



November 7, 2019
TAC Agenda Item 7.3
Continued From: New

Action Requested: INFORMATION

NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner
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SUBJECT: Countywide Transportation Plan: Project and Program List Update

RECOMMENDATION

That the TAC (1) review the Napa Countywide Transportation Plan (CTP) project and program lists and submit updated projects to NVTA to be included in the CTP by December 20 and (2) review the draft evaluation criteria and provide comment to NVTA by December 1.

EXECUTIVE SUMMARY

While the NVTA Board is reviewing the Countywide Transportation Plan – Advancing Mobility 2045 Goals and Objectives, staff is requesting jurisdictional staff to begin the process of compiling projects to update the current list of projects and programs in the CTP. NVTA will begin project evaluation in January 2020. NVTA staff is requesting jurisdictions to submit a completed project list (Attachment 1) by December 20, 2019.

NVTA staff and its consulting team is in the process of developing a new set of project-specific performance metrics or evaluation criteria which will correlate to the Plan's overall goals and objectives. At its October 2019 meeting the NVTA Board recommended forming an ad-hoc committee to revise the Plan's Goal and Objectives. As part of an effort to make a meaningful plan the Board asked staff to create performance measures to go along with the goals and objectives and provide an annual progress report to the Board. In an effort to ensure projects and programs included in the plan are consistent with the goals and objectives, project sponsors are being asked to provide comments on the previously approved project evaluation criteria, its scoring methodology and a memo developed by the CTP consulting team on performance metrics and scoring methodology.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

Part of NVTAs responsibilities under the interagency agreement with the Metropolitan Transportation Commission (MTC) is to develop a long-range CTP to support regional planning and programming efforts and prioritize local projects. This effort informs MTC's Regional Transportation Plan and the Sustainable Communities Strategy (RTP/SCS) which is updated every four years. NVTAs last updated the CTP in 2015.

Project evaluation criteria was developed during the last CTP to evaluate transportation projects and programs. Staff plans to use the evaluation criteria again to assess transportation projects that the agency administers as well as transit projects and programs. In the previous CTP the scoring process was binary which awarded (1) point for every objective met – there were 27 objectives in all. For CTP 2045, staff is proposing a point structure based on the type and number of objectives a project meets.

Unlike the Regional Transportation Plan, the CTP can be used as a visionary planning document and include financially unconstrained projects. NVTAs will include a priority project list that will reflect projects constrained by funding resources available and a visionary list that will provide an unconstrained list of projects and programs for the Plan's 25-year horizon. Staff will work with the CTP consultant team and local jurisdictions over the coming months to identify a constrained project list for the CTP. Priority projects will be included in the constrained project list. As future funding becomes available projects will ascend from the unconstrained project list to the constrained list.

SUPPORTING DOCUMENTS

Attachment(s):

- (1) 2015 CTP Evaluation Criteria
- (2) DKS Scoring Criteria Memo
- (3) CTP Project List Template
- (4) 2015 CTP Link to Project and Program Lists

Countywide Plan Project Evaluation Criteria Checklist

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

1. ☐ Objective 1: Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors:
 - a. Provides complete streets
 - b. Improves safety
 - c. Provides access to transit
2. ☐ Objective 2: Endeavor to serve the special transportation needs of seniors, children and the disabled:
 - a. Compliant sidewalks/crossings
 - b. Strengthens access to transit
 - c. Provides Safe Routes to School
3. ☐ Objective 3: Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible:
 - a. Improve mobility coordination – centralized coordination of public transportation services with user groups: schools/seniors advocacy groups
 - b. Improve information and marketing
 - c. Expand or enhance transit
 - d. Optimize service efficiencies
4. ☐ Objective 4: Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community:
 - a. Keep transit service affordable
 - b. Expand or enhance Class I, II, & III bicycle facilities consistent with the Napa Countywide Bicycle Plan
 - c. Implement technologies that reduce costs of transportation

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

5. ☐ Objective 1: Design roadways and other transportation facilities to enhance coexistence of users of all modes:
 - a. Provides complete streets
 - b. Implements technology that supports alternative modes
 - c. Maintains street and roads in a state of good repair for all modes
 - d. Implements highway, street, road, and safety improvements

6. ☐ Objective 2: Educate all users so they may safely coexist:
 - a. Provides wayfinding and safety signage
 - b. Provides Public information/education
 - c. Provides education for school-aged children
7. ☐ Objective 3: Work with Napa Jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements:
 - a. Implements complete streets
8. ☐ Objective 4: Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes:
 - a. Develop logical approach to Measure T rehab/maintenance
 - b. Implement projects on time and within budget
9. ☐ Objective 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.
 - a. Implement Complete Streets
 - b. Implement technologies that improve the operation of the road for all users
 - c. Close gaps on existing Class I path network
 - d. Expands or enhances the transit system

Goal 3: Use taxpayer dollars efficiently.

10. ☐ Objective 1: Continue to prioritize local streets and road maintenance, consistent with Measure T:
 - a. Adhere to Measure T ordinance
 - b. Implement state of good repair principles
11. ☐ Objective 2: Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone:
 - a. Implement bus rapid transit where appropriate
 - b. Implement rapid services in strategic locations
 - c. Maintain system effectively
12. ☐ Objective 3: Identify alternative solutions that minimize costs and maximize system performance:
 - a. Implement State of Good Repair Programs
 - b. Implement technologies that reduce cost
 - c. Implement travel demand strategies

13. ☐ Objective 4: Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017:
 - a. Improve system information/communication to the public
 - b. Improve transit trip planner
 - c. Explore private sector options for system monitoring and reporting
14. ☐ Objective 5: Explore new transportation funding sources, including fees associated with new development:
 - a. Identify and prioritize projects that significantly improve the network and encourage community support
 - b. Implement working group to evaluate potential revenue sources
 - c. Use polling techniques to engage the public
15. ☐ Objective 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:
 - a. Promote Napa's projects and unique characteristics within the Bay Area and State
 - b. Work Collaboratively with regional, federal, and state partners to fund large infrastructure improvements
 - c. Advocate and work with north bay county-partners on common issues

Goal 4: Support Napa County's economic vitality.

16. ☐ Objective 1: Identify and improve key goods movement routes
 - a. Ensure adequate separation between freight movement and bike/ped activity
 - b. Improve connectivity on key truck routes
 - c. Improve access to airport and other port/shipping destinations
 - d. Identify and improve access in farm-to-market corridors
17. ☐ Objective 2: Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites:
 - a. Support transportation for service and agricultural workers
 - b. Improve multi-modal access to employment center for low income neighborhoods
 - c. Expand vanpool and other commute alternatives
 - d. Expand transit/park and ride network

18. ☐ Objective 3: Improve transportation services aimed at visitors, including alternatives to driving:
- a. Market transit and work with hospitality industry on fare subsidies
 - b. Implement bike sharing
 - c. Implement projects that support walkable city centers
 - d. Improve non-auto connectivity between cities
19. ☐ Objective 4: Use demand management techniques to shift travel from peak to non-peak times:
- a. Identify pricing mechanisms to encourage off peak commute
 - b. Implement highway messaging signs and systems that divert traffic
 - c. Stagger school and other start times
 - d. Work with employers to encourage programs that reduce peak commute congestion
 - e. Encourage freight movement during off peak

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

20. ☐ Objective 1: Prioritize projects that reduce greenhouse gases:
- a. Expand and enhance transit
 - b. Invest in alternative fuel technologies
 - c. Invest in priority development areas that encourage non-auto use
 - d. Improve bike/ped network and facilities
 - e. Implement projects that reduce congestion
21. ☐ Objective 2: Increase mode share for transit, walking, and bicycling by 10% by 2035:
- a. Implement complete streets
 - b. Expand and enhance transit
 - c. Implement projects that close gaps in Class I and II networks
 - d. Improve road infrastructure to make transit faster
 - e. Implement Marketing strategies that encourage non-auto use and improve coordination with other agencies
22. ☐ Objective 3: Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes
- a. Encourage employer policies that reduce auto use
 - b. Encourage mixed use development
 - c. Participate in programs that consider alternative pricing mechanisms to reduce VMT
 - d. Implement systems that encourage better trip planning
 - e. Develop messaging and marketing programs that reduce VMT

Agency: _____ Project: _____

- 23. ☐ Objective 4: Encourage the provision of alternative fuel infrastructure:
 - a. Expand electric vehicle charging network
 - b. Invest in alternative fuel technologies
- 24. ☐ Objective 5: invest in improvements to the transportation network that serve land use, consistent with SB 375:
 - a. Invest in priority development areas that encourage non-auto growth
 - b. Encourage missed use development
 - c. Improve coordination between employment locations and housing
- 25. ☐ Objective 6: Identify revenues that support investments in Priority Development Areas (PDAs)
 - a. Evaluate local opportunities to increase revenues
 - b. Develop educational materials to inform the public of investments
 - c. Partner with other organizations and collaborate on policy and messaging

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

- 26. ☐ Objective 1: Deliver Measure T projects effectively:
 - a. Identify revenues to ensure Measure T projects are fully funded
 - b. Prioritize projects using State of Good Repair principles
 - c. Identify alternative revenues to ensure maintenance of effort requirements are met and exceeded
- 27. ☐ Objective 2: Focus funding on maintenance priorities

Total # of boxes checked: _____



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MEMORANDUM

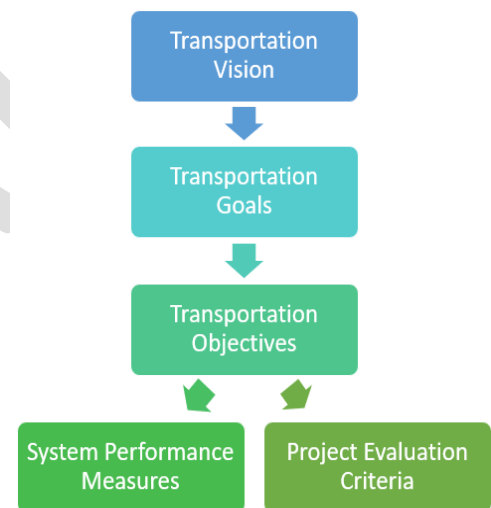
DATE: November 1, 2019

TO: Alberto Esqueda/Napa Valley Transportation Authority

FROM: Erin Vaca/DKS Associates
Aditi Meshram/DKS Associates

SUBJECT: Performance Measures for Countywide Transportation Plan – Discussion Draft

This memorandum discusses the role of performance measures in the Napa Countywide Transportation Plan (CTP) and presents a selection of potential measures for approval by NVTa staff and Board members. Performance metrics will perform two functions in the CTP process. First, progress towards the CTP's goals and objectives must be forecasted and objectively measured over time as the CTP is implemented. A second category of performance measures, project prioritization criteria or Measures of Effectiveness, will be used to rank and prioritize transportation projects for funding and implementation. Both categories of performance metrics should tie back to the adopted Goals and Objectives for the CTP. These performance measures will be revisited once the CTP goals and objectives are confirmed and adopted.



GOALS AND OBJECTIVES

Overview of Vision, Goals, Objectives, and Performance Measures in Long Range Transportation Planning

Prior to selecting performance metrics for the Napa Countywide Transportation Plan update it is useful to consider the role of vision, goals, objectives and performance measures in long range or strategic transportation planning.

Collectively, the transportation-related goals, objectives, and evaluation criteria describe how the transportation system should function in the future, as summarized by a **vision statement**. A vision statement consists of an imaginative description of the desired future condition. The vision statement for transportation system should align with the community's core values.

Goals and objectives are the incremental steps through which the broad vision statement can be achieved. **Goals** are the first step down from the broader vision, broad statements that focus on outcomes, describing a desired end state. Goals should be challenging but not unattainable.

Each goal must be supported by more discrete **objectives**. In contrast to goals, objectives should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement. When developing objectives, it is helpful to identify key issues or concerns that are related to the attainment of the goal.

The projects included in the CTP must be consistent with the goals and objectives. To accomplish this, measurable **project evaluation criteria** that are based on the goals and objectives can be developed. The criteria will be used to inform the selection and prioritization of projects and programs for the plan by describing how well the alternatives considered support goal areas. In addition, **transportation system performance measures** will be used to quantify progress towards CTP goals and objectives. These performance measures can be used to characterize the existing performance of the transportation system as well the forecasted future performance of the system with and without proposed CTP projects.

Vision 2040 Transportation Plan

The Vision 2040 CTP contained a set of goals and objectives for the transportation system but did not include many performance metrics with which to measure progress towards those goals. ***It is expected that these goals and objectives will be refined and carried forward for use in this CTP update.***

The Vision 2040 goals and objectives, which will serve as working goals and objectives for the current CTP, are listed in **Table 1**.

The Vision 2040 CTP used a checklist to evaluate proposed transportation projects on whether each project met one or more of the Vision 2040 objectives (“improves safety”, “provides complete streets”, “encourage mixed use development”, for example). Note that only projects on the financially constrained list were evaluated. That is, the evaluation scheme was used to rank projects already on the constrained list rather than to screen or select projects.

TRANSPORTATION SYSTEM PERFORMANCE MEASURES

This section provides a list of potential transportation system performance measures that are related to the Vision 2040 Goals and Objectives. Again, this list should be revisited once the goals and objectives for the current CTP update are finalized. A more comprehensive list of performance measures that have been used in various long-range transportation plans is contained in the attached appendix.

The potential measures are also summarized in **Table 1** along with a listing of potential data sources. In addition to relevance to the CTP goals and objectives, availability of data and level of effort to measure should be considerations in selecting performance metrics.

PROJECT EVALUATION CRITERIA

The projects selected for inclusion in the CTP should be consistent with the Plan’s goals and objectives. One approach to prioritizing projects is to develop a weighted scoring system that evaluates how well each project supports objectives. **Table 2** lists potential evaluation criteria and illustrates a scoring system for discussion purposes.

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

Goal	Objectives	Potential Performance Measure	Data Source
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.	ACS, Census Transit stops in GIS
	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.	VineGo
	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	Vine
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.)	CTP project list

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

Goal	Objectives	Potential Performance Measure	Data Source
Improve system safety in order to support all modes and serve all users (SAFETY)	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)	Measure T expenditure plans I
	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	City and County General Plans
	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	Percent of ped and bicycle facilities completed by lane miles as shown in Countywide Plans	Pedestrian and Bicycle Facilities and Projects Inventory Countywide Bicycle and Pedestrian Plans
		Annual rate of traffic fatalities and serious injuries (per million vehicle miles by mode and/or by roadway segment)	TIMS, SWITRS

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

Goal	Objectives	Potential Performance Measure	Data Source
		Number of serious injury and fatality crashes per population	
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	Measure T expenditure plan
	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	Vine
	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)	Napa Countywide model
	Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017.	511 system in place	Usage statistics, if available
	Explore new transportation funding sources, including fees associated with new development.	Percentage of funds by source (local, state programs, federal, impact	CTP funding analysis and NVTA budgets

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

Goal	Objectives	Potential Performance Measure	Data Source
		fees) in CTP and biennial budgets	
	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
(ECONOMIC VITALITY) Support Napa County's economic vitality (ECONOMIC VITALITY)	Identify and improve key goods movement routes.	Vehicle hours of delay for truck trips	Napa Countywide Model
	Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites.	Job accessibility measure – TBD	Napa Countywide Model; GIS
	Improve transportation services aimed at visitors, including alternatives to driving	Number of transportation services aimed at visitors, including alternatives to driving	Inventory of bikeshare, rideshare and tourist buses
	Use transportation demand management techniques to shift travel from peak to non-peak times.	Participants signed up/using TDM programs	TDM use statistics (V Commute program)

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

Goal	Objectives	Potential Performance Measure	Data Source
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/Napa Climate Action Plan
	Increase mode share for transit, walking, and bicycling to 10% by 2035.	Mode share of transit, walking and bicycling compared to drive alone trips.	Census ACS (existing conditions) Napa Countywide Model (future)
	Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes.	Change in VMT or VMT per capita	Napa Countywide Model
	Encourage the provision of alternative fuel infrastructure.	Number of publicly accessible alternative fueling stations in Napa County.	Inventory of EV chargers and hydrogen fuel cell refueling stations
	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	Plan Bay Area 2040
	Identify revenues that support investments in Priority Development Areas (PDAs).	TBD	TBD

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

Goal	Objectives	Potential Performance Measure	Data Source
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.	Measure T Expenditure Plans
	Focus funding on maintenance priorities.	Percentage of roadway miles at acceptable level of maintenance (PCI of 70).	Pavement Management System

Table 2 Potential Project Evaluation Criteria

Measure of Effectiveness		Potential Weighting Scheme
Goal 1: Serve the transportation needs of the entire community regardless of age, income or ability (EQUITY).		
Connected System Improves access to major local destinations	+2	Increases access to major local destination(s)
	0	System does not have any impact or has very low impact to access
Accommodates all Ages and Abilities Improves accessibility for all ages and abilities and supports travel independence in the county	+2	Project benefits travelers of all ages/abilities
	0	Connection or improvement benefits some travelers but not all
	-2	Connection or improvement benefits some travelers, but has a negative impact on other age group(s)
<u>Multiple Travel Modes</u> Connection or improvement serves a variety of travel modes.	+2	Serves more than one travel mode
	0	Serves single travel mode
	-2	Serves single travel mode but has negative impact on others
Goal 2: Improve system safety in order to support all modes and serve all users (SAFETY).		
Complete Streets Score Street improvement project enhances the safety and circulation of all travel modes	+2	Project improves safety and facilitates travel for all travel modes
	0	Project improves safety and facilitates travel for transit and/or active transportation modes only
	-2	Project facilitates automobile travel only
Improves Safety Reduces crash rates in the vicinity	+2	Project reduces crash rates significantly
	0	Project has no impact on crashes
<u>Street Crossings</u> Enhances street crossings for walking and biking users.	+2	Increases the safety of street crossings for walking and biking users
	0	No change

Table 2 Potential Project Evaluation Criteria

Measure of Effectiveness		Potential Weighting Scheme
	-2	Decreases the safety of street crossings for walking and biking users
Goal 3: Use taxpayer dollars efficiently. (EFFICIENCY)		
Efficiency Score Alternative solutions that minimize costs and maximize system performance	+2	Solution has high cost/benefit ratio
	0	Solution has lower but acceptable cost/benefit ratio
	-2	Solution has higher costs than benefits
Funding Sources Maximize the use of non-local funds for transportation improvements	4	Uses non-local funds only
	2	Uses both local and regional/state/federal funds
	0	Uses local funds only
On-Time Performance of Transit Improvements to the transit system to increase on-time performance and reliability	+2	Project helps improve the on-time performance of transit
	0	No effect to transit performance
	-2	Project hampers the on-time performance of adjacent transit routes
Goal 4: Support Napa County's economic vitality. (ECONOMIC VITALITY)		
Access to Jobs Improve access to employment centers and dispersed agricultural employment sites	+2	Enhances access to employment centers and sites
	0	Has no impact on access to employment centers and sites
Supports Tourism Enhances transportation options for visitors	+2	Improves transportation for visitors
	0	No impact to visitors
Traffic Congestion Address traffic congestion and reduce vehicle delay	+2	Reduces daily vehicle hours of delay
	0	Has no impact on delay
Freight	+2	Improves freight movement and facilities

Table 2 Potential Project Evaluation Criteria

Measure of Effectiveness	Potential Weighting Scheme	
Improves freight access/connectivity and accommodates deliveries	0	No impact to freight
	-2	Negatively impacts freight movement
Goal 5: Minimize the energy and other resources required to move people and goods. (ENERGY & ENVIRONMENT)		
Minimize GHGs and Pollutants Solutions that lower the emission of GHGs and other air pollutants	+2	Reduces GHGs and air pollutant emissions
	0	Has zero impact on emissions
	-2	Increases emission of GHGs and other air pollutants
Vehicle Miles Traveled Reduce automobile vehicle miles traveled	+2	Reduces automobile VMT significantly
	0	Has no impact on VMT of auto travel
	-2	Increases automobile VMT
Alternative Fuel Vehicles Develop strategies to encourage use of clean vehicles and install appropriate infrastructure	+2	Encourages significant use of clean vehicles
	0	Encourages the use of both clean vehicles and Internal Combustion Engine (ICE) vehicles
	-2	Discourages the use of clean vehicles or increases the use of ICE vehicles only
Alternative Modes of Travel Encourage the use of alternative modes of travel to replace drive alone trips	+2	Causes a positive shift towards transit, walking, biking and carpooling from single occupancy vehicle trips
	0	Equally encourages drive alone and alternative modes of travel
	-2	Encourages drive alone trips only or reduces the use of alternative modes
Goal 6: Prioritize the maintenance and rehabilitation of the existing system. (MAINTENANCE & PRESERVATION)		

Table 2 Potential Project Evaluation Criteria

Measure of Effectiveness	Potential Weighting Scheme	
Roadway and Sidewalk Maintenance Treatments to roadways and sidewalks to improve pavement conditions for smooth and efficient movement of vehicles, bicycles and pedestrians	+2	Improves the conditions of existing facilities
	0	Builds new facilities

Napa Countywide Transportation Plan
Project List

ATTACHMENT 3
TAC Agenda Item 7.3
November 7, 2019

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															

* Multi-jurisdictional Project

https://www.nvta.ca.gov/sites/default/files/Vision_2040_Countywide_Plan.pdf