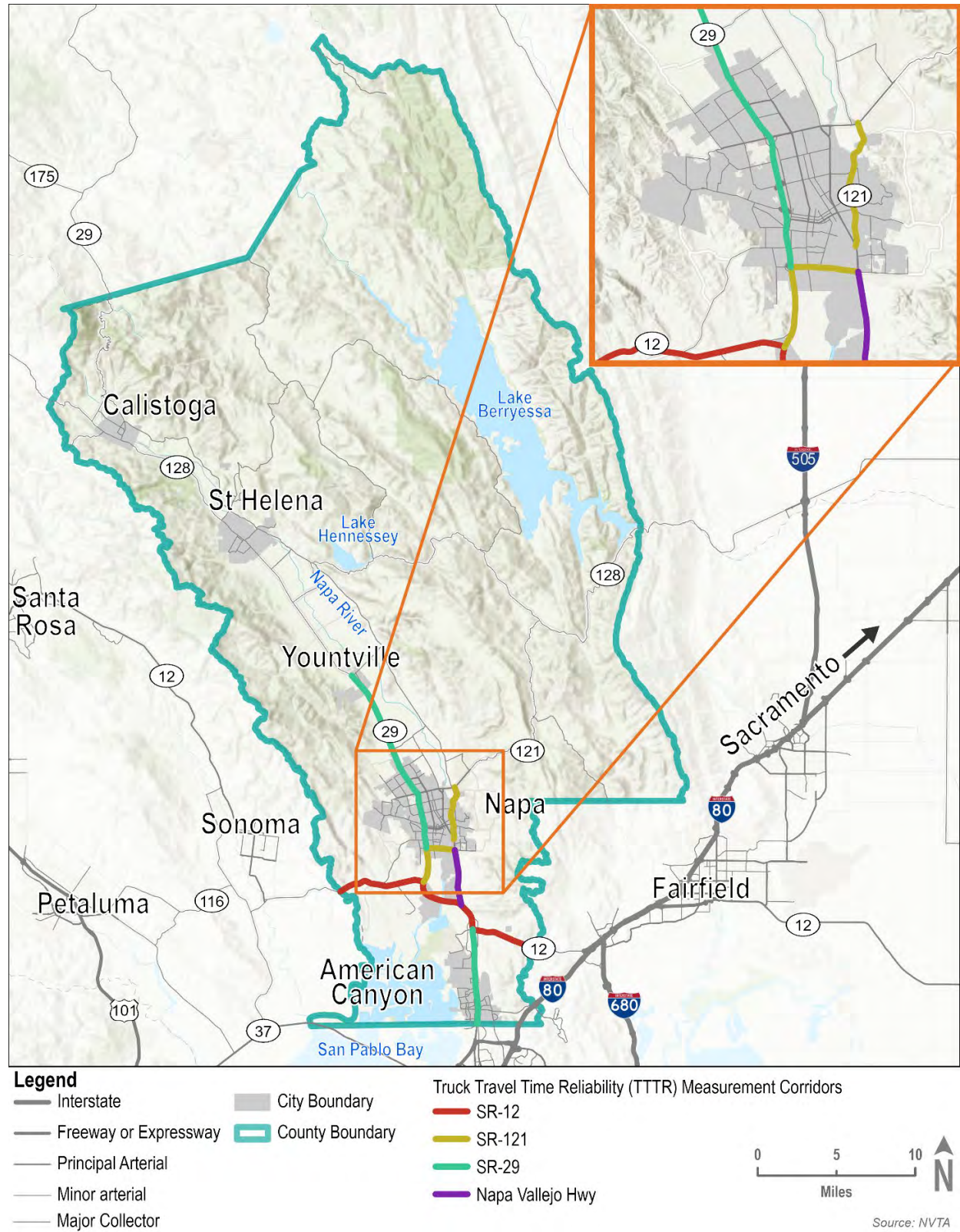


Figure 2-10: Study Corridors for Truck Travel Reliability (TTTR) Measurement



GOAL: ECONOMIC SUSTAINABILITY

MEASURE #2: NUMBER OF JOBS ACCESSIBLE BY TRANSIT WITHIN ONE HOUR DURING THE MORNING COMMUTE

Metric Not Met.

Baseline Performance Measurement:	Jobs accessibility by Vine Transit: American Canyon: 37,725 Calistoga: 8,831 Napa: 40,241 St. Helena: 19,397 Yountville: 29,521
Goal:	Economic Sustainability
Target:	Maintain or improve the baseline level of jobs accessibility by Vine Transit in American Canyon, Calistoga, Napa, St. Helena, and Yountville
Mid-Plan Review:	Jobs accessible by Vine Transit: American Canyon: 23,661 Calistoga: 8,911 Napa: 45,938 St. Helena: 27,697 Yountville: 24,043
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">Isochrones of transit coverage centered at jurisdictions from www.remix.com for: 6:40 AM, 7:00 AM, and 7:40 AMNumber of jobs shapefile from 2012-2016 Census Transportation Planning Products (CTPP); Table A202100 at TAZ level	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none">Isochrones of transit coverage centered at jurisdictions from www.remix.com for: 6:40 AM, 7:00 AM, and 7:40 AMNumber of jobs shapefile from Census OnTheMap Portal (2020)	

Access to employment opportunities is also key to Napa Valley’s economic sustainability. Number of Jobs Accessible by Transit Within One Hour During the Morning Commute is an important measure to ensure households have access to jobs. Note that this measure does not capture all the jobs that might be located along a transit route. It includes only jobs that can be reached from the stops since passengers can only alight at the bus stops. As shown in **Table 2-13** there was an increase in job accessibility from Calistoga, Napa, and St. Helena and a decrease in American Canyon and Yountville when comparing between the CTP 2021 and the Mid-Plan Review. **Table 2-13** also shows a data correction for St. Helena and includes accessible jobs located in the City of Napa during the CTP 2021 reporting period. **Figure 2-11** shows the transit coverage within 60 minutes of American Canyon, Calistoga, Napa, St. Helena, and Yountville. **Figure 2-12** through **Figure 2-16** illustrate the total number of jobs accessible within one hour during the morning commute by each NVRTA member agency.

For Future Countywide Transportation Plans, it is recommended this metric change to select an hour for each jurisdiction within the peak morning commute hours of 6:00 AM to 9:00 AM, and base the hour selected for each jurisdiction off the most relevant transit schedule. This will result in each jurisdiction

having a slightly different hour start time but will be more realistic in measuring the morning commute for each individual community.

Table 2-13: Transit Coverage Within 60 Minutes of Napa County Jurisdictions

City	CTP 2021 2012-2016 Census Transportation Planning Products Data	CTP 2021 2021-2016 Census Transportation Planning Products Data Correction	Mid-Plan Review 2020 US Census OnTheMap Portal Data	Percent Change
American Canyon	37,725	37,725	23,661	-37%
Calistoga	8,831	8,831	8,911	+1%
Napa	40,241	40,241	45,938	+14%
St. Helena	8,475	19,397	27,697	+42%
Yountville	29,521	29,521	24,043	-19%

Not all member agencies within Napa County met the metric of remaining at or increasing above the baseline total jobs accessible by transit within one hour during the morning commute. American Canyon and Yountville both had a decrease in jobs accessibility of 37 percent and 19 percent respectively. The remaining three member agencies, Calistoga, Napa, and St. Helena all had an increase in jobs accessibility. St. Helena had a 42 percent increase in accessible jobs, which is the highest increase amongst all NVRTA member agencies.

COVID-19 Impacts - Number of Jobs Accessible by Transit Within One Hour During the Morning Commute

It is anticipated the reduction in jobs accessible by transit within one hour by transit during the morning commute in American Canyon and Yountville can be correlated to the COVID-19 pandemic and general regional employment shifts, especially since the Mid-Plan Review data was from 2020 during the height of the pandemic. The COVID-19 pandemic resulted in a major downturn in employment on national, state, regional, and local scales. Since the COVID-19 pandemic had unique and profound implications on employment and travel patterns, it will be important to monitor this metric into the future to ascertain whether decreases in employment accessibility from American Canyon and Yountville via transit within an hour during the morning commute is an anomaly or a new normal that may require transit service adjustments to maximize employment accessibility.

Figure 2-11: Mid-Plan Review Transit Coverage Within One Hour During the Morning Commute

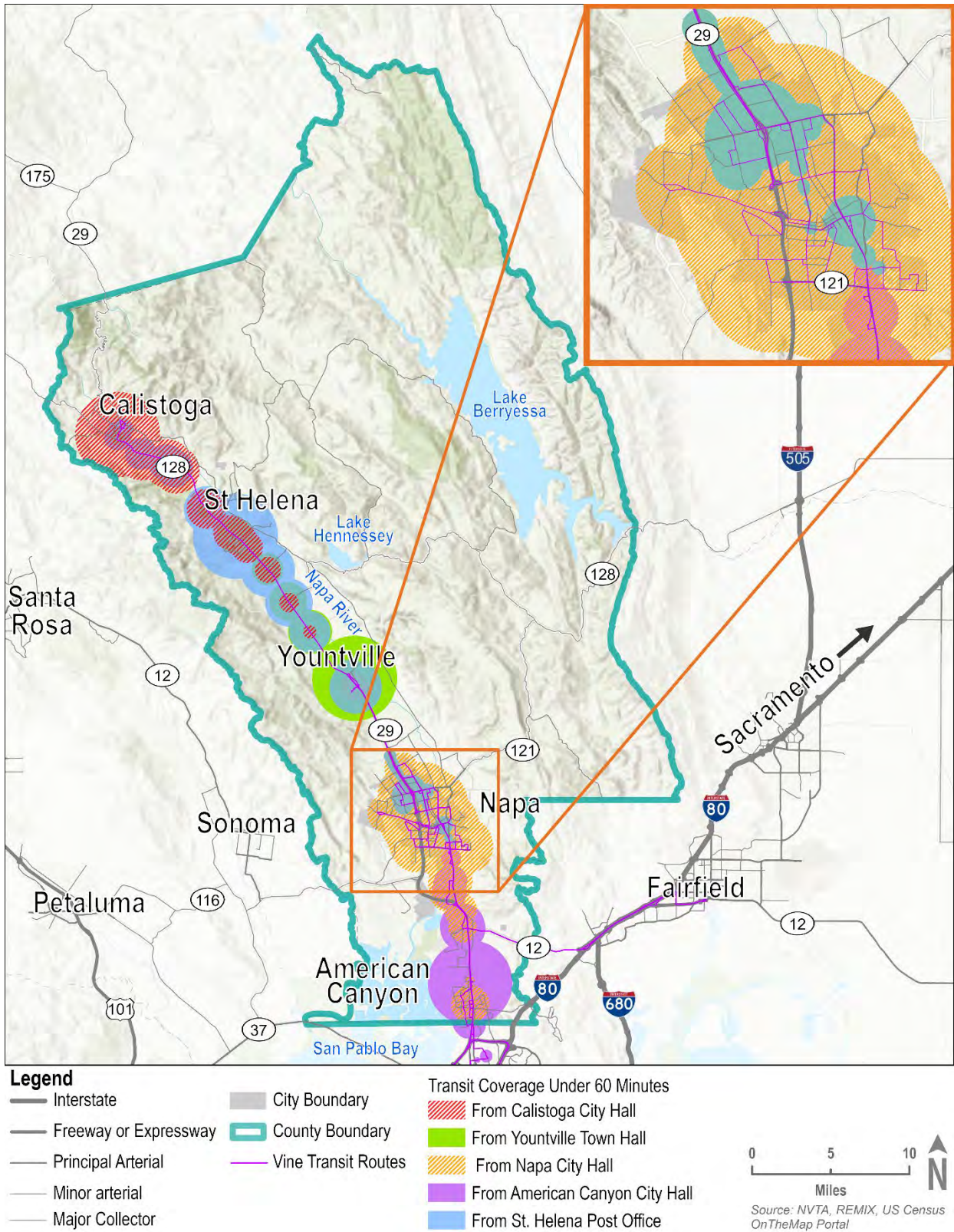


Figure 2-12: Mid-Plan Review Calistoga Number of Jobs Accessible by Transit Within One Hour During the Morning Commute

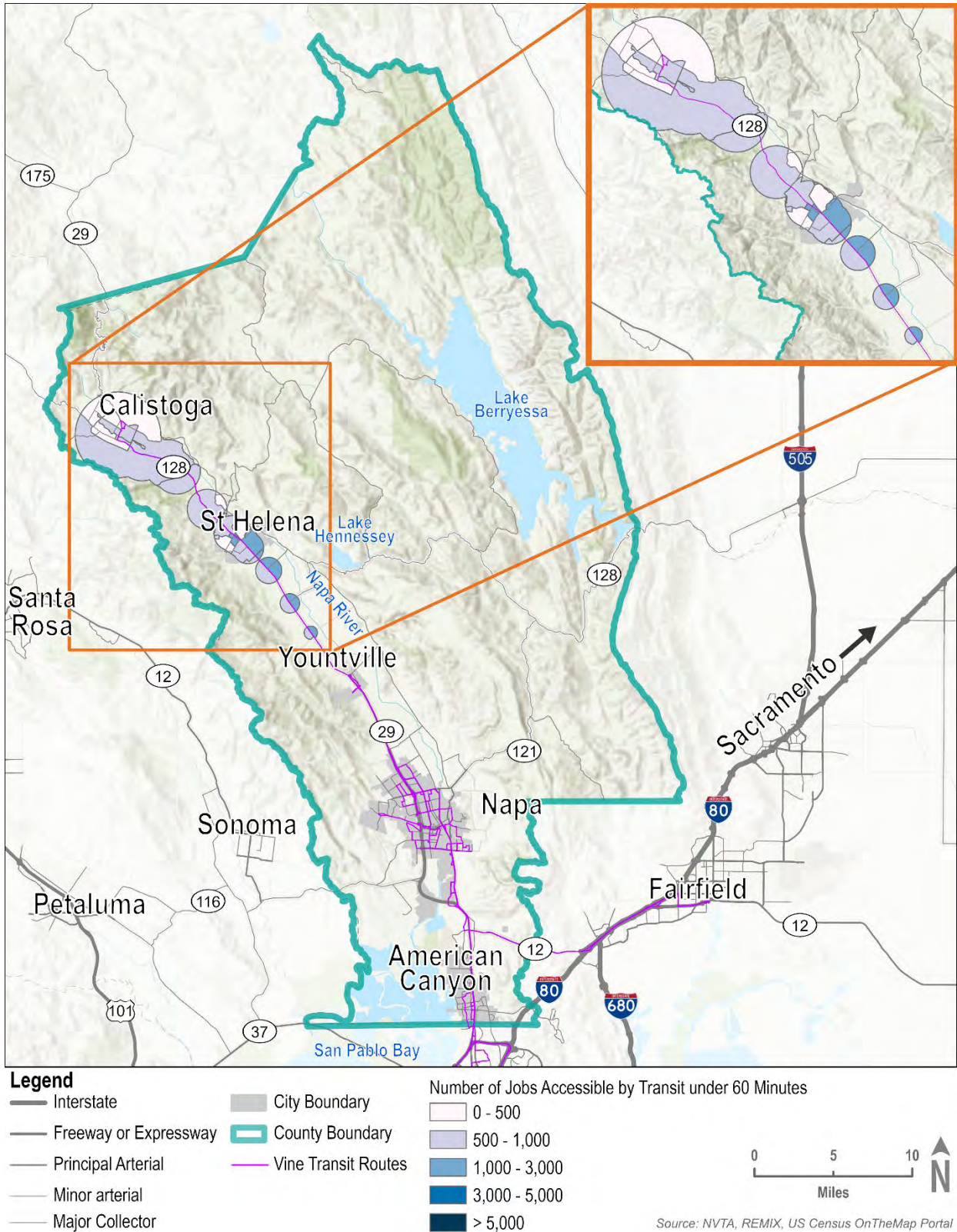


Figure 2-13: Mid-Plan Review St. Helena Number of Jobs Accessible by Transit Within One Hour During the Morning Commute

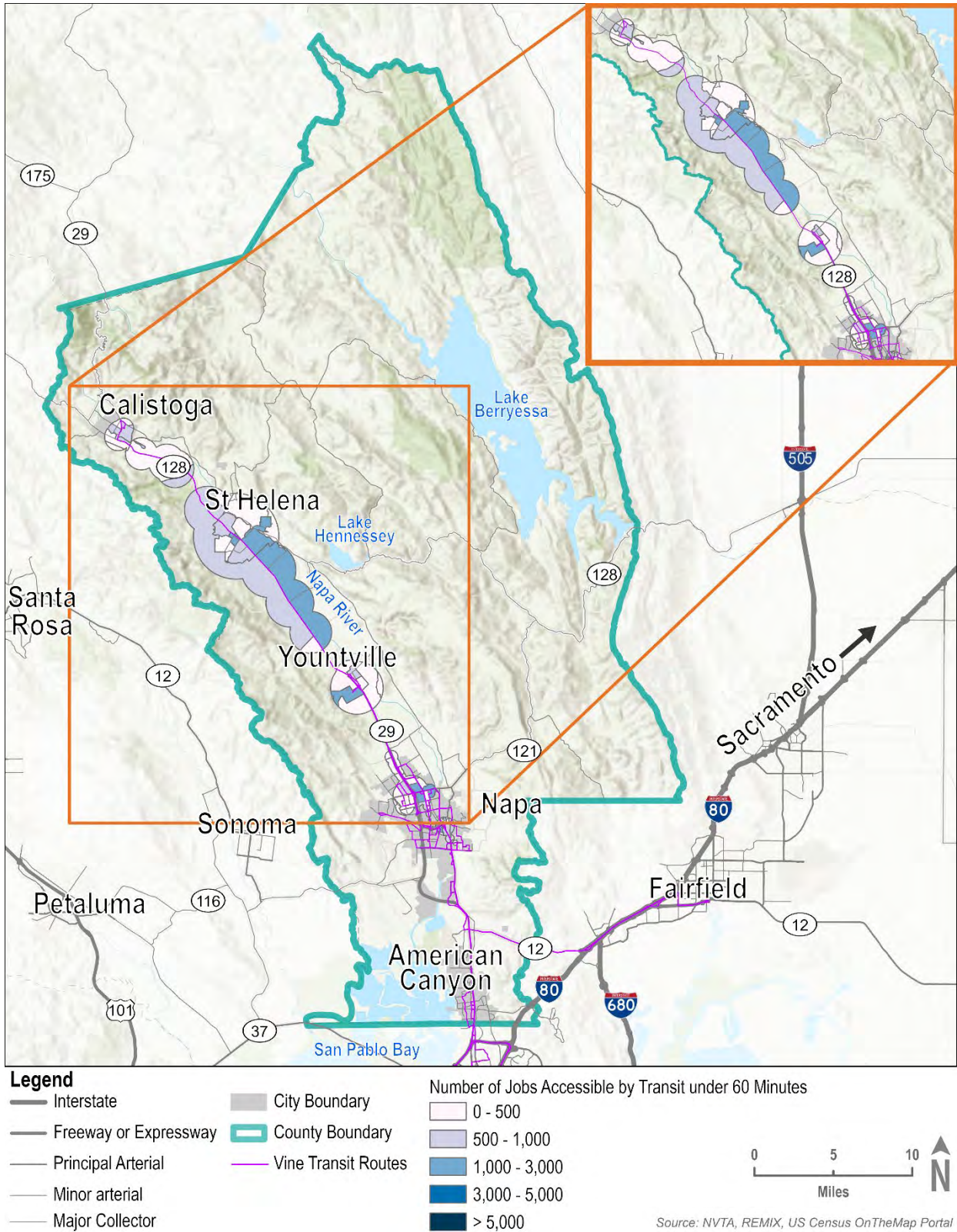


Figure 2-14: Mid-Plan Review Yountville Number of Jobs Accessible by Transit Within One Hour During the Morning Commute

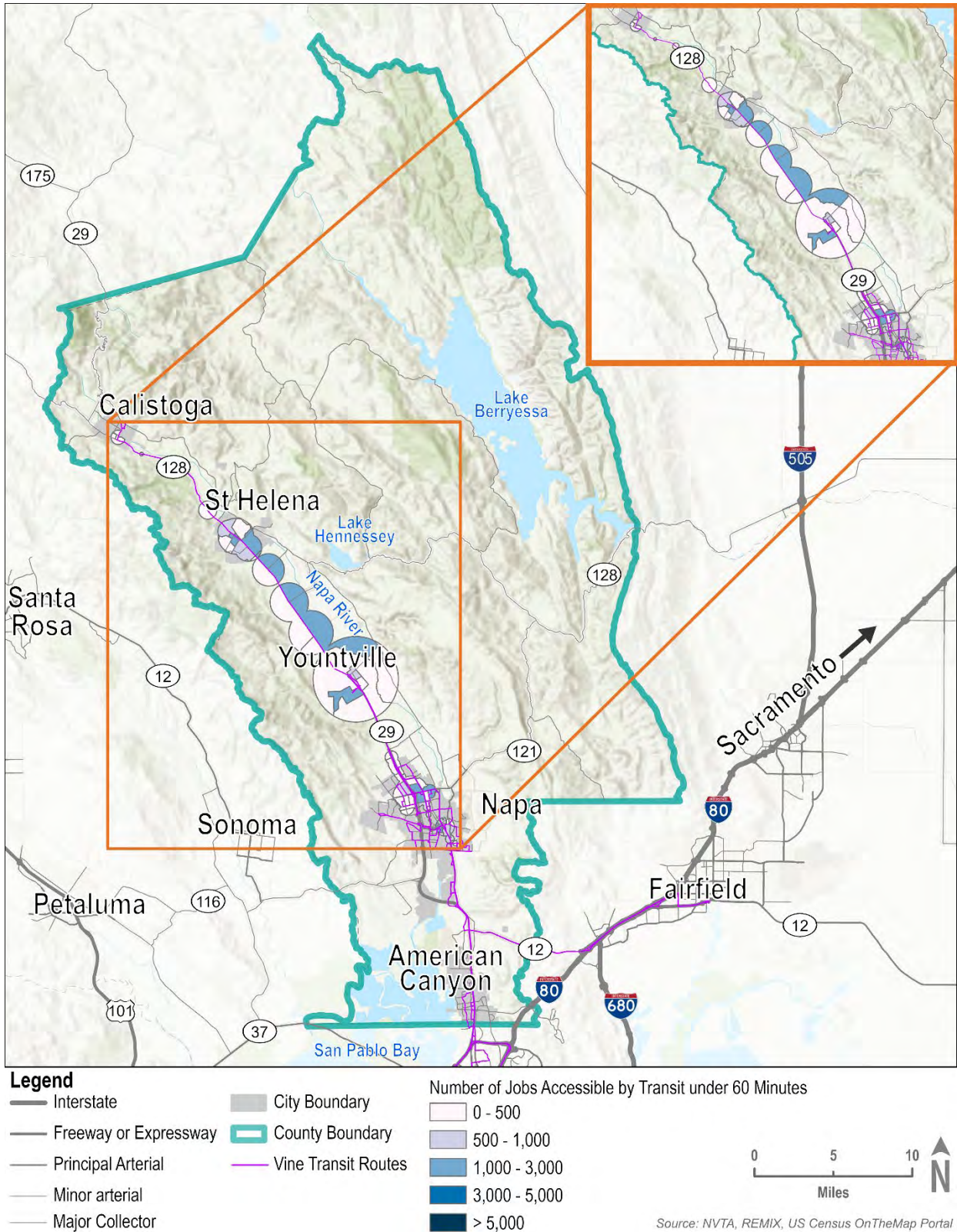


Figure 2-15: Mid-Plan Review Napa Number of Jobs Accessible by Transit Within One Hour During the Morning Commute

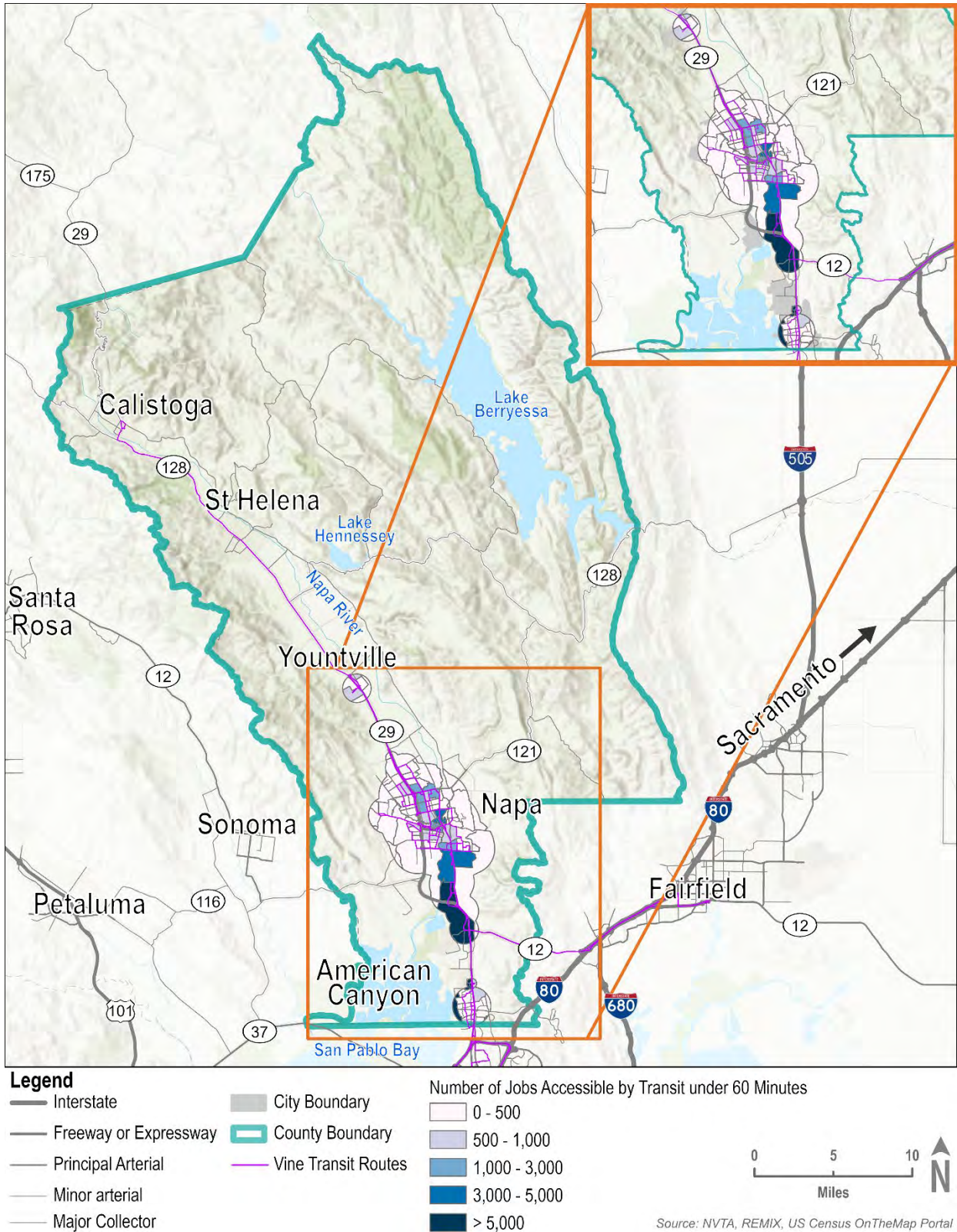
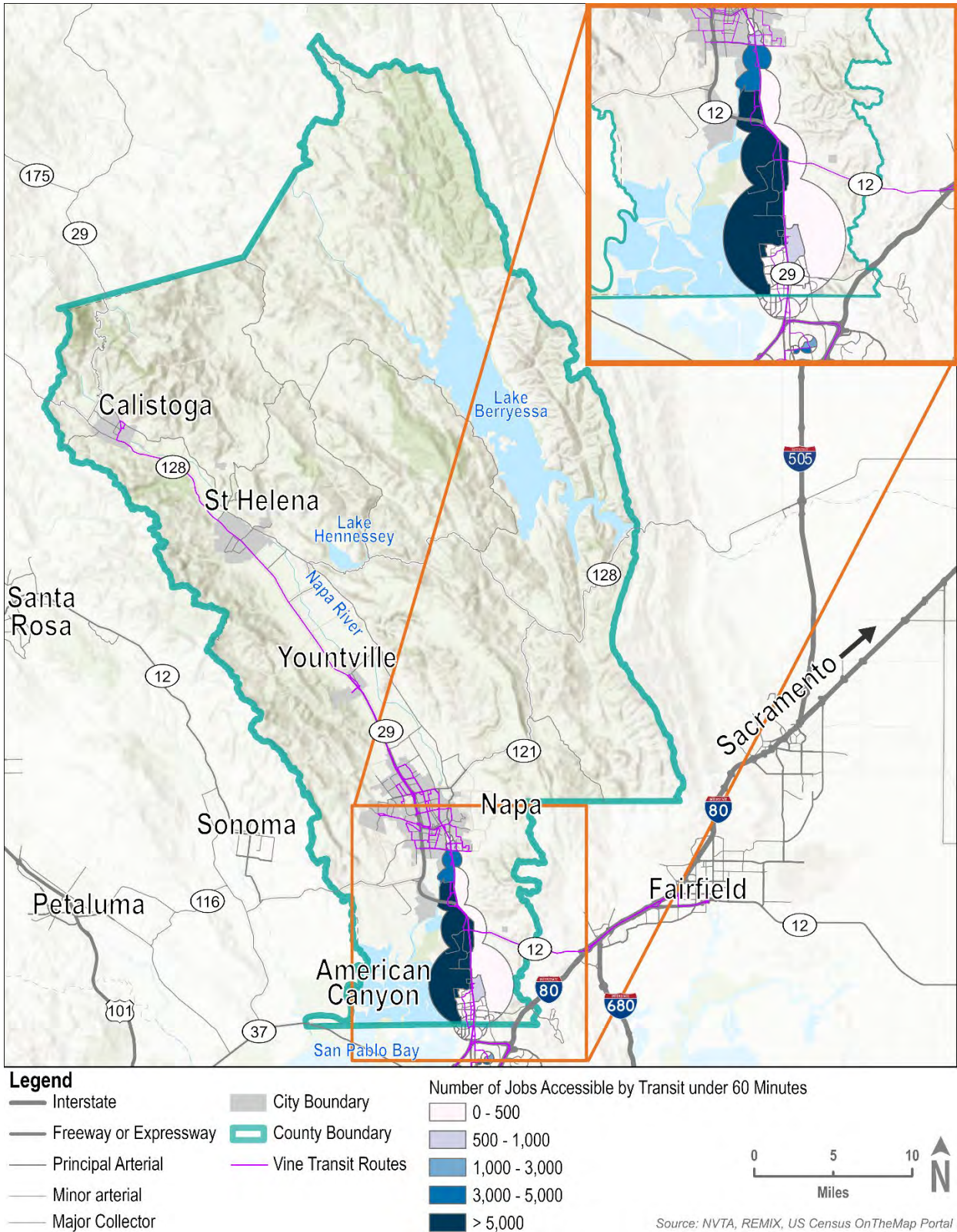


Figure 2-16: Mid-Plan Review American Canyon Number of Jobs Accessible by Transit Within One Hour During the Morning Commute



GOAL: SUSTAINABILITY

MEASURE #1: GREENHOUSE GAS EMISSIONS (GHG)

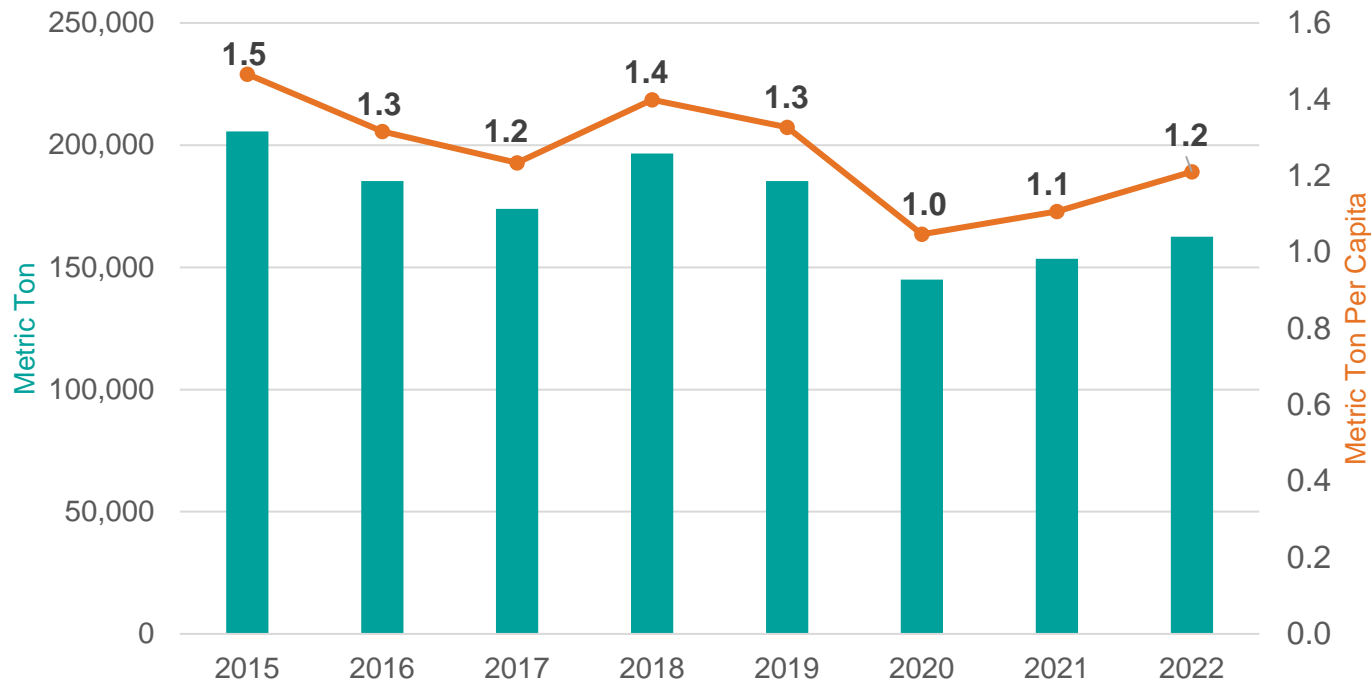
Metric Achieved.

Baseline Performance Measurement:	1.5 Metric tons of GHG emissions per capita in Napa County in 2015
Goal:	Sustainability
Target:	Reduce GHG emissions by 19% per capita in Napa County from 2015 levels
Mid-Plan Review:	GHG emissions reduced 20% from 1.5 metric tons in 2015 to 1.2 metric tons in 2022
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">GHG emissions data for surface transportation from MTC’s Vital Signs: https://www.vitalsigns.mtc.ca.gov/greenhouse-gas-emissions	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none"><u>California Annual Retail Fuel Outlet Report Results</u> (CEC-A15) (Gasoline and Diesel sales)American Community Survey (ACS) Five Year Estimates; Table B01001 (Sex by Age)	

This performance measure captures GHG emissions from transportation sources and is calculated based on gallons of gasoline and diesel sales in Napa County. Consistent with Plan Bay Area 2040—the most recent MTC Regional Transportation Plan—the target is to reduce GHG emissions per capita from 2015 levels by 19 percent. As shown in **Figure 2-17** NVRTA met this metric due to reducing GHG emissions from 1.5 metric tons to 1.2 metric tons, a 20 percent decrease.

Due to emissions data not being available from Vital Signs during this Mid-Plan Review, California Annual Retail Fuel Outlet Reports from the California Energy Commission were utilized to update performance. Utilization of this source is recommended for future CTP updates and Mid-Plan reviews.

Figure 2-17: Transportation-Related Greenhouse Gas Emissions Per Capita in Napa County (2015-2022)



COVID-19, Electric Vehicles, and Other influencing Factors – Greenhouse Gas Emissions

As noted in the VMT Metric, overall vehicle miles travelled in Napa County reduced from 17.3 miles per capita per day to 14.2, a 17 percent decrease. This reduction in vehicle miles travelled likely resulted in a reduction in gasoline and diesel sales that are baseline datasets for this metric. It is likely the overall number of vehicle miles traveled was reduced initially by the COVID-19 pandemic, reductions in employment, and increased incidences of remote work and telecommuting that are still occurring today. The reduction in greenhouse gasses may also be correlated to ever-increasing electric vehicle (EV) sales and usage that doesn't require the purchase of gasoline or diesel fuel. According to the California Energy Commission, in 2022, there were 1,123 light-duty Zero Emission Vehicles (ZEVs) sold in Napa County equating to 21 percent of all vehicle sales.¹⁰ Throughout Napa County, local and state governments and businesses have been installing EV charging stations at a rapid rate, assisting with the EV transition and reducing greenhouse gasses. According to The California Energy Commission, in 2023, there are 400 Level 2 charging ports and 42 DC Fast charging ports totaling 442 EV charging ports within Napa County¹¹. NVTA and member agencies will continue to look for opportunities to expand availability of EV charging infrastructure that will improve this metric and reduce greenhouse gas emissions into the future.

¹⁰ New ZEV Sales in California. California Energy Commission, <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/new-zev-sales>
¹¹ Electric Vehicle Chargers in California. California Energy Commission, <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/electric-vehicle>

Finally, according to an Economics and Forensic Analytics presentation shared with the Napa City Council in September 2023, the City's hotel occupancy rate as of June 2023 is 63.2 percent which is an 11.9 percent decrease from occupancy rates experienced during 2022 and a 10.4 percent decrease from 2021.¹² This overall trend indicates softness in the tourism market in the post-pandemic era.

¹² Economic Development Dashboard. Napa, CA, www.cityofnapa.org/1172/Economic-Development-Dashboard.

GOAL: SUSTAINABILITY

MEASURE #2: VEHICLE MILES TRAVELED

Metric Achieved.

Baseline Performance Measurement:	Vehicle Miles Traveled: 17.3 Miles per capita
Goal:	Sustainability
Target:	15% reduction in vehicle miles traveled from baseline level
Mid-Plan Review:	Vehicle Miles Traveled reduced to 14.2 per capita from 17.3 for a reduction of 17%
Key Data Sources CTP 2021:	<ul style="list-style-type: none">Napa Valley Transportation Authority VMT Tool, 2021
Key Data Sources CTP Mid-Plan Review:	<ul style="list-style-type: none">Napa Valley Transportation Authority VMT Tool, 2022

The environmental sustainability of the transportation system is measured by Vehicle Miles Traveled (VMT) Per Capita. This metric aligns with energy consumption and the use of personal vehicles over more sustainable modes. The target is to reduce VMT per capita by 15 percent from baseline levels in accordance with state policy on climate change and GHG reduction. **Figure 2-18** shows the home-based VMT for Napa Valley residents during the CTP 2021 analysis period while **Figure 2-19** shows results from the Mid-Plan Review analysis period. **Table 2-14** shows an average of a 17.5 percent decrease between all Napa County jurisdictions with the Unincorporated Napa County area having the largest decrease at slightly over 20 percent. This metric is achieved by the jurisdictions having a collective decrease of over 15 percent in VMT between 2021 and the Mid-Plan Review.

Figure 2-18: CTP 2021 Home-Based Vehicle Miles Traveled Per Capita by Jurisdiction

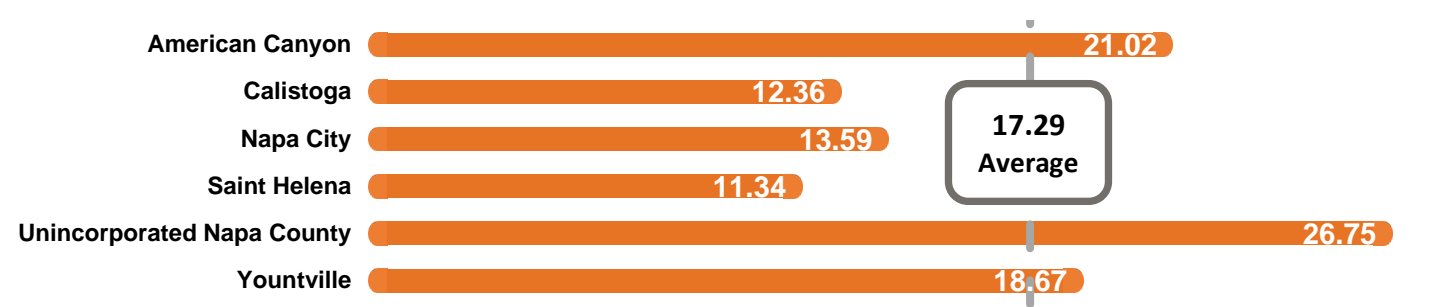


Figure 2-19: Mid-Plan Review Home-Based Vehicle Miles Traveled Per Capita by Jurisdiction

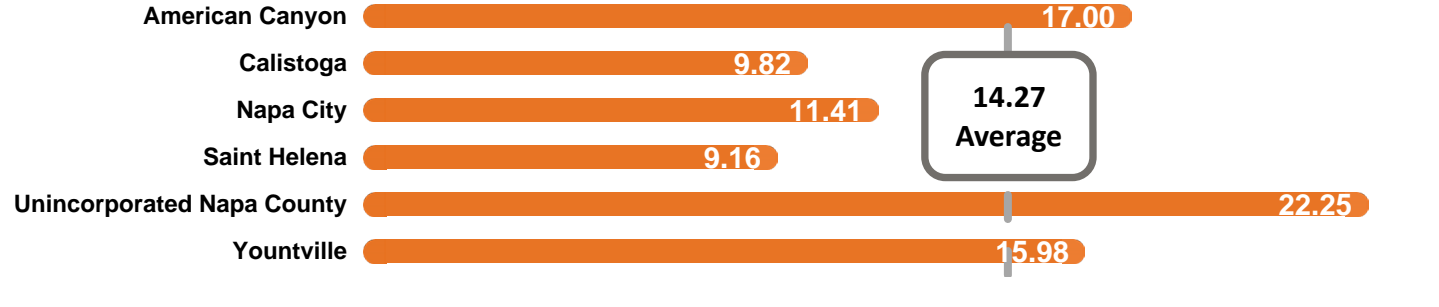


Table 2-14: Home-Based Vehicle Miles Traveled Per Capita by Jurisdiction Percent Change from CTP 2021 Adoption to Mid-Plan Review

Jurisdiction	CTP 2021	Mid-Plan Review	Percent Change
American Canyon	21.02	17.00	-14.4%
Calistoga	12.36	9.82	-16.8%
Napa City	13.59	11.41	-19.2%
St Helena	11.34	9.16	-16.0%
Unincorporated Napa County	26.75	22.25	-20.5%
Yountville	18.67	15.98	-19.1%
Average	17.29	14.27	-17.5%

COVID-19, Gas Prices and Inflation – Vehicle Miles Traveled

As the impacts of COVID-19 generally began to wane in 2021 with the roll out of vaccinations, the population was eager to travel and get outside their homes to experience the world and life again which likely led to a temporary uptick in travel during 2021. The uptick in travel may have been somewhat short-lived due to gas prices and inflation placing a strain on personal finances and the ability of the public to travel for discretionary purposes. According to the U.S. Energy Information Administration, the California statewide average price for a gallon of gas rose from \$4.10 in 2021 to \$5.41 in 2022.¹³ This likely had a dampening effect on VMT due to increased strain on household finances.

In addition to rising gas prices, according to the U.S. Bureau of Labor Statistics, the United States and California experienced rapid inflation on consumer goods between 2021 and 2022 with an average inflation rate of 4.7 percent in 2021 with a major uptick in the latter half of the year, and a further increase in inflation to 8 percent for 2022.¹⁴ This overall increase in consumer prices likely placed downward pressure on VMT due to the reduced ability of households to spend dwindling discretionary income on non-essential travel.

To continue realizing the observed positive VMT reduction trend, NVTA and member agencies will continue prioritizing delivering quality transit service, biking and walking infrastructure, and encourage alternative mode usage via the V-Commute Travel Demand Management Program.

¹³California All Grades All Formulations Retail Gasoline Prices (Dollar per Gallon), www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=p&s=emm_epm0_pte_sca_dpg&f=a

¹⁴ Charts Related to the Latest Consumer Price Index, U.S. Bureau of Labor Statistics, www.bls.gov/charts/consumer-price-index/consumer-price-index-by-category-line-chart.htm

GOAL: SUSTAINABILITY

MEASURE #3: SHARE OF ACTIVE TRANSPORTATION FOR COMMUTE TRIPS

Metric Not Met.

Baseline Performance Measurement:	Percentage of work trips made by bicycling or walking for Napa County residents: 5%
Goal:	Sustainability
Target:	Increase the percentage of work trips made by bicycling or walking for Napa County residents to 10% by 2045
Mid-Plan Review:	Percentage of work trips made by bicycling or walking for Napa County residents reduced from 5% to 3.9%
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">American Community Survey 5-year estimates (2014-2018): Commuting Characteristics by Sex; Table S0801	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none">American Community Survey 5-year estimates (2017-2021): Commuting Characteristics by Sex; Table S0801	

Active modes of transportation support a healthy lifestyle in communities and are typically environmentally friendly in efforts to reduce vehicle traffic and dependence. The percentage of work trips made by bicycling or walking for Napa County residents is an indicator of overall active transportation use. **Figure 2-20** (CTP 2021) and **Figure 2-21** (Mid-Plan Review) examine the baseline percentage of work trips that Napa County residents made by bicycling or walking. The target is to increase the active transportation commute mode share to 10 percent.

Figure 2-20: CTP 2021 Active Transportation for Commute Trips ACS 2014-2018



Figure 2-21: Mid-Plan Review Active Transportation for Commute Trips ACS 2017-2021



Although the total number of commute trips via all modes increased by 404 total trips or 0.6 percent, there was a 1.1 percent decrease in walking and biking commute trips. It is difficult to correlate this decrease to COVID since the overall number of work trips for the 2017-2021 period increased. The reduction in trips could be correlated to a variety of factors including inclement weather or greater geographic physical dispersion of jobs within the region, making it more difficult to walk or bike to work. To improve this metric, it will be important for NVRTA and member agencies to continue delivering on-street and off-street bike facilities and amenities, apply traffic calming techniques where feasible, improve intersection safety, mitigate sidewalk gaps and other features. NVRTA will continue on-going efforts to increase enrollment in NVRTA's V-Commute Transportation Demand Management Program that encourages people to walk and bike as an alternative means of transportation.

For future Countywide Transportation Plans, NVRTA may want to consider changing the metric to include all trips, not just work trips.

GOAL: SUSTAINABILITY

MEASURE #4: TRANSIT RIDERSHIP BY ANNUAL BOARDINGS AND ALIGHTINGS

Metric Not Met.

Baseline Performance Measurement:	Annual Transit Ridership (Fiscal Year 2018-2019): 1,039,462
Goal:	Sustainability
Target:	Maintain or increase from baseline annual ridership
Mid-Plan Review:	Annual ridership reduced from 1,039,462 to 413,166
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">Vine Transit Ridership data (Fiscal Year 2018-2019)	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none">Vine Transit Ridership data (Fiscal Year 2022-2023)	

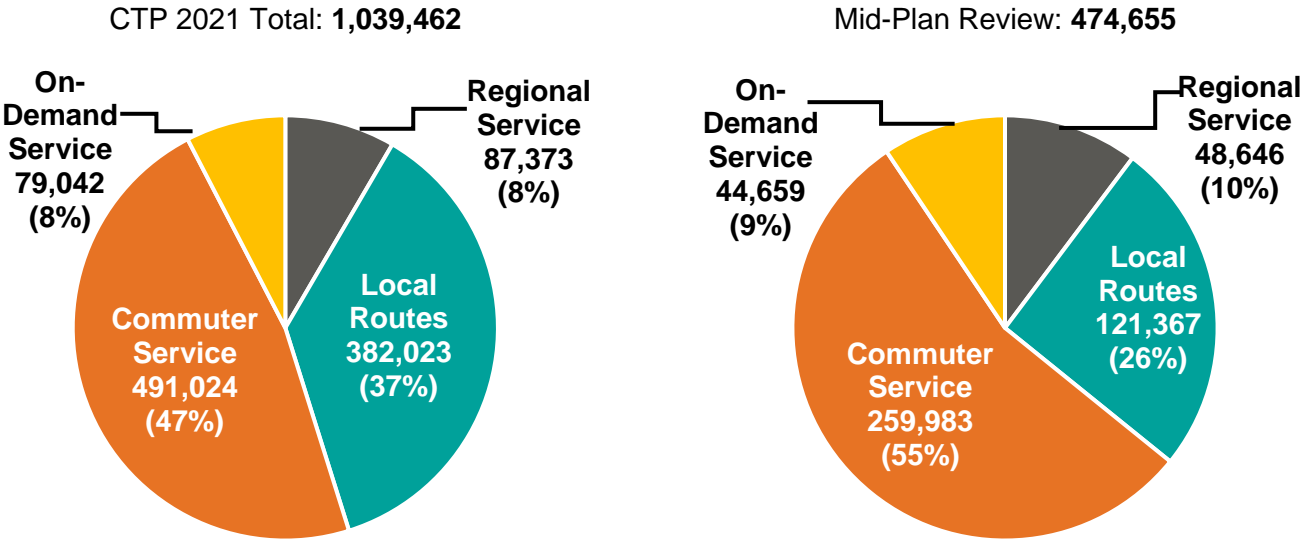
Improving transit infrastructure and service can lead to mode shift from cars to buses, thereby reducing congestion on roads. Transit is a more environmentally sustainable transportation mode than private vehicle use, especially when considering the planned electrification of the bus fleet. **Table 2-15** shows the percent change between the 2018-2019 fiscal year and the 2022-2023 fiscal year while **Figure 2-22** illustrates the fiscal year ridership data by service type. The target is to maintain or increase transit ridership from baseline levels.

Table 2-15: Napa County Vine Transit Annual Ridership

Transit Service	Fiscal Year 2018-2019	Fiscal Year 2022-2023	Percent Change
Regional Service (21 and 29)	87,373	48,646	-44.32%
Local Routes (City of Napa Local and On-Demand Routes)	382,023	121,367	-68.23%
Commuter Service (10, 11, 11X)	491,024	259,983	-47.05%
On-Demand*	79,042	44,659	-43.50%
Total	1,039,462	474,655	-54.34%

*Calistoga, St. Helena, Yountville, and American Canyon Shuttles

Figure 2-22: Napa County Transit Ridership by Annual Boardings and Alightings



COVID-19 Impacts – Transit Ridership by Annual Boardings and Alightings

Transit ridership was impacted by the COVID-19 pandemic and NVTA continues to make strides to improve ridership across all routes. Local fixed routes were reduced to primarily offer on-demand service between March 2020 and August 2021. During this period, ridership was at its lowest due to the limited capacity of on-demand transit service, alongside community concerns about the spread of COVID-19.

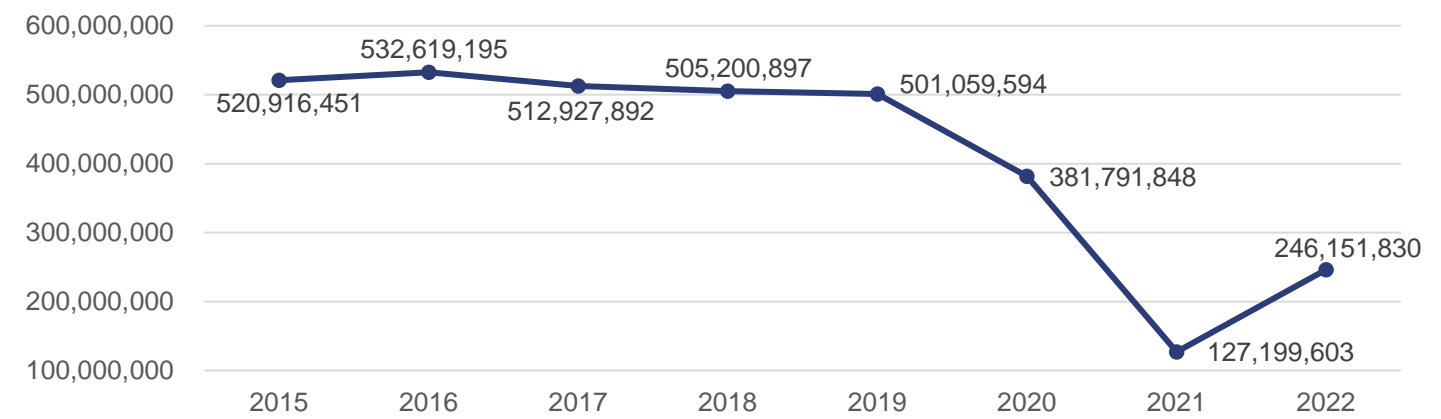
By the start of 2022 a limited number of fixed routes returned including transit routes N, S, E and W. This was less than the eight fixed routes in 2018-19. During January to March 2022, ridership was 89,641 across all fixed routes. By July to September of 2022 ridership climbed to 112,332, an increase of 22,691 passengers. Ridership increased across all routes in 2022 by 71 percent. This trend demonstrates the Vine is slowly recovering.

Transit ridership continues to slowly bounce back, as transit agencies across the Bay Area work to adjust service to changing regional travel demands. Vine Transit increased the number of local fixed routes in operation from 4 to 6 on August 13, 2023, in an effort to return to normal pre-pandemic service patterns, and as a result, has seen increased ridership across all routes. NVTA expects ridership to continue to improve over time based on post-pandemic trends and will continue to monitor route performance and make adjustments as necessary to ensure it is meeting the needs of the community.

The Bay Area has seen transit ridership transition between periods of growth and decline, which is usually connected with the state of the regional economy. Similar to Napa County, during COVID-19, Bay Area public transportation ridership dropped significantly. As shown in **Figure 2-23** there is a 94 percent increase in public transportation weekday boardings from roughly 127 million in 2021 to 246 million in 2022. Even though there was a significant increase in ridership from 2021 to 2022, the

levels remain well below, nearly 50 percent of 2019 total boardings (1,670,199) that were seen prior to the pandemic.¹⁵

Figure 2-23: Bay Area Annual Boardings



Source: Vital Signs Bay Area Transit Ridership

¹⁵ Vital Signs Bay Area Transit Ridership. <https://vitalsigns.mtc.ca.gov/indicators/transit-ridership>

GOAL: MAINTENANCE AND PRESERVATION

MEASURE #1: MILES BETWEEN BUS ROAD CALLS (BREAKDOWNS)

Metric Not Met.

Baseline Performance Measurement:	Average miles between road calls (2015-2018): 42,750
Goal:	Maintenance and Preservation
Target:	Maintain or improve the average number of miles between road calls
Mid-Plan Review:	Average miles between road calls (2019-2022) decreased from 42,750 to 38,873
Key Data Sources CTP 2021:	
<ul style="list-style-type: none">Miles between road calls data from National Transit Database (NTD) (2015-2018)	
Key Data Sources CTP Mid-Plan Review:	
<ul style="list-style-type: none">Miles between road calls data from National Transit Database (NTD) (2019-2022)	

Miles between road calls is a bus maintenance performance indicator that measures the miles between mechanical failures of a public transit vehicle used during revenue service. **Figure 2-24** and **Figure 2-25** examine the number of bus breakdowns between 2015 – 2018 and 2019 – 2022 respectively. Road calls for bus breakdowns may cause a delay in service, and even lead to removing the vehicle from service until repairs are made. This performance measure reflects the maintenance and preservation of the bus fleet and the more miles between road calls, the better. This is an indicator of adequate investment in transit service.

Between the time of the CTP 2021 update and the Mid-Plan Review, NVTA experienced a 9.07 percent decrease in the four-year average miles between road calls. NVTA’s transit fleet continues to age and with age comes more mechanical issues. The Federal Transit Administration assigns a useful life of twelve years (12) to heavy-duty vehicles and a useful life of seven (7) years to all medium-duty vehicles. This means that ideally vehicles would be retired after this point as they become less reliable. At the end of 2022, NVTA has 24 of its 67 vehicles past their useful life (35.5 percent). When transit vehicles break down in the field, NVTA and Transdev staff work to immediately send out a relief bus to finish the journey, ensuring passengers can make it to their destinations with minimal delay.

NVTA has been working to address the aging fleet through the purchase of new transit vehicles, including six (6) used 2016 CNG transit buses; eight (8) new electric Gillig transit buses; and four (4) new paratransit vehicles in 2023. Due to electric buses requiring a longer time to manufacture compared to buses that utilize other fuel types, it is sometimes necessary for NVTA to purchase used CNG buses for continuation of transit service until new electric buses are received. As NVTA receives these new vehicles, buses that have outlived their useful life will be retired. Once NVTA moves to its new bus maintenance facility in early 2024, there will be access to additional battery electric vehicle (BEV) chargers, which will enable NVTA to utilize the full fleet of electric buses. The current maintenance facility only has one BEV charger with two ports, limiting NVTA’s ability to run electric buses more often. Once new vehicles are in service, miles between road calls will increase leading to improved reliability, sustainability and overall cost of maintenance, resulting in an improvement to the Miles Between Bus Road Calls metric.

Figure 2-24: CTP 2021 2015 – 2018 Average Number of Miles Between Bus Calls

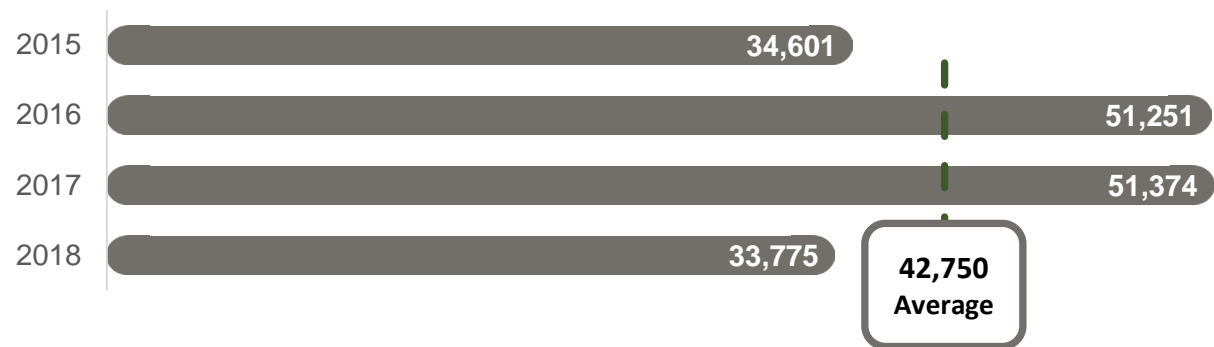


Figure 2-25: Mid-Plan Review 2019 – 2022 Average Number of Miles Between Bus Calls



GOAL: MAINTENANCE AND PRESERVATION

MEASURE #2: PAVEMENT CONDITION INDEX

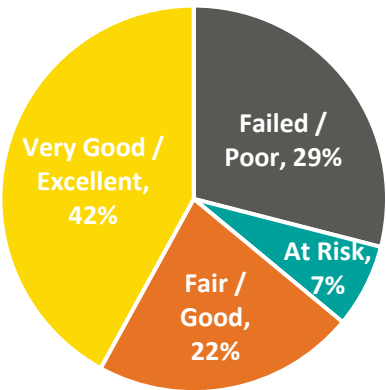
Metric Not Met.

Baseline Performance Measurement:	PCI Score for Napa County: 58
Goal:	Maintenance and Preservation
Target:	PCI Score for Napa County: 80
Mid-Plan Review:	PCI Score for Napa County reduced from 58 to 54
Key Data Sources CTP 2021:	
• Pavement Condition Index at street level and at county level from MTC’s Vital Signs (2018)	
Key Data Sources CTP Mid-Plan Review:	
• Pavement Condition Index at street level and at county level from MTC’s StreetSaver (2022)	

The Pavement Condition Index (PCI) is a numerical index between 0 to 100, used to indicate the general condition of a pavement section, with 0 being the worst possible condition and 100 being the best. This performance measure monitors the condition of road surfaces, identifies maintenance and rehabilitation needs, and demonstrates when road maintenance is needed. The target for this metric was set to align with Senate Bill 1 funding rules – jurisdictions with an average PCI of 80 gain the flexibility to direct certain funds to projects other than repaving. **Figure 2-26** shows the percentage of roadway segments in Napa County in each condition category. **Figure 2-27** shows a 6.9 percent decrease in PCI from 58 to 54 between 2018 and 2022. **Figure 2-28** maps the condition of each roadway segment within Napa County.

Figure 2-26: Napa County Pavement Condition Index by Category

Napa County Pavement Index Condition
CTP 2021



Failed / Poor (0-49)
At Risk (50-59)

Napa County Pavement Index Condition
Mid-Plan Reveiw



Fair / Good (60-79)
Very Good / Excellent (80-100)

Figure 2-27: Napa County Pavement Index Condition Between 2018 CTP 2021 Data and 2022 Mid-Plan Review Data

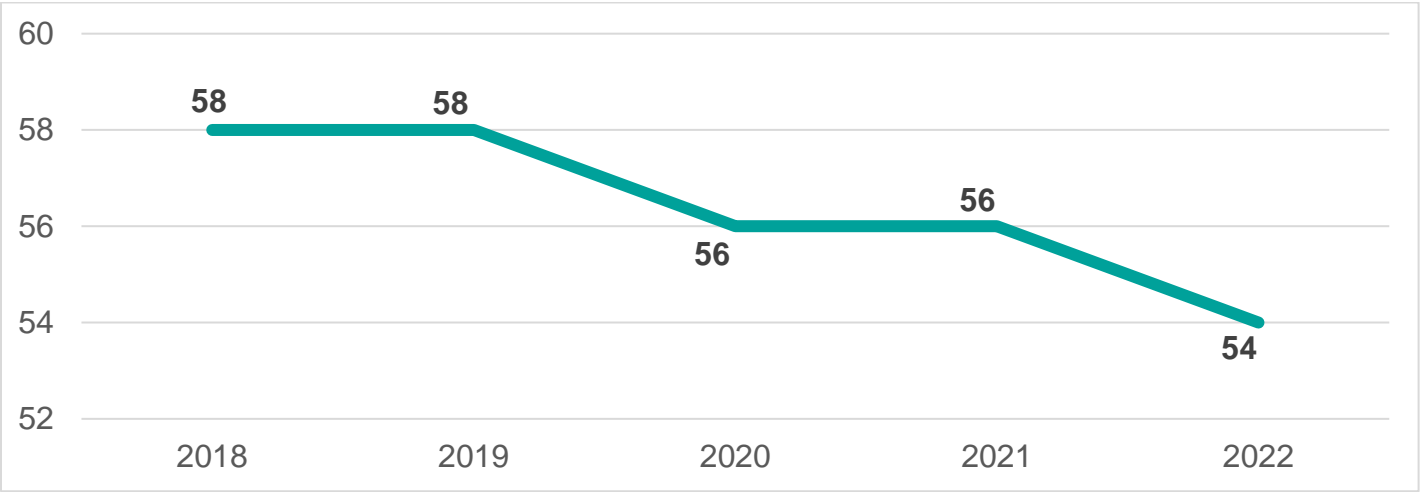
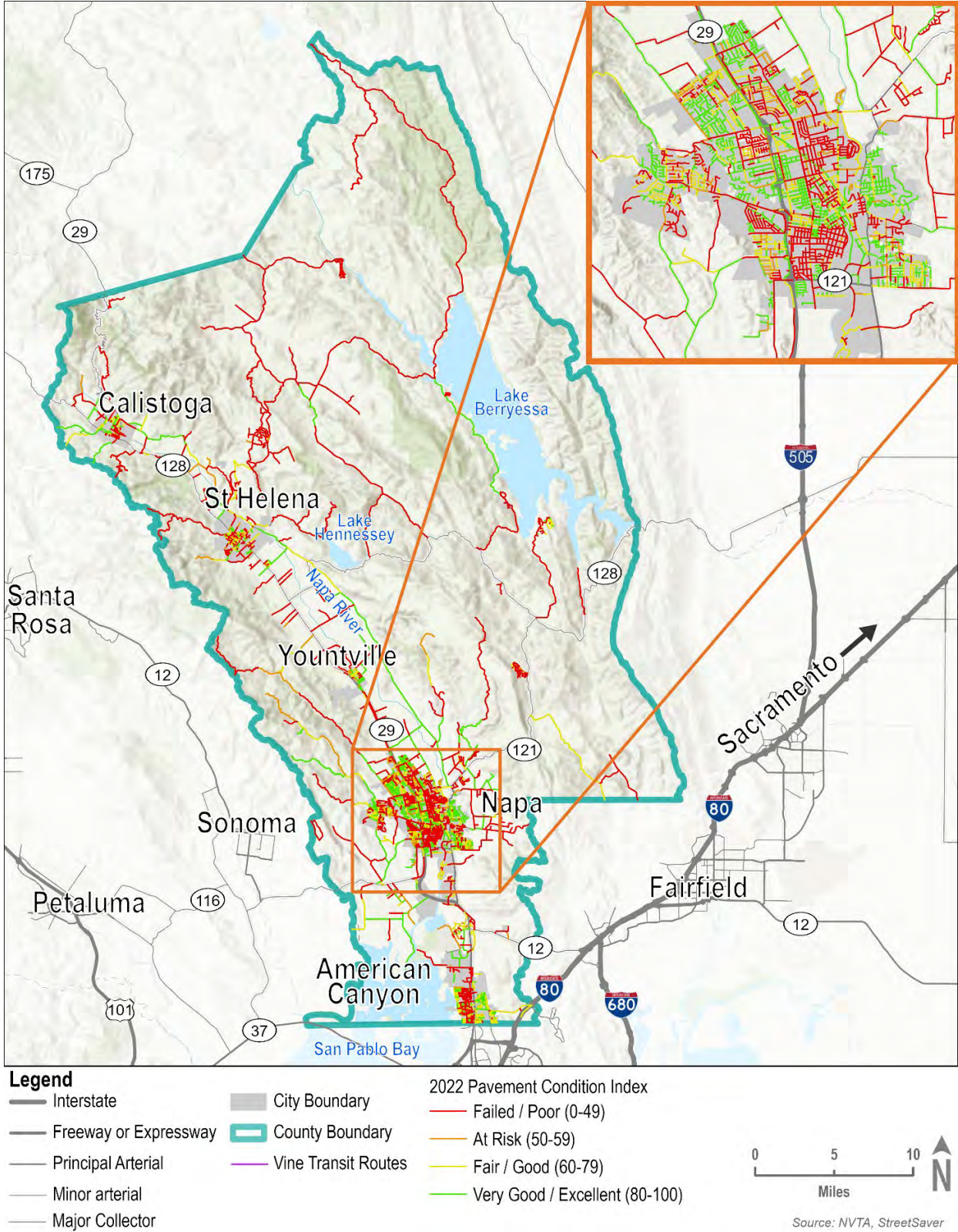


Figure 2-28: Mid-Plan Review 2022 Pavement Condition Index



Measure T

Measure T is a 1/2 cent sales tax expected to generate roughly \$500 million over a 25-year period. Funds generated under Measure T are for the reconstruction and rehabilitation of local streets and roads and related transportation improvements such as sidewalks, ADA ramps, curbs, and gutters.

Napa County, the Town of Yountville, and the Cities of Napa, American Canyon, St. Helena, and Calistoga received the first Measure T revenue disbursement in January 2019.

Measure T COVID-19 Impacts and Other Factors

Over the past several years fires and inclement weather have damaged much of Napa County's road infrastructure. Years of deferred maintenance and not enough revenue have caused Napa's roads to diminish despite the influx of Measure T revenues. FY 2019-20 revenues were projected to be \$19.8 million, but revenues came in 6 percent lower than projected at roughly \$18.6 million. In addition, many jurisdictions have competing needs including curb, gutter and sidewalks that Measure T funds are used for but are not accurately accounted in the StreetSaver program or pavement condition score. It is estimated that the City of Napa spends 25 percent of road funds on sidewalk construction and non-asphalt facilities, demonstrating the many competing priorities for road funds. NVTA is proposing to reform Measure T in the November 2024 election to allow for bonding against future sales tax revenue. This will allow jurisdictions to bring money forward and make significant progress towards the CTP 2021 goal of 80. Between FY 18-19 and FY 23-24, 160 projects have been delivered totaling a \$96 million regional investment in infrastructure preservation projects equating to 65.44 miles of pavement and rehabilitation treatments on the countywide system that consists of 927 road miles. This equates to roughly \$16 million annually spent on Napa County roads and multimodal infrastructure preservation projects. In addition to pavement rehabilitation, Measure T also maintained or installed 4.54 miles of sidewalks, installed or repaired 357 curb ramps, and striped 9.31 miles of bike lanes.

Table 2-16: Fiscal Year 2018-2019 through Fiscal Year 2023-2024 Measure T Funding Allocations by NMTA Member Agencies

Jurisdiction	FY 18-19 Number of Projects	FY 18-19 Expenditures	FY 19-20 Number of Projects	FY 19-20 Expenditures	FY 20-21 Number of Projects	FY 20-21 Expenditures	FY 21-22 Number of Projects	FY 21-22 Expenditures	FY 22- 23 Number of Projects	FY 22-23 Expenditures	FY 23-24 Number of Projects	FY 23-24 Expenditures	Miles of Pavement Rehab	Miles of Sidewalk	Curb Ramps	Miles of Class II or III Bike Lanes
American Canyon	3	\$713,367	0	\$0	2	\$1,143,254	0	\$0	9	\$1,089,060	2	2,467,466	3.16	0.42	77	1.31
Calistoga	3	\$243,354	0	\$0	2	\$153,621	0	\$0	3	\$590,512	0	\$0	2.32	0.79	47	0
City of Napa	7	\$15,154,970	5	\$8,879,000	1	\$1,485,818	7	\$11,800,000	2	\$1,150,000	0	\$0	4.14	1.9	123	2.01
County of Napa	21	\$11,007,545	7	\$10,766,287	3	\$5,936,930	13	\$10,300,070	6	\$2,158,696	2	\$2,953,492	47.10	1.11	20	5.99
St. Helena	35	\$3,170,836	2	\$265,140	0	\$0	0	\$0	2	\$1,349,981	0	\$0	5.49	0.22	68	0
Yountville	2	\$464,898	4	\$578,676	10	\$1,049,325	0	\$0	5	\$332,686	2	\$738,532	3.23	0.1	22	0
Annual Totals	71	\$30,754,970	18	\$20,489,103	18	\$9,768,948	20	\$22,100,070	27	\$6,670,935	6	\$6,159,490	65.44	4.54	357	9.31
Total FY 18-19 to FY 23-24 Expenditures	\$95,943,516															

Source: Napa Valley Transportation Authority Measure T Funding

Bay Area PCI Comparison

Overall, pavement conditions of the Bay Area's 44,000 lane miles of local streets and roads are described as "fair" with a typical stretch of roadway showing serious wear and likely to require rehabilitation soon. According to the Metropolitan Transportation Commission (MTC), the region's PCI is at 67 out of a maximum possible 100 points, as computed on a three-year moving average basis. The Bay Area score of 67 is significantly higher than the Napa County PCI of 54 in 2022.¹⁶ The Bay Area score has stayed steady at 67 for 7 consecutive years, underscoring the continuing challenges faced by city and county public works departments. Napa County roadway PCI can be described as "at risk." PCI scores of 90 or higher are considered "excellent." These are newly built or resurfaced streets that show little or no distress. Pavement with a PCI score in the 80 to 89 range is considered "very good" and shows only slight or moderate distress, requiring primarily preventative maintenance. The "good" category ranges from 70 to 79, while streets with PCI scores in the "fair" 60-69 range are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. Because major repairs cost 5 to 10 times more than routine maintenance, these streets are at an especially critical stage. Roadways with PCI scores of 50 to 59 are deemed "at-risk," while those with PCI scores of 25 to 49 are considered "poor." These roads require major rehabilitation or reconstruction. Pavement with a PCI below 25 is considered "failed."

For a future Countywide Transportation Plan, it is recommended that NVRTA adopt a revised goal of PCI in the "good" category range which many jurisdictions would be able to meet if the Measure T sales tax reform is approved by the voters in November 2024.

¹⁶ Street Pavement Condition, Vital Signs – SF Bay Area. <https://vitalsigns.mtc.ca.gov/indicators/street-pavement-condition>

3 CIP

NVTA COMPLETED AND PROGRAMMED PROJECTS PERFORMANCE METRIC CORRELATION

Table 3-1 shows the correlation of all NVTA completed and programmed projects to CTP performance metrics. This table is intended to highlight how all projects have or will positively impact CTP performance metrics, serving as a baseline for consideration when prioritizing and programming future NVTA regional investments. **Table 3-2** highlights all funding secured and unfunded needs associated with completed and programmed NVTA regional investments including an overall synopsis of the number of performance metrics that have benefitted or will benefit from each project.

Table 3-1: NVRTA Regional Completed and Programmed Projects CTP Performance Metrics Relevance

Project Details			Countywide Transportation Plan Performance Metrics													
Agency	Project	Description	Equity	Safety	Congestion Relief				Economic Sustainability		Sustainability				Maintenance and Preservation	
			Number of Households below the County Median Income that are within a Quarter of a Mile of Transit*	Number of Severe Injury and Fatal Collisions*	Peak Period Delay Index	Average Weekday Person Hours of Delay on Napa Roadways*	On-Time Bus Performance Weighted by Ridership*	Number of Users in NVRTA's Transportation Demand Management Program	Reliability of Truck Travel Times	Number of Jobs Accessible by Transit Within One Hours During the Morning Commute*	Greenhouse Gas Emissions	Vehicle Miles Traveled	Share of Active Transportation for Commute Trips*	Transit Ridership by Annual Boardings and Alightings*	Miles Between Bus Road Calls (Breakdowns)*	Pavement Condition Index*
NVRTA	Vine Maintenance Facility	Build new 6-bay maintenance facility in Napa County to support the Vine transit System, replacing 50-year-old obsolete facility. The project includes modern bus wash and electric fueling infrastructure.	x		x	x	x		x	x	x	x		x	x	
NVRTA	Imola Park and Ride and Express Bus Stop Improvement	The Imola Park and Ride is located adjacent to SR 29 and is a state-owned facility. The project includes a complete rehabilitation of the park and ride to improve safety and transit operations and adds pedestrian access to two new SR 29 on highway transit passenger facilities and related pedestrian facilities.	x		x	x	x		x	x	x	x	x	x		
American Canyon	Green Island Industrial Road and Complete Street Enhancement Project	Reconstruct and widen Green Island Road in American Canyon. This is a major industrial road serving one of Napa Valley's growing industrial areas adjacent to SR 29. The project includes constructing a class 1 commuter facility. (This project is in a Priority Production Area).			x	x			x				x			x
St. Helena	St. Helena Downtown Pedestrian Improvement Project (SR 29)	The St. Helena Downtown Pedestrian Improvement project on SR 29/St. Helena (Main Street) upgrades and replaces sidewalks on both sides of State Route 29. The project also includes safety upgrades including seventeen curb ramps, bulb-outs, crosswalk enhancements including crosswalk striping/markings. The project also includes landscape improvements, landscape irrigation and street furnishings.		x						x	x	x	x	x		
NVRTA	Soscol Junction (SR 29/SR 221 Interchange)	Construct interchange at SR 29/SR 221 in Napa County. Replaces signaled intersection with an overpass on SR 29 and double roundabouts underneath the superstructure to allow multi-modal turning operations in all directions. (This project is adjacent to a Priority Production Area)		x	x	x	x		x	x	x					

Project Details			Countywide Transportation Plan Performance Metrics													
Agency	Project	Description	Equity	Safety	Congestion Relief				Economic Sustainability		Sustainability				Maintenance and Preservation	
			Number of Households below the County Median Income that are within a Quarter of a Mile of Transit*	Number of Severe Injury and Fatal Collisions*	Peak Period Delay Index	Average Weekday Person Hours of Delay on Napa Roadways*	On-Time Bus Performance Weighted by Ridership*	Number of Users in NVRTA's Transportation Demand Management Program	Reliability of Truck Travel Times	Number of Jobs Accessible by Transit Within One Hours During the Morning Commute*	Greenhouse Gas Emissions	Vehicle Miles Traveled	Share of Active Transportation for Commute Trips*	Transit Ridership by Annual Boardings and Alightings*	Miles Between Bus Road Calls (Breakdowns)*	Pavement Condition Index*
NVRTA	St. Helena to Calistoga Vine Trail (Class 1)	Complete a 9-mile Class 1 bike and pedestrian facility connecting the cities of Calistoga and St. Helena. When completed, the Vine Trail will be a 47-mile facility connecting the Napa Valley to the Vallejo Ferry Terminal. (This project is in a Priority Conservation Area)		x	x	x	x		x	x	x	x	x	x		
NVRTA	SR 29 Complete Street Improvements	Would make multimodal complete streets improvements between Napa Junction and American Canyon Road on SR 29 in American Canyon, including bus queue jumps and passenger facilities, Class 1 multiuse facility, intersection improvements and corridor beautification. The project also proposes a pedestrian overpass.		x	x	x	x		x	x	x	x	x	x		
NVRTA	Soscol Gateway Transit Center TOD Development and Oxbow Pedestrian Bridge	Access improvements between the SGTC to the affordable housing development on Soscol and Oxbow Pedestrian Bridge over the Napa River adjacent to the Wine Train alignment connecting SGTC to downtown Napa	x		x	x			x	x	x	x	x	x		
NVRTA	Highway Operation Control Center and Emergency Battery Storage	Construct facility adjacent to new Vine Maintenance Facility to include a highway control center and emergency battery farm to ensure Vine power during emergencies and Public Safety Power Shutoff events by PG&E.			x	x	x		x	x	x	x		x	x	
City of Napa	Silverado Five-way Intersection Improvements	Double roundabout at Silverado Trail, 3rd Street, Coombsville Rd., and East Avenue		x	x	x	x		x	x						
County of Napa	Vine Trail - St. Helena to Calistoga (Class I)	Complete the Class I segment from St. Helena to Calistoga		x	x	x			x	x	x	x	x	x		
American Canyon	Newell Drive Extension	Extend Newell Drive from the current limits at Donaldson Way E to South Kelly Rd in southern Napa County.			x	x			x							

Project Details			Countywide Transportation Plan Performance Metrics													
Agency	Project	Description	Equity	Safety	Congestion Relief				Economic Sustainability		Sustainability				Maintenance and Preservation	
			Number of Households below the County Median Income that are within a Quarter of a Mile of Transit*	Number of Severe Injury and Fatal Collisions*	Peak Period Delay Index	Average Weekday Person Hours of Delay on Napa Roadways*	On-Time Bus Performance Weighted by Ridership*	Number of Users in NVTA's Transportation Demand Management Program	Reliability of Truck Travel Times	Number of Jobs Accessible by Transit Within One Hours During the Morning Commute*	Greenhouse Gas Emissions	Vehicle Miles Traveled	Share of Active Transportation for Commute Trips*	Transit Ridership by Annual Boardings and Alightings*	Miles Between Bus Road Calls (Breakdowns)*	Pavement Condition Index*
NVTA	Napa Forward	Intersection and Operational safety improvements on SR 29/Oakville Crossroad and SR 29/Rutherford Rd		x	x	x	x		x	x						
NVTA	Replace Rolling Stock	Fleetwide: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet	x		x	x	x		x	x	x	x		x	x	
NVTA	Equipment Replacement and Upgrades	Napa Vine service area: Replacement and upgrades to transit equipment	x		x	x	x		x	x	x	x		x	x	
NVTA	Vine Transit Bus Maintenance Facility	At an 8-acre site in south Napa County: Construct a new transit maintenance facility for Vine Transit operations to improve reliability, service, and charge electric vehicles to provide for service expansion	x		x	x	x		x	x	x	x		x	x	
NVTA	COVID-19 Emergency Transit Operations	Systemwide: Capital, planning and operating assistance related to coronavirus public health emergency including costs to shutdown, maintain, and restart service, purchase of PPE and supplies, and administrative leave	x		x	x	x		x	x	x	x		x	x	
American Canyon Measure T	Pavement Preservation	FY 2018 – FY 2024 Pavement Rehabilitation Projects											x			x
Calistoga Measure T	Pavement Preservation	FY 2018 – FY 2024 Pavement Rehabilitation Projects											x			x
City of Napa Measure T	Pavement Preservation	FY 2018 – FY 2024 Pavement Rehabilitation Projects											x			x
County of Napa Measure T	Pavement Preservation	FY 2018 – FY 2024 Pavement Rehabilitation Projects											x			x
St. Helena Measure T	Pavement Preservation	FY 2018 – FY 2024 Pavement Rehabilitation Projects											x			x
Yountville Measure T	Pavement Preservation	FY 2018 – FY 2024 Pavement Rehabilitation Projects											x			x

* Metric not met, or progress not made since CTP 2021 adoption.

Table 3-2: NMTA Regional Projects and Anticipated Benefits in Metric Areas

Project ID	Agency	Project	Description	Funding Secured	Unfunded Needs	Number of Metric Areas Addressed	Delivery Status
1	NMTA	Vine Maintenance Facility	Build new 6-bay maintenance facility in Napa County to support the Vine transit System, replacing 50-year-old obsolete facility. The project includes modern bus wash and electric fueling infrastructure.	\$32,000,000	\$0	6	Complete
2	NMTA	Imola Park and Ride and Express Bus Stop Improvement	The Imola Park and Ride is located adjacent to SR 29 and is a state-owned facility. The project includes a complete rehabilitation of the park and ride to improve safety and transit operations and adds pedestrian access to two new SR 29 on highway transit passenger facilities and related pedestrian facilities.	\$4,000,000	\$0	6	Complete
3	NMTA	St. Helena to Calistoga Vine Trail (Class 1)	Complete a 9-mile class 1 bike and pedestrian facility connecting the cities of Calistoga and St. Helena. When completed, the Vine Trail will be a 47-mile facility connecting the Napa Valley to the Vallejo Ferry Terminal. (This project is in a Priority Conservation Area).	\$15,000,000	\$0	6	Construction
4	County of Napa	Vine Trail - St. Helena to Calistoga (Class I)	Complete the Class I segment from St. Helena to Calistoga	\$5,000,000	\$25,000,000	6	Environmental
5	NMTA	SR 29 Complete Street Improvements	Would make complete street improvements between Napa Junction and American Canyon Road on SR 29 in American Canyon, including bus queue jumps and passenger facilities, class 1 facility, intersection improvements and corridor beautification. The project also includes a pedestrian overpass.	\$4,000,000	\$46,000,000	6	Environmental
6	NMTA	Replace Rolling Stock	Fleetwide: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.	\$28,390,000	\$0	6	In-Progress
7	NMTA	COVID-19 Emergency Transit Operations	Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies, and administrative leave.	\$10,002,000	\$0	6	Complete
8	NMTA	Imola Park & Ride and Express Bus Stop Improvement	Ata park and ride at SR 29 and Imola Avenue: Make improvements including in-line passenger loading and alighting at Imola Avenue on/off ramps, improved pedestrian facilities, and safety improvements.	\$1,793,000	\$961,000	6	Conceptual
9	NMTA	Soscol Gateway Transit Center TOD Development and Oxbow Pedestrian Bridge	Access improvements between the SGTC to the affordable housing development on Soscol and Oxbow Pedestrian Bridge over the Napa River adjacent to the Wine Train alignment connecting SGTC to downtown Napa	\$0	\$8,000,000	5	Conceptual
10	NMTA	Highway Operation Center and Emergency Battery Storage	Construct facility adjacent to new Vine Maintenance Facility to include a highway control center and emergency battery farm to ensure Vine power during emergencies and PSPS.	\$0	\$12,000,000	5	Conceptual
11	NMTA	Equipment Replacement and Upgrades	Napa Vine Service Area: Replacement and upgrades to transit equipment.	\$3,511,000	\$0	5	Complete
12	NMTA	Vine Transit Bus Maintenance Facility	At an 8-acre site in south Napa County: Construct a new transit maintenance facility for Vine Transit operations to improve reliability, service and charge electric vehicles, provide for service expansion.	\$19,238,000	\$21,637,000	5	Conceptual
13	City of Napa/NMTA	Imola Complete Streets Improvements	Complete streets corridor improvements on SR 121 (Imola) between Golden Gate Drive and Skyline Park. The project would make bicycle and pedestrian improvements, including a class 1 facility west of SR 221 to Skyline Park, and enhance this burgeoning state highway to enhance economic opportunities and rendering it safe for all users. The project also connects the Bay Trail, Vine Trail, and Ridge Trails.	\$5,000,000	\$15,000,000	5	Pre-Construction
14	NMTA	Napa Forward	Intersection and Operational safety improvements on SR 29/Oakville Crossroad and SR 29/Rutherford Rd.	\$8,000,000	\$4,000,000	4	Environmental

Project ID	Agency	Project	Description	Funding Secured	Unfunded Needs	Number of Metric Areas Addressed	Delivery Status
15	St. Helena	St. Helena Downtown Pedestrian Improvement Project (SR 29)	The St. Helena Downtown Pedestrian Improvement project on SR 29/St. Helena (Main Street) upgrades and replaces sidewalks on both sides of State Route 29. The project also includes safety upgrades including seventeen curb ramps, bulb-outs, crosswalk enhancements including crosswalk striping/markings. The project also includes landscape improvements, landscape irrigation and street furnishings.	\$5,800,000	\$9,200,000	4	Pre-Construction
16	NVTA	Soscol Junction (SR 29/SR 221 Interchange)	Construct interchange at SR 29/SR 221 in Napa County. Replaces signaled intersection with an overpass on SR 29 and double roundabouts underneath the superstructure to allow multi-modal turning operations in all directions. (This project is adjacent to a Priority Production Area)	\$47,000,000	\$0	4	Construction
17	NVTA	SR 29/SR 12, Airport/ Devlin, SR 12/ Kelly Road Improvements	The project would create a north/south underpass on SR 29 and double roundabouts above grade on SR 12/ Airport. It would also add at grade standard roundabouts at SR 12/ Kelly Road and Airport/ Devlin Road.	\$0	\$145,000,000	4	Conceptual
18	NVTA	SR 29/SR 12 Sonoma Highway	Intersection improvements at SR 29/SR12/SR121 Sonoma Highway	\$3,000,000	\$12,000,000	4	Conceptual
19	City of Napa/NVTA	Silverado Five-way Intersection Improvements	Double roundabout at Silverado Trail, 3rd Street, Coombsville, and East Street	\$11,000,000	\$3,000,000	4	Environmental
20	American Canyon	Green Island Industrial Road and Complete Street Enhancement Project	Reconstruct and widen Green Island Road in American Canyon. This is a major industrial road serving one of Napa Valley's growing industrial areas adjacent to SR 29. The project includes constructing a class 1 commuter facility. (This project is in a Priority Production Area).	\$16,000,000	\$0	3	In-Progress
21	American Canyon	Newell Drive Extension	Extend Newell Drive from the current limits at Donaldson Way E to South Kelly Rd in southern Napa County.	\$0	\$50,000,000	1	Conceptual
22	NVTA Totals			\$218,734,000	\$351,798,000		

4 APPENDIX CTP 2021 PERFORMANCE METRICS MID-PLAN REVIEW METHODOLOGY MODIFICATION

This appendix and the table below highlight CTP 2021 updated performance metric methodology modifications resulting from changes in baseline data availability and/or identification of beneficial methodology clarifications that will make it easier for data practitioners to replicate performance metric calculations during future performance reviews.

Performance Metric	Measure	Metric Modification
Equity	1. Number of Households below the County Median Income that are within a Quarter of a mile of transit	Yes
Safety	1. Number of Severe Injury and Fatal Collisions	No
Congestion Relief	1. Peak Period Delay Index	No
	2. Average Weekday Person Hours of Delay on NAPA Roadways	No
	3. On-Time Bus Performance Weighted by Ridership	No
	4. Number of Users in NVRTA's Transportation Demand Management Program	No
Economic Sustainability	1. Reliability of Truck Travel Times	No
	2. Number of Jobs Accessible by Transit Within one Hour During the Morning Commute	Yes
Sustainability	1. Greenhouse Gas Emissions	Yes
	2. Vehicle Miles Traveled	No
	3. Share of Active Transportation For Commute Trips	No
	4. Transit Ridership by Annual Boardings and Alightings	No
Maintenance and Preservation	1. Miles between Bus Road Calls (Breakdowns)	No
	2. Pavement Condition Index	No

EQUITY

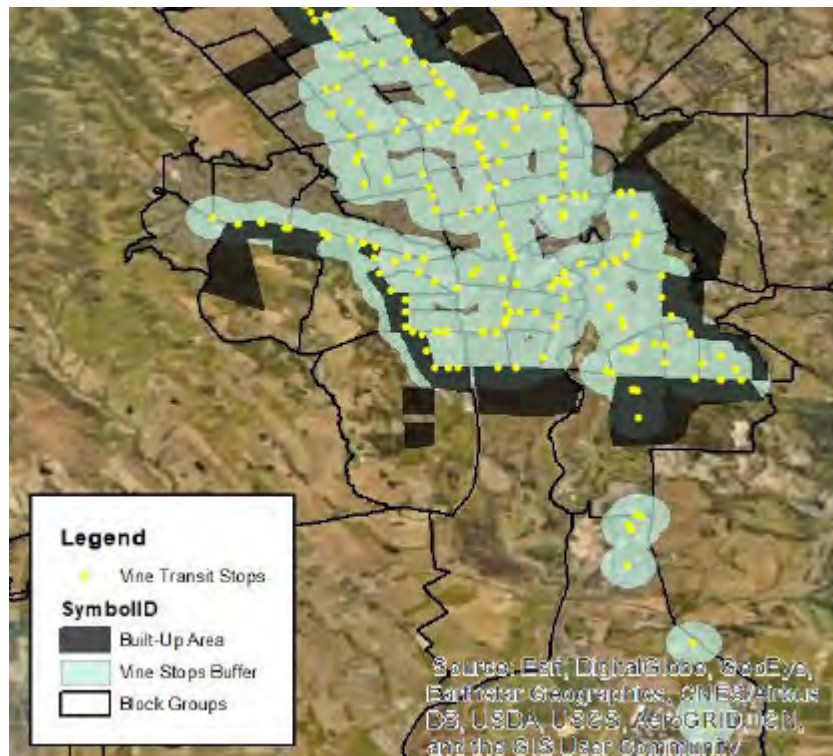
MEASURE: NUMBER OF HOUSEHOLDS BELOW THE COUNTY MEDIAN INCOME THAT ARE WITHIN A QUARTER OF A MILE OF TRANSIT

Methodology

A combination of Microsoft Excel and ESRI's ArcGIS was used for this analysis.

1. Load the Napa County Basemap file in ESRI's ArcMap or ArcGIS Pro format.
2. Add the Vine Transit Stops shapefile to the map.
3. Use the Geoprocessing → Buffer tool in ArcMap or ArcGIS Pro to create a 1/4th mile buffer around Vine stops. Select the dissolve option to merge overlapping buffers. Save this buffer polygon feature class in the desired geodatabase.
4. Load the Block Groups shapefile. Using the Geoprocessing → Clip tool, clip the Block Groups to the existing Napa County boundary. This will create a subset of the Block Groups that only lie within Napa County's boundary.

5. Certain block groups have houses built only over a small portion of their entire area. This is especially evident in block groups outside the dense city center, where built-up area does not cover the entire block group. To obtain the number of households within such transit buffers that lie along the periphery of cities, we calculate the ratio of area covered by transit buffers to the area of residential build-up in the block group and multiply by the total number of households in that block group. Polygons around built-up residential area are created in Google Maps and imported into ArcMap or ArcGIS Pro as shown below. The built-up residential area shapefile used is available within the ArcGIS Pro packaged maps and layers for the mid-plan review.



6. Load the residential built-up area polygons onto ArcMap or ArcGIS Pro.
7. Using the Geoprocessing → Clip tool, join the Block Groups and Residential Polygons. Save as shapefile. Let's call this "BlockGroup_Poly" for purposes of referencing. The Clip tool will attach the Block Group's GeoID field to the Polygons shapefile, for easy cross-referencing later.
8. Using the Geoprocessing → Intersect tool, create an intersect between the Block Groups and Transit Buffers. This will split the buffers and divide them across block groups as highlighted in teal below. Save as shapefile and call this "BlockGroup_Buffer_Intersect".
9. Using the Geoprocessing → Clip tool, join the BlockGroup_Poly and BlockGroup_Buffer_Intersect obtained in Step 8. Save this as a shapefile and name it as "BlockGroup_Poly_Buffer". This gives the residential area that is intersected by transit buffers. Area of these polygons can be found under the field "Shape_Area".
10. Export the table data of shapefiles BlockGroup_Poly and BlockGroup_Poly_Buffer.
11. In an Excel Worksheet, import the data from Blockgroup_Poly, BlockGroup_Poly_Buffer and the Demographic data obtained from ACS. Note that GeoID in ACS data is in a slightly different format than that in Block Groups. Edit the ACS GeoID field to match the Block Groups.

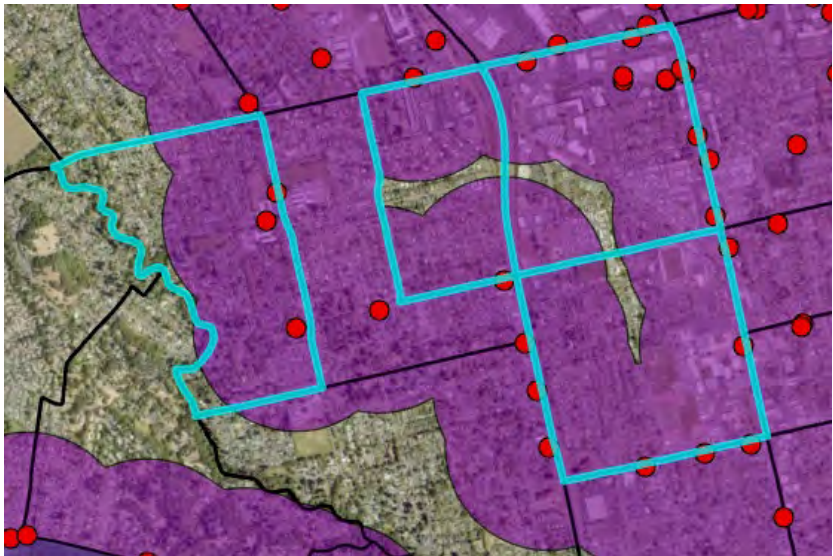
GeoID Field in ACS 2017-2021

GEO_ID
Id
1500000US060552015001
1500000US060552015002
1500000US060552020004
1500000US060552020005

GeoID in Block Groups

GEOID
60552008031
60952518031
60952519031
60552008032

- 12. Using VLOOKUP function in Excel, for every block group obtain the built-up area i.e. Shape_Area of BlockGroup_Poly, and the built-up area intersecting the transit buffers, i.e. Shape_Area of BlockGroup_Poly_Buffer.
- 13. Calculate the ratio of “Built-up area intersecting transit buffer” to “Built-up area”. Let’s call this “Area Ratio”.
- 14. Again, using the VLOOKUP function obtain the total number of households for every block group. Multiply these by the Area Ratio to obtain an estimate of the number of households served by Vine Transit in that block group.
- 15. Summarize the number of households within 1/4th mile of Vine transit stops by income category.
- 16. Obtain the number of households that lie below the median income of Napa. Note that Napa’s median income is \$97,498; however, ACS income bins are broad, therefore \$75,000 has been considered as the threshold income.
- 17. There were 44 census block groups analyzed individually to determine if the total number of households should be included as 100 percent rather than a percentage of land coverage multiplied by total households for that block group even though technically the census block group isn’t fully within a 1/4th mile distance of a bus stop, see table below example image. There were technical discussions around these block groups and policy decisions were made due to unique nuances of land uses. An example below illustrates a handful of these census block groups, shown in teal blue. The purple buffers show the 1/4th mile distance from the bus stops (red circles).



Census Block Group List	Census Block Group	GEOID
1	Block Group 2, Census Tract 2002.01, Napa County, California	60552002012
2	Block Group 1, Census Tract 2003.01, Napa County, California	60552003011
3	Block Group 2, Census Tract 2003.01, Napa County, California	60552003012
4	Block Group 2, Census Tract 2004, Napa County, California	60552004002
5	Block Group 1, Census Tract 2005.01, Napa County, California	60552005011
6	Block Group 2, Census Tract 2005.01, Napa County, California	60552005012
7	Block Group 1, Census Tract 2005.03, Napa County, California	60552005031
8	Block Group 2, Census Tract 2005.03, Napa County, California	60552005032
9	Block Group 2, Census Tract 2005.04, Napa County, California	60552005042
10	Block Group 1, Census Tract 2006.01, Napa County, California	60552006011
11	Block Group 2, Census Tract 2006.01, Napa County, California	60552006012
12	Block Group 3, Census Tract 2006.01, Napa County, California	60552006013
13	Block Group 4, Census Tract 2006.01, Napa County, California	60552006014
14	Block Group 1, Census Tract 2006.02, Napa County, California	60552006021
15	Block Group 3, Census Tract 2006.02, Napa County, California	60552006023
16	Block Group 1, Census Tract 2007.03, Napa County, California	60552007031
17	Block Group 2, Census Tract 2007.03, Napa County, California	60552007032
18	Block Group 1, Census Tract 2007.04, Napa County, California	60552007041
19	Block Group 3, Census Tract 2007.04, Napa County, California	60552007043
20	Block Group 1, Census Tract 2007.05, Napa County, California	60552007051
21	Block Group 1, Census Tract 2007.06, Napa County, California	60552007061
22	Block Group 2, Census Tract 2007.06, Napa County, California	60552007062
23	Block Group 2, Census Tract 2007.07, Napa County, California	60552007072
24	Block Group 3, Census Tract 2008.04, Napa County, California	60552008043
25	Block Group 3, Census Tract 2010.03, Napa County, California	60552010033
26	Block Group 1, Census Tract 2010.04, Napa County, California	60552010041
27	Block Group 3, Census Tract 2010.04, Napa County, California	60552010043
28	Block Group 2, Census Tract 2010.05, Napa County, California	60552010052
29	Block Group 1, Census Tract 2010.06, Napa County, California	60552010061
30	Block Group 2, Census Tract 2010.06, Napa County, California	60552010062
31	Block Group 1, Census Tract 2010.07, Napa County, California	60552010071
32	Block Group 2, Census Tract 2010.07, Napa County, California	60552010072
33	Block Group 1, Census Tract 2011.01, Napa County, California	60552011011
34	Block Group 2, Census Tract 2011.01, Napa County, California	60552011012
35	Block Group 1, Census Tract 2013, Napa County, California	60552013001
36	Block Group 2, Census Tract 2013, Napa County, California	60552013002
37	Block Group 1, Census Tract 2014.01, Napa County, California	60552014011
38	Block Group 2, Census Tract 2015, Napa County, California	60552015002
39	Block Group 6, Census Tract 2017, Napa County, California	60552017006
40	Block Group 1, Census Tract 2019, Napa County, California	60552019001
41	Block Group 1, Census Tract 2020, Napa County, California	60552020001

42	Block Group 2, Census Tract 2020, Napa County, California	60552020002
43	Block Group 3, Census Tract 2020, Napa County, California	60552020003
44	Block Group 4, Census Tract 2020, Napa County, California	60552020004

CONGESTION RELIEF

MEASURE #3: ON-TIME BUS PERFORMANCE WEIGHTED BY RIDERSHIP

No changes from the CTP 2021 methodology. It should be noted that transit routes changed between the CTP 2021 and the Mid-Plan Review. The City category went from eight routes to four routes (N, S, E, W) while the Intercity category went from two in the CTP 2021 to three (10, 11, 11X) for the Mid-Plan Review and the Regional category remains the same with two routes (21, 29).

ECONOMIC SUSTAINABILITY

MEASURE #1: RELIABILITY OF TRUCK TRAVEL TIMES (TTTR)

No changes from the CTP 2021 methodology. The table below shows each of the segment's lengths and TTTR index between 2019 and 2022.

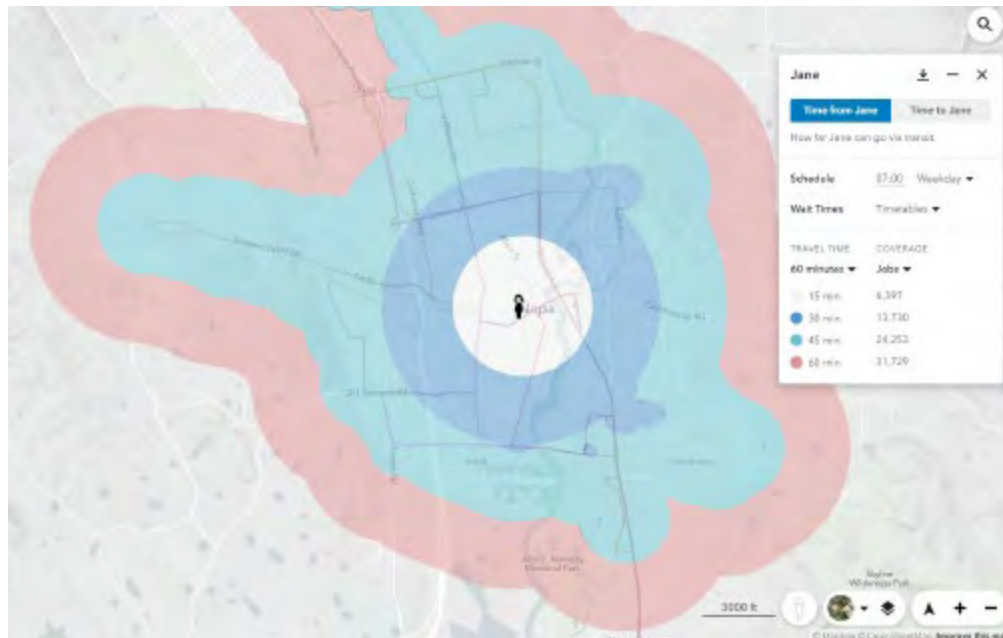
Highway Road	Direction	2019		2020		2021		2022	
		Length (Miles)	TTTR Index	Length (Miles)	TTTR Index	Length (Miles)	TTTR Index	Length (Miles)	TTTR Index
SR -12	EB	9.48	2.74	1.53	1.62	0.11	3.63	3.94	3.47
	WB	8.68	2.88	3.79	1.83	3.79	1.83	3.93	2.27
SR-121	NB	26.87	1.74	5.91	1.76	5.91	1.88	5.91	2.05
	SB	27.06	2.15	6.31	1.72	6.31	2.01	6.31	2.04
SR-29	NB	50.36	1.96	16.6	1.73	16.6	1.58	18.02	1.60
	SB	53.75	2.06	18.05	1.68	16.48	1.88	18.05	1.85
Napa-Vallejo Highway	NB	2.73	2.46	2.73	2.01	2.73	2.07	2.73	2.05
	SB	2.73	3.10	2.73	2.52	2.73	2.22	2.73	1.98
TTTR Index Average			2.39		1.86		2.14		2.16

MEASURE #2: NUMBER OF JOBS ACCESSIBLE BY TRANSIT WITHIN ONE HOUR DURING THE MORNING COMMUTE

Methodology

Go to www.remix.com. Add the Vine Transit lines using Add Transit Line option. Place the isochrone marker "Jane" at the desired location (Town / City Hall, post office). Select the desired start time, wait times based on 'Timetables', travel time of 60 minutes and coverage option for jobs. The locations used for the Mid-Plan Review are shown below in the table.

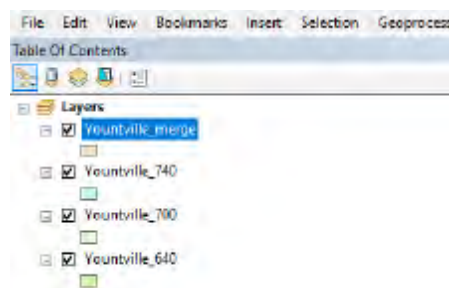
City	Location	Address	Latitude	Longitude
American Canyon	City Hall	4381 Broadway, American Canyon, CA 94503	38.1839164	-122.255999
Calistoga	City Hall	1232 Washington St, Calistoga, CA 94515	38.5790056	-122.579706
Napa	City Hall	955 School St, Napa, CA 94559	38.2967759	-122.289358
St. Helena	Post Office	1461 Main St, St Helena, CA 94574	38.5058173	-122.471526
Yountville	Town Hall	6550 Yount St, Yountville, CA 94599	38.4037467	-122.361551



Using the export option, download the isochrone shapefile. Repeat this for all desired start times and then for each jurisdiction.

Merging Exported Shapefiles

Import isochrones for all desired start times into Esri software, one jurisdiction at a time. Merge isochrones pertaining to all start times of a given jurisdiction using the Geoprocessing → Merge tool.



Select the polygons for “60 minutes” travel time and merge them using the Edit layer option. Save this merged transit coverage shapefile.

Downloading Census Job Data

Go to the U.S. Census Bureau OnTheMap portal: <https://onthemap.ces.census.gov/> and upload the study area boundary (all counties within the isochrone limits created from Remix).

Perform Analysis on Selected Area (study area boundary). The Analysis Settings pop up, shown below, will allow the user to select the desired information for the analysis. The Home/Work Area is checked as “Work” showing where workers are employed. The Analysis Type is checked as “Area Profile” and “All Workers” which will be all workers in the labor market. The third section, Year, is the desired year and the fourth section, Job Type, should be marked for all jobs. Click Go.

Analysis Settings

Area Profile Analysis in 2021 by All Jobs

<p>Home/Work Area ⓘ</p> <p>Determines whether the selection area is analyzed on where workers live ("Home") or where workers are employed ("Work").</p> <p><input type="radio"/> Home</p> <p><input checked="" type="radio"/> Work</p>	<p>Analysis Type ⓘ</p> <p>Determines the type of results that will be generated for the selected area.</p> <p><input checked="" type="radio"/> Area Profile</p> <p>Labor Market Segment:</p> <p><input type="text" value="All Workers"/></p> <p><input type="radio"/> Area Comparison</p> <p>Areas to Compare:</p> <p><input type="text" value="Places (Cities, CDPs, etc.)"/></p> <p>Labor Market Segment:</p> <p><input type="text" value="All Workers"/></p> <p><input type="radio"/> Distance/Direction</p> <p><input type="radio"/> Destination</p> <p>Destination Type:</p> <p><input type="text" value="Places (Cities, CDPs, etc.)"/></p> <p><input type="radio"/> Inflow/Outflow</p> <p>Note: Home/Work choice does not affect results</p>	<p>Year ⓘ</p> <p>Determines the year(s) of data that will be processed in the analysis.</p> <p><input checked="" type="checkbox"/> 2021</p> <p><input type="checkbox"/> 2020</p> <p><input type="checkbox"/> 2019</p> <p><input type="checkbox"/> 2018</p> <p><input type="checkbox"/> 2017</p> <p><input type="checkbox"/> 2016</p> <p><input type="checkbox"/> 2015</p> <p><input type="checkbox"/> 2014</p> <p><input type="checkbox"/> 2013</p> <p><input type="checkbox"/> 2012</p> <p><input type="checkbox"/> 2011</p> <p><input type="checkbox"/> 2010</p> <p><input type="checkbox"/> 2009</p> <p><input type="checkbox"/> 2008</p> <p><input type="checkbox"/> 2007</p> <p><input type="checkbox"/> 2006</p> <p>----</p>	<p>Job Type ⓘ</p> <p>Determines the scope of jobs that will be processed in the analysis.</p> <p><input checked="" type="radio"/> All Jobs</p> <p><input type="radio"/> Primary Jobs</p> <p><input type="radio"/> All Private Jobs</p> <p><input type="radio"/> Private Primary Jobs</p>
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Export the Point Overlay to shapefile. This layer contains all jobs within the study area boundary for each census block. Upload this layer into Esri software.

Joining Jobs (Point Overlay) Data to Census Block Groups.

Using the Summarize Within Geoprocessing tool combine the point overlay jobs layer with the polygon census block group layer. This output contains a count of the total number of points within each census block group. The Summarize Within tool also has the option to add a summary field and statistic. The summary field should be the number of jobs field found within the point overlay layer and the statistic should be "Sum". The output of this contains a sum of the total number of jobs from each point found within each census block group.

Using the Geoprocessing tool in Esri's software, Clip the census block group job data (Summarize Within Tool output) by the transit coverage isochrone for each of the five jurisdictions. There will be an output layer for each jurisdiction. The output of each clip will have the total number of jobs accessible by transit within an hour from each of the city or town halls.

City	Number of Jobs
American Canyon	23,661
Calistoga	8,911
Napa	45,938
St. Helena	8,942
Yountville	24,043

SUSTAINABILITY

MEASURE #1: GREENHOUSE GAS EMISSIONS (GHG)

Methodology

Go to <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting>. Download the California Annual Retail Fuel Outlet Report Results (CEC-A15) The Excel file downloaded contains annual CEC-15 results and analyses summarized in county level tables for gasoline and diesel sales. Filter for Napa County within the Retail Gasoline Sales by County sheet and the Retail Diesel Sales by County sheet.

The data available is in Millions of Gallons which will need to be converted to metric tons (1,000 kilograms). A single gallon of gasoline is roughly 2.8391 kilograms while a single gallon of diesel is roughly 3.3501 kilograms. The Napa County total population from the American Community Survey (ACS) Five-Year Estimates Table B01001 will need to be collected for calculating the metric tons per capita. The table below shows the Napa County gasoline and diesel sales and metric tons per capita between 2010 and 2022.

Napa County	Number of Gasoline Gallons Sold	Gasoline Gallons to metric tons (1,000 kilo) (1 US gallon = 2.8391 Kilo)	Number of Diesel Gallons Sold	Diesel Gallons to metric tons (1,000 kilo) (1 US gallon = 3.3501 Kilo)	Total Gasoline and Diesel Metric Tons	Napa County Population ACS 5-year Estimates	Metric Ton Per Capita
2010	52,000,000	147,633	2,000,000	6,700	154,333	134,051	1.2
2011	47,000,000	133,438	2,000,000	6,700	140,138	135,377	1.0
2012	58,000,000	164,668	7,000,000	23,451	188,119	136,644	1.4
2013	52,000,000	147,633	3,000,000	10,050	157,684	137,837	1.1
2014	39,000,000	110,725	3,000,000	10,050	120,775	139,253	0.9
2015	63,000,000	178,863	8,000,000	26,801	205,664	140,295	1.5
2016	57,000,000	161,829	7,000,000	23,451	185,279	140,823	1.3
2017	53,000,000	150,472	7,000,000	23,451	173,923	141,005	1.2
2018	61,000,000	173,185	7,000,000	23,451	196,636	140,530	1.4
2019	57,000,000	161,829	7,000,000	23,451	185,279	139,623	1.3
2020	44,000,000	124,920	6,000,000	20,101	145,021	138,572	1.0
2021	47,000,000	133,438	6,000,000	20,101	153,538	138,795	1.1
2022	49,000,000	139,116	7,000,000	23,451	162,567	134,300	1.2

MAINTENANCE AND PRESERVATION

MEASURE #1: MILES BETWEEN BUS ROAD CALLS (BREAKDOWNS)

Methodology

No changes from CTP 2021 methodology; however, the information below clarifies how to replicate this metric. Go to this link here: <https://www.transit.dot.gov/ntd/ntd-data> to download the data tables needed for this metric. Type "Breakdowns" in the search bar as shown in the image below. This will provide a list of Breakdown Annual Data Tables back to 2015. Download the csv table for the years needed.

Data Categories

☐ Agency Information

☐ Assets

☐ Data Dictionary/Questionable Items

☐ Expenses

☐ Fares/Funding

☐ Monthly Ridership

☐ Resources

☐ Safety and Security

☐ Service Data

Product Type

- Any -

Data Product Year

- All -

Search

Breakdowns

Apply

Reset

Open the csv and filter for Napa Valley Transportation Authority under the Agency column → Sum the Total Mechanical Failures column → Sum the Vehicle/Passenger Car Miles column → Divide the total Vehicle/Passenger Car Miles by the Total Mechanical Failures to get the Number of miles between bus breakdowns as shown in the image below.

Agency	UZA Name	Total Mechanical Failures	Vehicle/Passenger Car Miles	Number of Miles between Bus Breakdowns
Napa Valley Transportation Authority	Napa, CA	12	469,062	
Napa Valley Transportation Authority	Napa, CA	10	347,031	
Napa Valley Transportation Authority	Napa, CA	16	699,608	
	Total	38	1,515,701	39,887



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Program Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Countywide Active Transportation Permanent Counter Program

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Napa Valley Transportation Authority (NVRTA) staff are evaluating the potential for an automated countywide bicycle & pedestrian count program, to improve accuracy and efficiency of data collection for active transportation use countywide. In coordination with local jurisdictions, the program proposes to install permanent counting devices at strategic locations across all jurisdictions over a number of years. Counting devices would be installed at targeted locations that have significant existing active transportation use, and locations where planned projects are anticipated to result in increased bicycle and pedestrian volumes. Staff is requesting the Technical Advisory Committee (TAC) provide feedback on the program direction and potential counter installation locations.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND & DISCUSSION

Active transportation is a key strategy to reduce vehicle miles travelled (VMT), reduce emissions and roadway congestion, and improve the safety and accessibility of transportation facilities. There has been a recent increase in demand for active transportation funding in the state and Bay Area, making grant programs very competitive. As an example, the most recent funding cycle for the State of California's Active Transportation Program (ATP Cycle 6) provided more than \$1.7 billion in funding, but still left more than 342 projects valued at \$2.5 billion without funds. In the upcoming cycle

(ATP Cycle 7) there is a proposed \$200 million cut to the program, which will result in even more demand for limited funding.

Having readily available long-term data on active transportation facility use can improve accuracy and improve the Valley's chances in receiving grants. The program will improve jurisdiction and NVTa's understanding of the way and degree to which these facilities are being used, when use is highest, and whether additional infrastructure improvements may be warranted. While many projects currently collect short-term data on transportation use as part of project scoping or initiation, these limited efforts do not capture longer-term trends and can be subject to greater error.

By initiating a permanent, fixed count program, NVTa hopes to work over a number of years to collect longitudinal data on countywide active transportation use in both urbanized and rural settings. Data will be collected by NVTa and shared among local jurisdictions to increase grant awards and support more informed decision making regarding future active transportation investments.

As envisioned, this program would have NVTa purchase approximately 2 to 3 counting devices annually, and work cooperatively with local jurisdictions on site selection and installation. Sites would be prioritized for geographic representation, based on existing or proposed active transportation infrastructure locations and coordinated with planned paving or other infrastructure projects to avoid impacts on new pavement. NVTa would maintain these devices, including replacing batteries, troubleshooting any issues following installation, and replacing devices as necessary should they become damaged or otherwise inoperable.

ATTACHMENTS

- (1) Table of Potential Installation Locations
- (2) Example of Automated Count Device (courtesy of Eco-Counter)



Potential Counter Locations

Location	Intersection or Corridor	Counter Type	Ex. Planned Project*
Cyrus Creek Bridge	Corridor	Bike + Ped	No
Silverado Trail @ Pickett Rd	Corridor	Bike Only	No
Pope Street @ Sulphur Cr Bridge	Corridor	Bike Only	No
Kearney St @ Madrona	Intersection	All Users	Yes
Valley View @ Grayson	Intersection	All Users	Yes
Deer Park @ White Cottage Rd	Corridor	All Users	No
Sage Canyon @ Silverado Trail	Corridor	Bike Only	No
Yountville Cross Road @ Finnell	Corridor	All Users	Yes
California Drive @ SR 29 UC	Corridor	Bike + Ped	No
Silverado Trail @ Wappo Hill	Corridor	Bike Only	No
Dry Creek Road @ Linda Vista	Corridor	Bike Only	No
Big Ranch Road @ El Centro	Corridor	Bike Only	No
Trower Ave @ Fire Station 3	Corridor	All Users	No
Browns Valley Road @ Laurel St	Corridor	All Users	Yes
Coombsville Road @ Jacks Lane	Corridor	All Users	No
SR 29 Undercrossing @ D Street	Corridor	Bike + Ped	Yes
Old Sonoma Road @ S. Harston	Corridor	Bike + Ped	Yes
Imola Ave Class I @ Harding Ave	Corridor	Bike + Ped	Yes
SR 221 @ River to Ridge Trail	Intersection	All Users	Yes
Duhig Road @ Las Amigas Ave	Corridor	Bike + Ped	No
Wetlands Edge & Commerce Ct Class I	Corridor	Bike + Ped	Yes
Newell Drive Extension	Corridor	All Users	Yes
American Canyon Road @ Silver Oak	Intersection	All Users	No

Note that this list is provided for discussion purposes only. Any future counter installations will be selected in coordination with local jurisdictions and subject to funding availability.

Location Selection Process

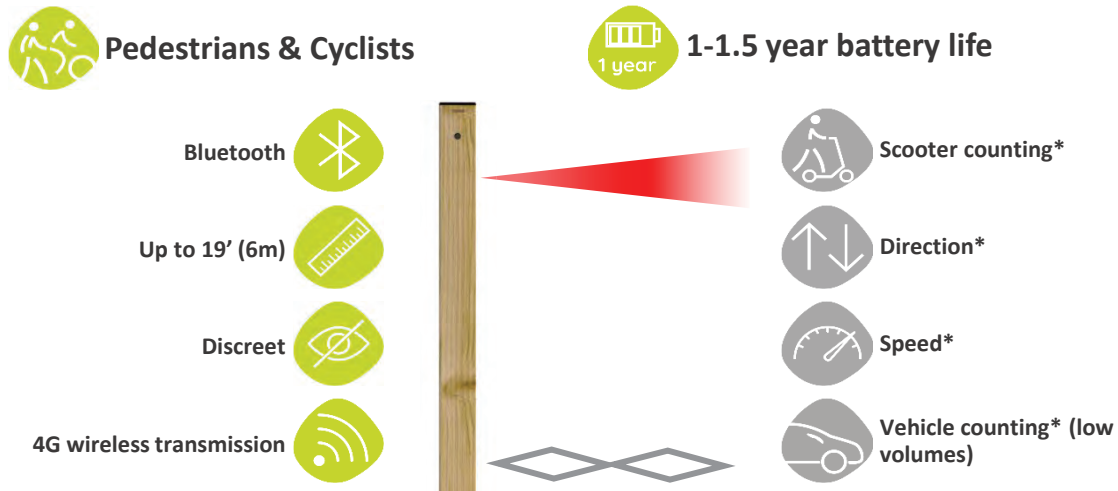
Within the proposed 2-3 counter per year target, locations may be selected based on:

- Existing User Volumes
- History of Collisions or User Conflicts
- Planned Improvements or Paving Project
- Ease & Cost of Installation
- Geographic Equity

MULTI^{Evo} Wooden Post

I PERMANENT

Perfect for understanding the flow of pedestrians, cyclists and scooters on a trail or path. Counts and classifies users simultaneously, providing valuable data on each user group.



*Optional.

Operating temperature	Protection index	Memory
-40 °C to +50 °C (-40 °F to 122 °F)	IP 66	12 months

Installation examples:



MULTI^{Evo} Wooden Post on a trail surrounding a pond.



MULTI^{Evo} Wooden Post next to a path along a river.

Perfect for counting and classifying cyclists and e-scooters (optional), even in groups. Installed underground, the loops count users as they pass over. Advanced technology allows it to optionally measure speed and direction.



Cyclists



Up to 2 years of battery life

Bluetooth



Up to 9 m (29.5')



Invisible



Scooter counting*



Automatic updates*



Direction*



4G wireless transmission*



Speed*

*Optional.

Operating temperature	Protection index	Memory
-40°C to +50°C (-40°F to 122°F)	IP 68	11 months

Installation examples:



ZELT^{Evo} counting bicycles and scooters on a protected bike lane.¹



ZELT^{Evo} installed on a greenway.¹

Perfect for understanding flows in a high traffic, multi-user area. CITIX-AI uses artificial intelligence to count, classify and detect the direction of pedestrians, bikes and cars.



All users

Bluetooth



Up to 15 m (49')



Artificial intelligence



Power supply



4G wireless transmission



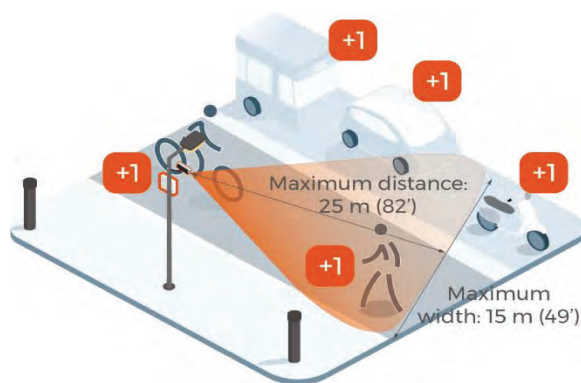
Direction



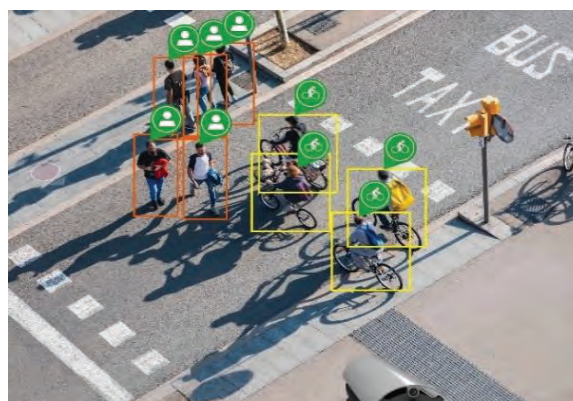
Automatic updates

Operating temperature	Protection index	Memory
-20°C to 70°C (-4°F to 158°F)	IP 67	Eco-Visio Wireless Transmission

Installation examples:



CITIX-AI installed on a two-lane road in the city including a bicycle lane to understand its flows.



CITIX-AI uses artificial intelligence to detect and classify users and their direction.