

## Glossary of Acronyms

<b>AB 32</b>	Global Warming Solutions Act	<b>HBRR</b>	Highway Bridge Replacement and Rehabilitation Program
<b>ABAG</b>	Association of Bay Area Governments	<b>HIP</b>	Housing Incentive Program
<b>ADA</b>	American with Disabilities Act	<b>HOT</b>	High Occupancy Toll
<b>ATAC</b>	Active Transportation Advisory Committee	<b>HOV</b>	High Occupancy Vehicle
<b>ATP</b>	Active Transportation Program	<b>HR3</b>	High Risk Rural Roads
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>HSIP</b>	Highway Safety Improvement Program
<b>BART</b>	Bay Area Rapid Transit District	<b>HTF</b>	Highway Trust Fund
<b>BATA</b>	Bay Area Toll Authority	<b>HUTA</b>	Highway Users Tax Account
<b>BRT</b>	Bus Rapid Transit	<b>IFB</b>	Invitation for Bid
<b>CAC</b>	Citizen Advisory Committee	<b>ITIP</b>	State Interregional Transportation Improvement Program
<b>CAP</b>	Climate Action Plan	<b>ITOC</b>	Independent Taxpayer Oversight Committee
<b>Caltrans</b>	California Department of Transportation	<b>IS/MND</b>	Initial Study/Mitigated Negative Declaration
<b>CEQA</b>	California Environmental Quality Act	<b>JARC</b>	Job Access and Reverse Commute
<b>CIP</b>	Capital Investment Program	<b>LIFT</b>	Low-Income Flexible Transportation
<b>CMA</b>	Congestion Management Agency	<b>LOS</b>	Level of Service
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program	<b>LS&amp;R</b>	Local Streets & Roads
<b>CMP</b>	Congestion Management Program	<b>MaaS</b>	Mobility as a Service
<b>CalSTA</b>	California Transportation Agency	<b>MAP 21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
<b>CTP</b>	Countywide Transportation Plan	<b>MPO</b>	Metropolitan Planning Organization
<b>COC</b>	Communities of Concern	<b>MTC</b>	Metropolitan Transportation Commission
<b>CTC</b>	California Transportation Commission	<b>MTS</b>	Metropolitan Transportation System
<b>DAA</b>	Design Alternative Analyst	<b>ND</b>	Negative Declaration
<b>DBB</b>	Design-Bid-Build	<b>NEPA</b>	National Environmental Policy Act
<b>DBF</b>	Design-Build-Finance	<b>NOAH</b>	Natural Occurring Affordable Housing
<b>DBFOM</b>	Design-Build-Finance-Operate-Maintain	<b>NOC</b>	Notice of Completion
<b>DED</b>	Draft Environmental Document	<b>NOD</b>	Notice of Determination
<b>EIR</b>	Environmental Impact Report	<b>NOP</b>	Notice of Preparation
<b>EJ</b>	Environmental Justice	<b>NVTA</b>	Napa Valley Transportation Authority
<b>FAS</b>	Federal Aid Secondary	<b>NVTA-TA</b>	Napa Valley Transportation Authority-Tax Agency
<b>FAST</b>	Fixing America's Surface Transportation Act	<b>OBAG</b>	One Bay Area Grant
<b>FHWA</b>	Federal Highway Administration	<b>PA&amp;ED</b>	Project Approval Environmental Document
<b>FTA</b>	Federal Transit Administration	<b>P3 or PPP</b>	Public-Private Partnership
<b>FY</b>	Fiscal Year	<b>PCC</b>	Paratransit Coordination Council
<b>GHG</b>	Greenhouse Gas	<b>PCI</b>	Pavement Condition Index
<b>GGRF</b>	Greenhouse Gas Reduction Fund	<b>PCA</b>	Priority Conservation Area
<b>GTFS</b>	General Transit Feed Specification		
<b>HBP</b>	Highway Bridge Program		

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<b>PDA</b>	Priority Development Areas	<b>STIP</b>	State Transportation Improvement Program
<b>PID</b>	Project Initiation Document	<b>STP</b>	Surface Transportation Program
<b>PMS</b>	Pavement Management System	<b>TAC</b>	Technical Advisory Committee
<b>Prop. 42</b>	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	<b>TCM</b>	Transportation Control Measure
<b>PSE</b>	Plans, Specifications and Estimates	<b>TCRP</b>	Traffic Congestion Relief Program
<b>PSR</b>	Project Study Report	<b>TDA</b>	Transportation Development Act
<b>PTA</b>	Public Transportation Account	<b>TDM</b>	Transportation Demand Management Transportation Demand Model
<b>RACC</b>	Regional Agency Coordinating Committee	<b>TE</b>	Transportation Enhancement
<b>RFP</b>	Request for Proposal	<b>TEA</b>	Transportation Enhancement Activities
<b>RFQ</b>	Request for Qualifications	<b>TEA 21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>RHNA</b>	Regional Housing Needs Allocation	<b>TFCA</b>	Transportation Fund for Clean Air
<b>RM2</b>	Regional Measure 2 (Bridge Toll)	<b>TIGER</b>	Transportation Investments Generation Economic Recovery
<b>RM3</b>	Regional Measure 3	<b>TIP</b>	Transportation Improvement Program
<b>RMRP</b>	Road Maintenance and Rehabilitation Program	<b>TLC</b>	Transportation for Livable Communities
<b>ROW</b>	Right of Way	<b>TLU</b>	Transportation and Land Use
<b>RTEP</b>	Regional Transit Expansion Program	<b>TMP</b>	Traffic Management Plan
<b>RTIP</b>	Regional Transportation Improvement Program	<b>TMS</b>	Transportation Management System
<b>RTP</b>	Regional Transportation Plan	<b>TNC</b>	Transportation Network Companies
<b>SAFE</b>	Service Authority for Freeways and Expressways	<b>TOAH</b>	Transit Oriented Affordable Housing
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	<b>TOD</b>	Transit-Oriented Development
<b>SB 375</b>	Sustainable Communities and Climate Protection Act 2008	<b>TOS</b>	Transportation Operations Systems
<b>SB 1</b>	The Road Repair and Accountability Act of 2017	<b>TPA</b>	Transit Priority Area
<b>SCS</b>	Sustainable Community Strategy	<b>TPI</b>	Transit Performance Initiative
<b>SHA</b>	State Highway Account	<b>TPP</b>	Transit Priority Project Areas
<b>SHOPP</b>	State Highway Operation and Protection Program	<b>VHD</b>	Vehicle Hours of Delay
<b>SNCI</b>	Solano Napa Commuter Information	<b>VMT</b>	Vehicle Miles Traveled
<b>SNTDM</b>	Solano Napa Travel Demand Model		
<b>SR</b>	State Route		
<b>SRTS</b>	Safe Routes to School		
<b>SOV</b>	Single-Occupant Vehicle		
<b>STA</b>	State Transit Assistance		
<b>STIC</b>	Small Transit Intensive Cities		



**NAPA VALLEY TRANSPORTATION AUTHORITY**  
**TAC Agenda Letter**

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Director of Programs, Projects and Planning  
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**SUBJECT:** Presentation on Travel Behavior Study Findings

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**RECOMMENDATION**

Information only. Fehr & Peers will provide a presentation overview on the Travel Behavior Study findings.

**EXECUTIVE SUMMARY**

The goal of the Travel Behavior Study is to understand inter and intra-County travel. Fehr & Peers prepared the 2014 Travel Behavior Study. This update to the Travel Behavior Study provides refined data using more sophisticated collection methodologies that have resulted in data that is more granular. NVTA staff and jurisdictions can use the data to update the Napa Travel Model, plans, studies, and grant applications.

The goal of the Travel Behavior Study is to understand travel demand and patterns to refine the Napa Travel Model and inform various planning efforts such as the transit route planning and the Countywide Transportation Plan. The study focuses on gathering Napa Valley transportation modal data related to employment, residents, and visitors. It will further help Napa Valley Transportation Authority (NVTA) and all six jurisdictions understand commute patterns, modes of travel and trip purpose.

**FISCAL IMPACT**

Is there a fiscal impact? No

**BACKGROUND AND DISCUSSION**

The NVTA Board awarded Fehr & Peers the Travel Behavior Study update in early 2018.

The study builds on data received from the 2014 Travel Behavior Study using more cost effective and advanced data collection tools. The Travel Behavior Study focuses on work, school, and other trips in Napa Valley. The study identifies how many trips per day are associated with visitors, residents and employees, where those trips start and end, and the predominant modes and times of travel. The study takes into account seasonal variations, as well as weekday and weekend travel.

Highlights of the Travel Behavior Study Update include:

- Findings are based on over 25 million data samples and 736,000 mobile devices, the previous study findings were based on 200,000 data samples
- High-level findings generally consistent with previous study
  - Inter-county travel represents 36% of Napa County trips (consistent with previous study)
  - Intra-county travel represents 64% of Napa County trips (consistent with previous study)
  - 3.4% of total Napa County trips are pass through (previous study showed 3.3%)
  - 10.3% of trips touching a gateway in Napa County are pass through trips (not starting or ending in the county – which is up from 9.0% from the previous study)
- Traffic counts collected at 11 locations grew on average by 3.4%, or 0.7% per year (Note: 2013 counts were collected before Jameson Canyon Road widening was completed.)
  - Jameson Canyon Road grew by 21%
  - SR 121 at the Sonoma/Napa county line grew by 12%
  - SR 29 North of American Canyon Road decreased by 7%
- Key Weekday Origin and Destination (O-D) Pairs
  - Roughly 40% of Napa County trips start AND end in the City of Napa
  - 54% of inter-county trips start or end in Solano County
  - 20% of inter-county trips start or end in Sonoma County
- Top 5 Counties Trip Generators to Napa County
  - Solano County – 28,900 trips or 55% of trips into Napa County
  - Sonoma County – 9,900 trips or 19% of trips into Napa County
  - Contra Costa County – 4,300 trips or 8% of trips into Napa County
  - Alameda County – 2,000 trips or 4% of trips into Napa County
  - Sacramento County – 1,700 trips or 3% of trips into Napa County
- Top 15 Napa County Trip Generators
  - City of Napa – 187,600 trips
  - American Canyon – 33,100 trips
  - Vallejo – 14,300 trips
  - Downtown Napa & Town Center – 12,800 trips

- St. Helena – 11,800 trips
- Bel Aire Plaza – 11,500 trips
- Fairfield – 8,700
- South Napa Market Place – 8,200 trips
- Calistoga – 6,600 trips
- American Canyon Wal-Mart – 5,600 trips
- Napa Middle and High Schools – 5,600 trips
- Yountville – 5,200 trips
- Angwin – 3,600 trips
- Napa Valley College – 3,600 trips
- Queen Medical – 2,600 trips
- Key Weekday Destinations
  - Roughly 60% of American Canyon Wal-Mart trips (11,600 daily weekday trips, 3 percent of Napa County trips) are coming from outside Napa County, 45% from City of Vallejo, 31% from American Canyon, 8% from City of Napa
  - Roughly 17% of South Napa Market Place trips (16,900 daily weekday trips, 5% of Napa County trips) are coming from outside Napa County, 4% from City of Vallejo, 4% from American Canyon, 85% from City of Napa
  - Roughly 19% of Oxbow trips (3,800 daily weekday trips, 1% of Napa County trips) are coming from outside Napa County, 2% from City of Vallejo, 1% from American Canyon, 67% from City of Napa
  - Roughly 16% of Bel Aire Plaza trips (23,300 daily weekday trips, 7% of Napa County trips) are coming from outside Napa County, 3% from City of Vallejo, 1% from American Canyon, 76% from City of Napa
- Weekday Peaking Characteristics
  - 4% of trips are generated between midnight and 6 AM
    - 58% of these trips are inter-county trips
  - 22% of trips are generated between 6 AM and 10 AM
  - 34% of trips are generated between 10 AM and 3 PM
  - 29% of trips are generated between 3 PM and 7 PM
  - 12% of trips are generated between 7 PM and midnight
- Weekday Trip Purpose Information
  - 22% of daily Napa County trips are work-related
  - Roughly 40% of AM peak period Napa County trips are work-related
- Weekday Vehicle Miles Traveled (VMT) Information
  - 31% of Napa County trips are less than 2 miles in length
  - 63% of Napa County trips are less than 5 miles in length
  - 11% of Napa County trips are more than 20 miles in length
  - 8.5 miles is the average trip length of Napa County-generated trips
  - 37 miles is the average trip length of inter-County trips
- Weekday Key VMT Generators

- Bel Aire Plaza generates 169,000 vehicle miles travelled from 23,300 trips, an average trip length of 7.3 miles
- South Napa Market Place generates 130,000 vehicle miles travelled from 16,900 trips, an average trip length of 7.7 miles
- Oxbow generates 37,000 vehicle miles travelled from 3,800 trips, an average trip length of 9.7 miles
- American Canyon Wal-Mart generates 99,000 vehicle miles travelled from 11,600 trips, an average trip length of 8.5 miles

The draft Travel Behavior Study document will be available the first week of September at: [www.nvta.ca.gov/travel-behavior-study](http://www.nvta.ca.gov/travel-behavior-study)

### **SUPPORTING DOCUMENTS**

Attachment(s):      None