



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
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SUBJECT: Countywide Transportation Plan (CTP): Advancing Mobility 2045
Goals and Performance Measures

RECOMMENDATION

Information only. The Napa Valley Transportation Authority (NVTA) will review examples of performance metrics and the previous Countywide Transportation Plan's (CTP) goals and objectives to begin the conversation about the goals and objectives for the plan's update.

OTHER OPTIONS FOR CONSIDERATION

Information only

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) requires that the Bay Area County Transportation Agencies (BACTA) complete a long-range plan – generally 25 years – called Countywide Transportation Plan (CTP). NVTA is proposing to include goals and objectives in the plan, similar to the past CTP, except in this plan, NVTA working with its member agencies will establish a certain number of measurable targets. The Goals and objectives will provide a framework for the plan, create a screening process for projects and establish targets.

The goals and objectives developed for the 2015 CTP were based on some key concepts that are still relevant today.

These assumptions are:

- Napa County has a number of constraints that prevent and/or limit expanding the highway and road system as a means to eliminate congestion.
- Peak travel in Napa County is compounded by visitors and commuters traveling through Napa to/from adjacent counties, but is largely attributable to Napa's employees traveling into the county from other locations or Napa's residents traveling to jobs outside the county.
- Approximately 1% of Napa County commuter's bike to work, and approximately 4% walk to work, while 76% drive alone.
- Housing costs in Napa make it a challenge to provide sufficient housing stock for its growing workforce.

Attachment 1 lists the Board adopted Goals and Objectives from the previous CTP, *Vision 2040- Moving Napa Forward*.

Staff has evaluated performance metrics and targets used by its partners in other counties and based on that assessment has developed a short list of performance metrics and targets that could be used in the current CTP. NVTA staff is recommending establishing two levels of performance metrics; one set that will evaluate the overall performance of the larger transportation network, the other set will serve as an evaluation tool for assessing project performance.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

FISCAL IMPACT

Is there a Fiscal Impact? No

STRATEGIC GOALS MET BY THIS PROPOSAL

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

Goal 2 - Improve system safety in order to support all modes and serve all users

Goal 3 - Use taxpayer dollars efficiently

Goal 4 - Support Napa County's economic vitality

Goal 5 - Minimize the energy and other resources required to move people and goods

Goal 6 - Prioritize the maintenance and rehabilitations of the existing system

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

MTC has adopted new guidelines for CTPs. The guidelines require that BACTAs include performance goals and measures in their CTPs. NVTA is also responding to comments made by the Napa County Civil Grand Jury which recommended that NVTA include performance metrics and targets in its long term planning process similar to those established by the Sonoma County Transportation Authority.

MTC requires that BACTA complete a CTP every four years. The last 25-year Countywide Transportation Plan was adopted in 2015 to inform Plan Bay Area 2040, MTC's long range plan adopted in 2017. The new CTP – *Advancing Mobility 2045* - will be completed before the next regional transportation plan which is scheduled for adoption in 2021. In preparation for the regional transportation plan, MTC generally solicits projects about a year before plan adoption. MTC is currently soliciting projects early for Plan Bay Area 2050. The first round of project solicitations for regionally significant projects occurred in June 2019. The second round for programmatic category projects will occur in fall 2019. NVTA will conduct a call for countywide plan projects, in late 2019.

SUPPORTING DOCUMENTS

Attachments: (1) Vision 2040 Goals and Objectives
 (2) Napa Countywide Transportation Plan Potential Performance Metrics

**Vision 2040 Goals and Objectives
Adopted by the Board**

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

Objectives:

1. Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors.
2. Endeavor to serve the special transportation needs of seniors, children and the disabled.
3. Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible.
4. Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community.



Goal 2: Improve system safety in order to support all modes and serve all users.

Objectives:

1. Design roadways and other transportation facilities to enhance coexistence of users of all modes.
2. Educate all roadway users so they may safely coexist.

3. Work with Napa jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements.²
4. Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes.
5. Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists



Goal 3: Use taxpayer dollars efficiently.

Objectives:

1. Continue to prioritize local streets and road maintenance, consistent with Measure T.
2. Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone.
3. Identify alternative solutions that minimize costs and maximize system performance.
4. Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017.
5. Explore new transportation funding sources, including fees associated with new development.
6. Develop 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.



Goal 4: Support Napa County's economic vitality.

Objectives:

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. Use transportation demand management techniques to shift travel from peak to non-peak times.



Goal 6: Prioritize the maintenance and rehabilitation of the existing system

Objectives:

1. Deliver Measure T projects effectively.
2. Focus funding on maintenance priorities.



Goal 5: Minimize the energy and other resources required to move people and goods.

Objectives:

1. Prioritize projects that reduce greenhouse gases.
2. Increase mode share for transit, walking, and bicycling to 10% by 2035.³
3. Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes.
4. Encourage the provision of alternative fuel infrastructure.
5. Invest in improvements to the transportation network that serve land use, consistent with SB 375.⁴
6. Identify revenues that support investments in Priority Development Areas (PDAs).

Goal	Objectives	Potential Performance Measure	Target
GOAL 1. Serve the transportation needs of the entire community regardless of age, income or ability (EQUITY)	Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors	Percent of low-income households within 0.25 miles of bus transit by off-peak period headway. Equity of funding distribution based on project location.	TBD
	Endeavor to serve the special transportation needs of seniors, children and the disabled	Number of passenger trips served and on-time performance of ADA paratransit services.	TBD
	Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible	TBD	TBD
	Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community	Availability and use of transit or rideshare subsidy program	TBD
GOAL 2. Improve system safety in order to support all modes and serve all users (SAFETY)	Design roadways and other transportation facilities to enhance safe coexistence of users of all modes.	Percentage of roadway projects (by funding) that also improve active transportation infrastructure (sidewalks, bike lanes, etc.)	TBD
	Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes.	Percentage of Measure T projects improving active transportation infrastructure as well as roadways (sidewalks, bike lanes)	TBD
	Educate all roadway users so they may safely coexist.	TBD	TBD
	Work with Napa jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements.	Number of or percent of Napa jurisdictions that have adopted Complete Streets policies	TBD
	Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve	Percent of ped and bicycle facilities completed by lane miles as shown in Countywide Plans	TBD

Goal	Objectives	Potential Performance Measure	Target
GOAL 2. Improve system safety in order to support all modes and serve all users (SAFETY)	operation and safety for vehicles, pedestrians, and cyclists	Annual rate of traffic fatalities and serious injuries (per million vehicle miles by mode and/or by roadway segment) Number of serious injury and fatality crashes per population	TBD
GOAL 3. Use taxpayer dollars efficiently (EFFICIENCY)	Continue to prioritize local streets and road maintenance, consistent with Measure T.	Measure T funds designated for roadway maintenance projects	TBD
	Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone.	Transit reliability: speeds and on-time performance Transit ridership or ridership per capita	TBD
	Identify alternative solutions that minimize costs and maximize system performance	Vehicle hours of delay Person hours of delay Speed index (ratio of congested to free flow speed)	TBD
	Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017.	511 system in place	TBD
	Explore new transportation funding sources, including fees associated with new development.	Percentage of funds by source (local, state programs, federal, impact fees) in CTP and biennial budgets	TBD
	Develop 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.	TBD	TBD
GOAL 4. (ECONOMIC VITALITY) GOAL 4.	Identify and improve key goods movement routes.	Vehicle hours of delay for truck trips	TBD
	Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites.	Job accessibility measure – TBD	

Goal	Objectives	Potential Performance Measure	Target
(ECONOMIC VITALITY) Support Napa County's economic vitality	Improve transportation services aimed at visitors, including alternatives to driving	Number of transportation services aimed at visitors, including alternatives to driving	TBD
	Use transportation demand management techniques to shift travel from peak to non-peak times.	Participants signed up/using TDM programs	TBD
GOAL 5. Minimize the energy and other resources required to move people and goods (ENERGY & ENVIRONMENT)	Prioritize projects that reduce greenhouse gases.	Total GHG emissions (CO, CO ₂ , CH ₄) from transportation sources in Napa County	TBD
	Increase mode share for transit, walking, and bicycling to 10% by 2035.	Mode share of transit, walking and bicycling compared to drive alone trips.	TBD
	Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes.	Change in VMT or VMT per capita	TBD
	Encourage the provision of alternative fuel infrastructure.	Number of publicly accessible alternative fueling stations in Napa County.	TBD
	Invest in improvements to the transportation network that serve land use, consistent with SB 375.	Consistency of projects with the Regional Transportation Plan/Sustainable Community Strategy	TBD
	Identify revenues that support investments in Priority Development Areas (PDAs).	TBD	TBD
GOAL 6. Prioritize the maintenance and rehabilitation of the existing system (MAINTENANCE & PRESERVATION)	Deliver Measure T projects effectively.	Percentage of Measure T funding designated for local streets and roads maintenance.	TBD
	Focus funding on maintenance priorities.	Percentage of roadway miles at acceptable level of maintenance (PCI of 70).	TBD