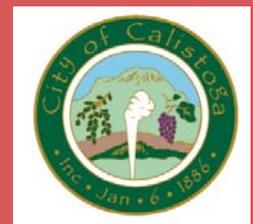
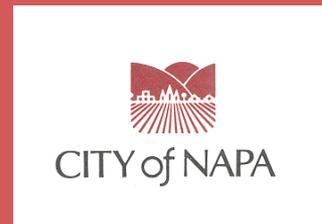
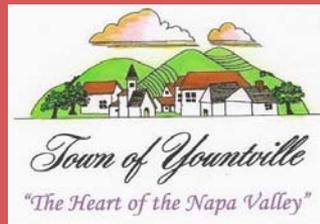




Napa Countywide Transportation Plan: Making the Right Investments 2015-2040

NCTPA Board Retreat
January 15, 2014

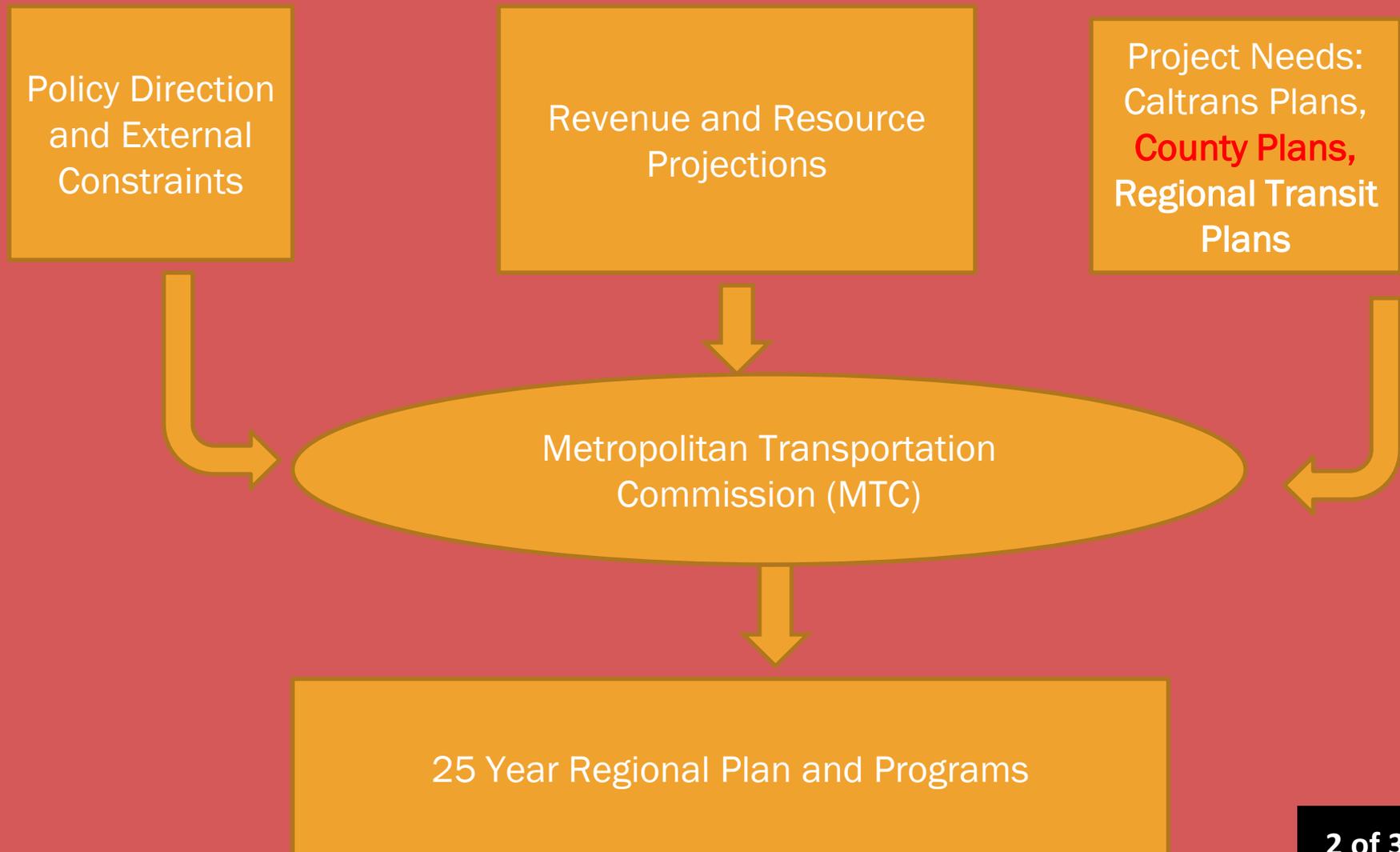


Agenda

1. Why develop a CWTP?
2. Plan Vision, Mission & Goals
3. Accomplishments since 2009
4. Current contexts of CWTP
5. Projections/Future context
6. Strategies
7. Discussion



Transportation Planning Process



Why develop a CWTP?

1. To identify investments that will best serve Napa communities
2. To plan for a multi-modal system
3. To leverage potential revenue sources with existing funding
4. To put Measure T expenditure plan in context of other potential sources
5. To inform Napa's contribution to the Regional Transportation Plan



CWTP & CBTP Processes

Milestones

- Project Kick-off and Initiate Outreach – Winter 2014
- Background Data/Issue Paper Preparation – Spring 2014
- Call for Projects/Programs – Summer and Fall 2014
- Review of Projects/Programs – Fall and Winter 2014
- Draft Plan – Spring 2015
- Final Plan – May 2015
- Project Submittals due to MTC \approx June 2015

CWTP & CBTP Processes

Planned Outreach Opportunities

- NCTPA Board Meetings
- NCTPA Advisory Committee Meetings
- Citizens' Steering Committee Meetings
- Public Meetings
- Media Coverage
- Online Outreach – Website and Surveys
- Stakeholder Group Visits

Plan Vision, Mission & Goals

NCTPA Mission

To ensure the development of an efficient, effective and equitable transportation system for the residents, businesses and visitors to the Napa region through a coordinated interjurisdictional decision making process.

1999 NCTPA Strategic Transportation Plan

NCTPA Vision

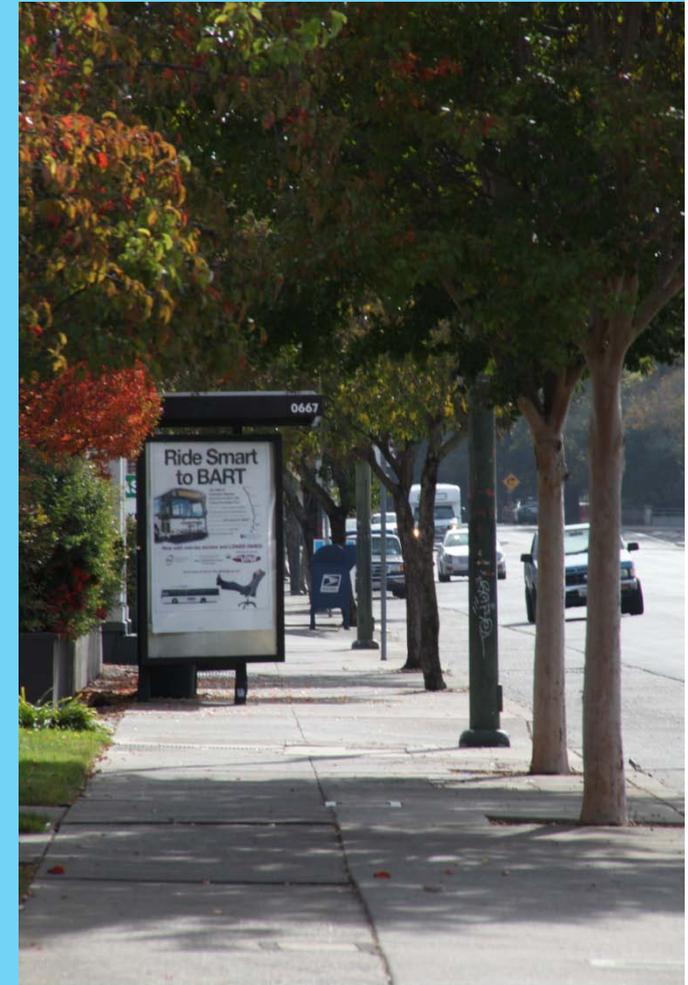
For Napa County in 2035 we envision an attractive, flexible, fully integrated transportation system, with a broad range of options and modes, enabling individuals and goods to move throughout the county in an efficient manner.

2009 Napa's Transportation Future

Plan Vision, Mission & Goals

NCTPA Goals

1. Reduce/restrain growth of automobile vehicle miles traveled (VMT).
2. Spread the load from peak times to non-peak times.
3. Improve the quality and safety of our street and road infrastructure.
4. Shift travel from Single-Occupancy Vehicles to other modes.
5. Reduce overall energy use and greenhouse gas (GHG) emissions.



Plan Vision, Mission & Goals

Potential additional goals

6. Create a transportation system that supports a healthy economy throughout Napa County.
7. Create a transportation network that provides access and mobility to all Napa County residents, workers and visitors.



Accomplishments since 2009 Plan

Streets, Roads and Highways

Plans/Programs

- Soscol Flyover EIR
- Travel demand model upgrades and maintenance
- SR 37 Study Group
- Travel Behavior Study
- SR29 Gateway Corridor Plan
- Passage of Measure T
- Complete Streets



Accomplishments since 2009 Plan

Streets, Roads and Highways

Committed Projects

- SR 12 Jameson Canyon Widening
- SR 29 Channelization project
- Federal stimulus projects
- Extensions to Devlin Road
- Pavement rehabs countywide
- Sidewalks and bike lanes countywide



Accomplishments since 2009 Plan

Transportation/Land Use Interface

Plans

- Napa Countywide Climate Protection Framework
- Priority Development Areas
 - Planning
 - Investment & Growth Strategy

Programs

- Sub-Regional Housing Needs Assessment (RHNA)
- Priority Conservation Areas
- One Bay Area Grant Program (OBAG)

Accomplishments since 2009 Plan

Demand Management

- Solano-Napa Commuter Information
 - Napa Commute Challenge
 - Van Pool Program
 - Ridematch/ Carpool Service
 - Emergency Ride Home
 - Bicycle incentive program
- Public transit upgrades



Accomplishments since 2009 Plan

Public Transit | Service Enhancements

- Service Redesign – Local Systems
- New Express Services
- Rapid Service Design
- Taxi Program Reform
- Vine GO Reform
- Transit Ambassador Program Expansion
- On-Line Pass Sales/Customer Interface Improvements
- Shared Vehicle Program



Accomplishments since 2009 Plan

Public Transit | Major Projects

- Soscol Gateway Transit Center
- Park and Ride lots
- Fleet upgrades
- New Technologies
- GPS tracking and customer information
- New Fareboxes



Accomplishments since 2009 Plan

Active Transportation

- Expanding Class 1 Multi-Use Network
- Napa Greenway Feasibility Study
- Comprehensive Countywide Bike Plan
- Expanded Safe Routes to School Program
- Implementing Complete Streets Policy



Current Contexts of CWTP

Land Use and Planned Development Climate Change

SB 375

- Implements AB32, which in the Bay Area strives to reduce per capita CO₂ emissions by 18%
- Mandates land use and transportation planning integration
- Plan Bay Area accommodates housing 100% of regional population growth.
- Plan Bay Area envisions all non-agricultural development inside the existing urban footprint.

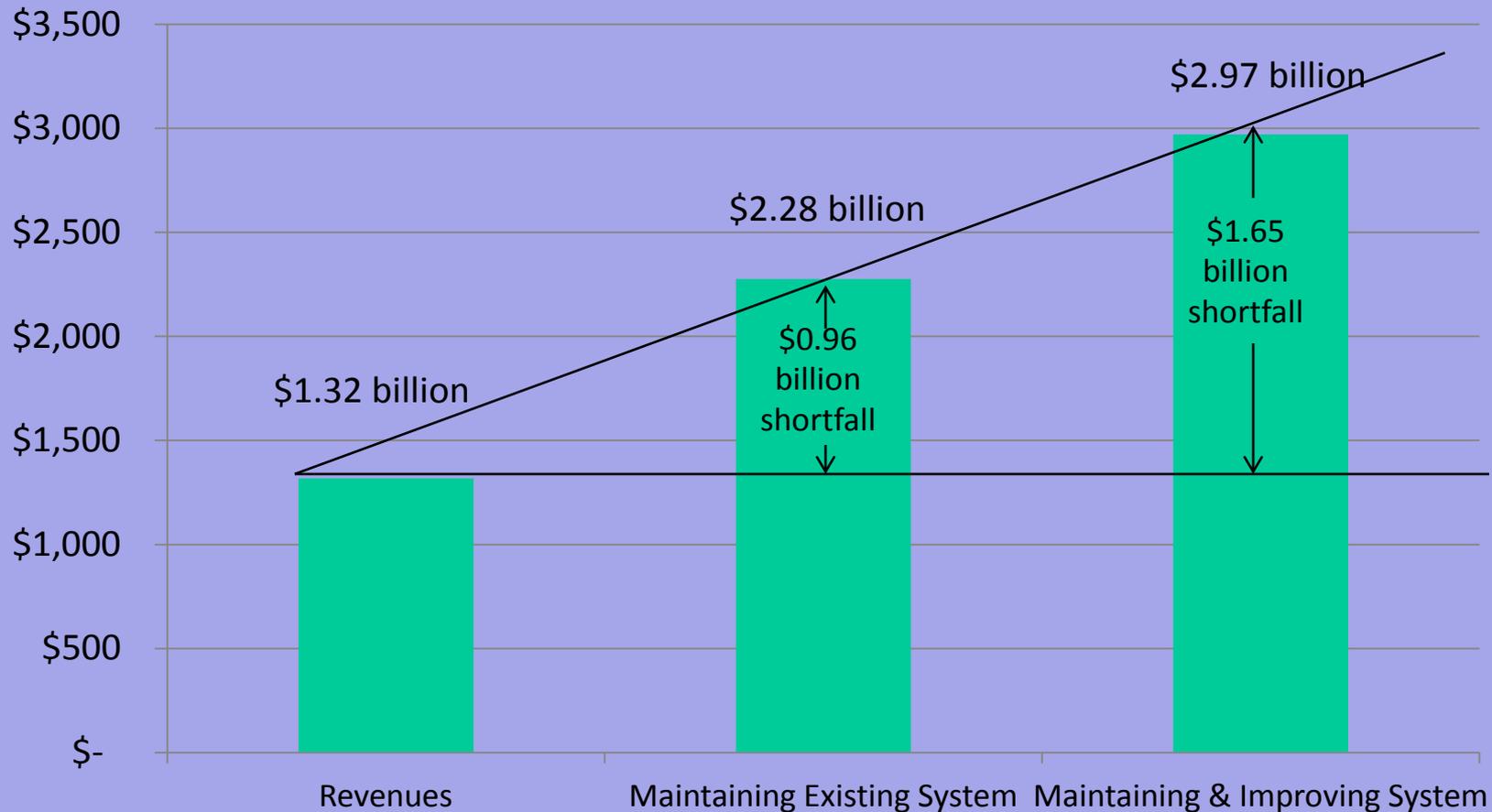
Current Contexts of CWTP

Planned developments that may Influence Transportation Investments

- Napa Pipe/Costco
- St. Regis
- Ritz Carlton
- Copia redevelopment
- Calistoga resorts (Enchanted Resorts/Silver Rose)

Current Contexts of CWTP

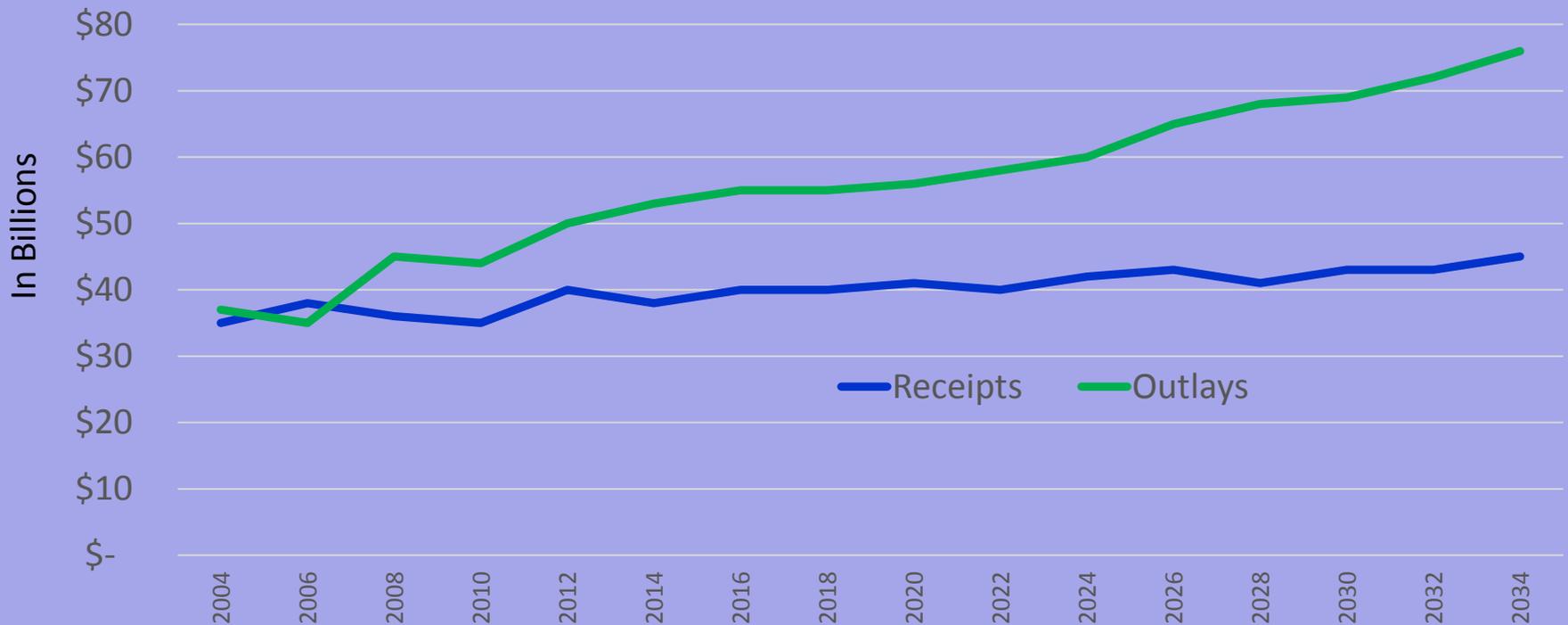
Projected Revenue & Costs (2015 to 2040 in 1,000s 2014 \$s)



Current Contexts of CWTP

Demand & Revenue Trends

Highway Trust Fund Receipts and Expenditure Discrepancy
National Data



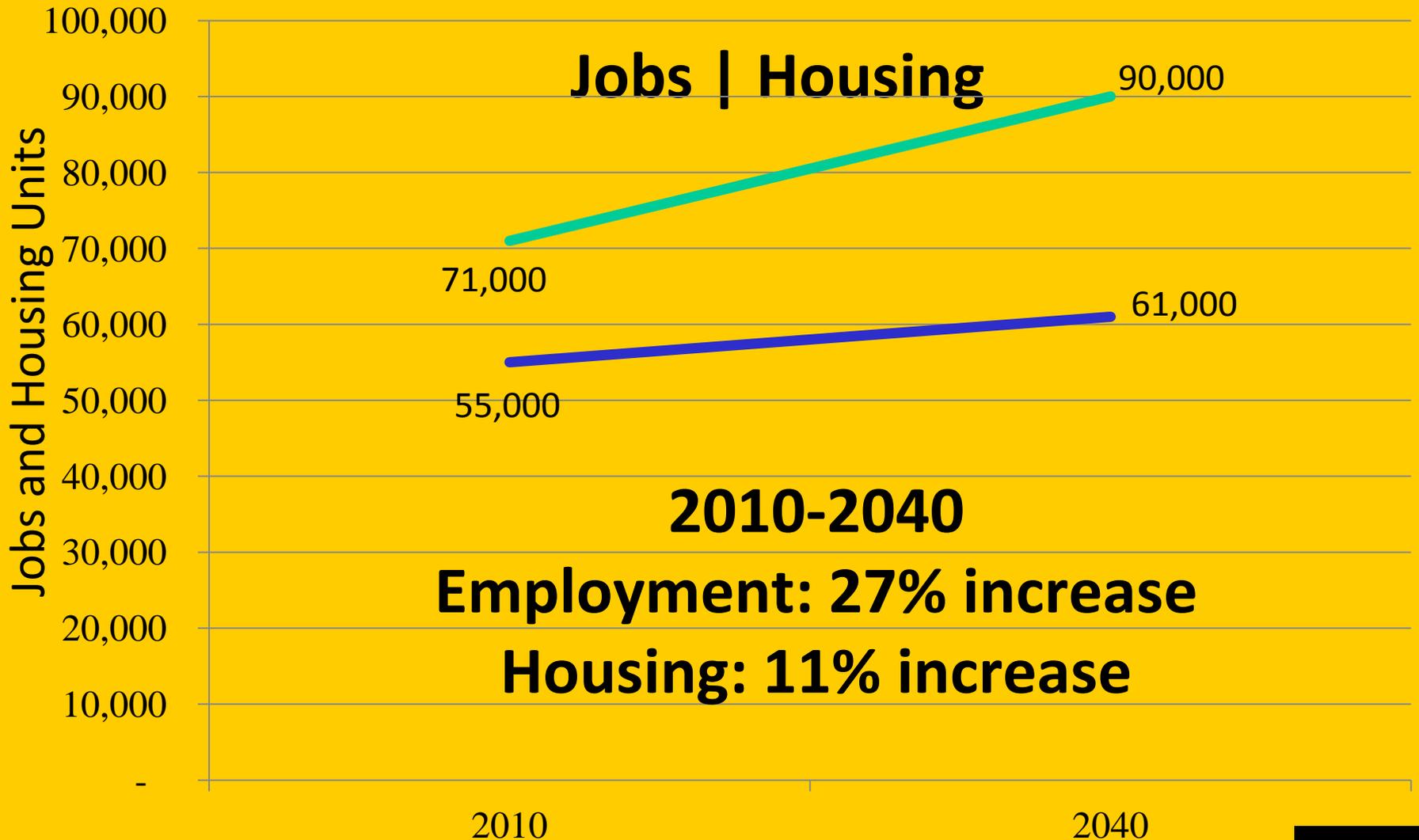
Housing Allocations

Regional Housing Needs Allocations (RHNA)

	2007-2014	2014-2022
Calistoga	94	27
St. Helena	121	31
Yountville	87	17
Napa	2,024	835
American Canyon	728	392
County	651	180
TOTAL	3,705	1,482

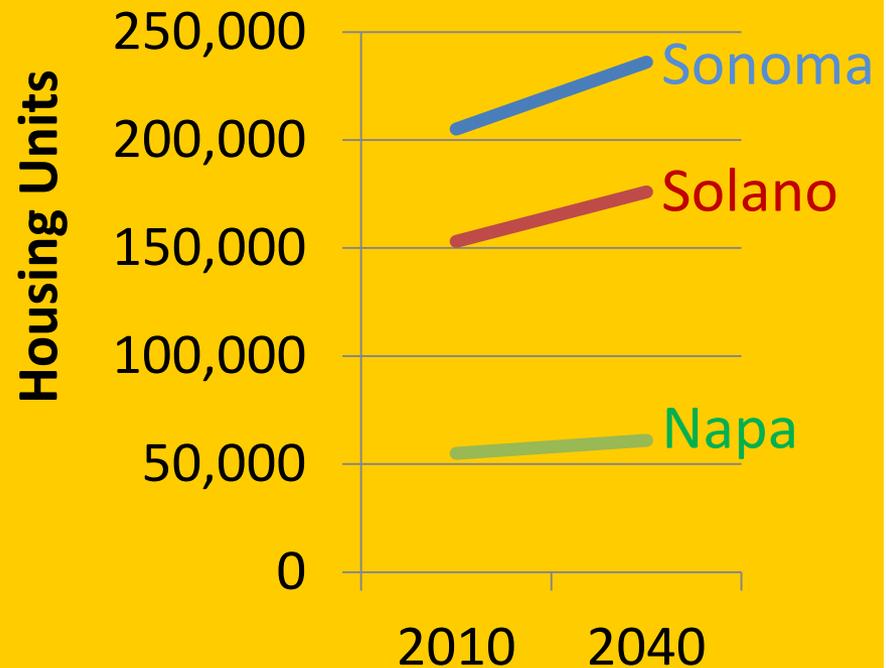
Housing allocations in Napa County are lower in the current cycle than in the past cycle.

25-Year Projections



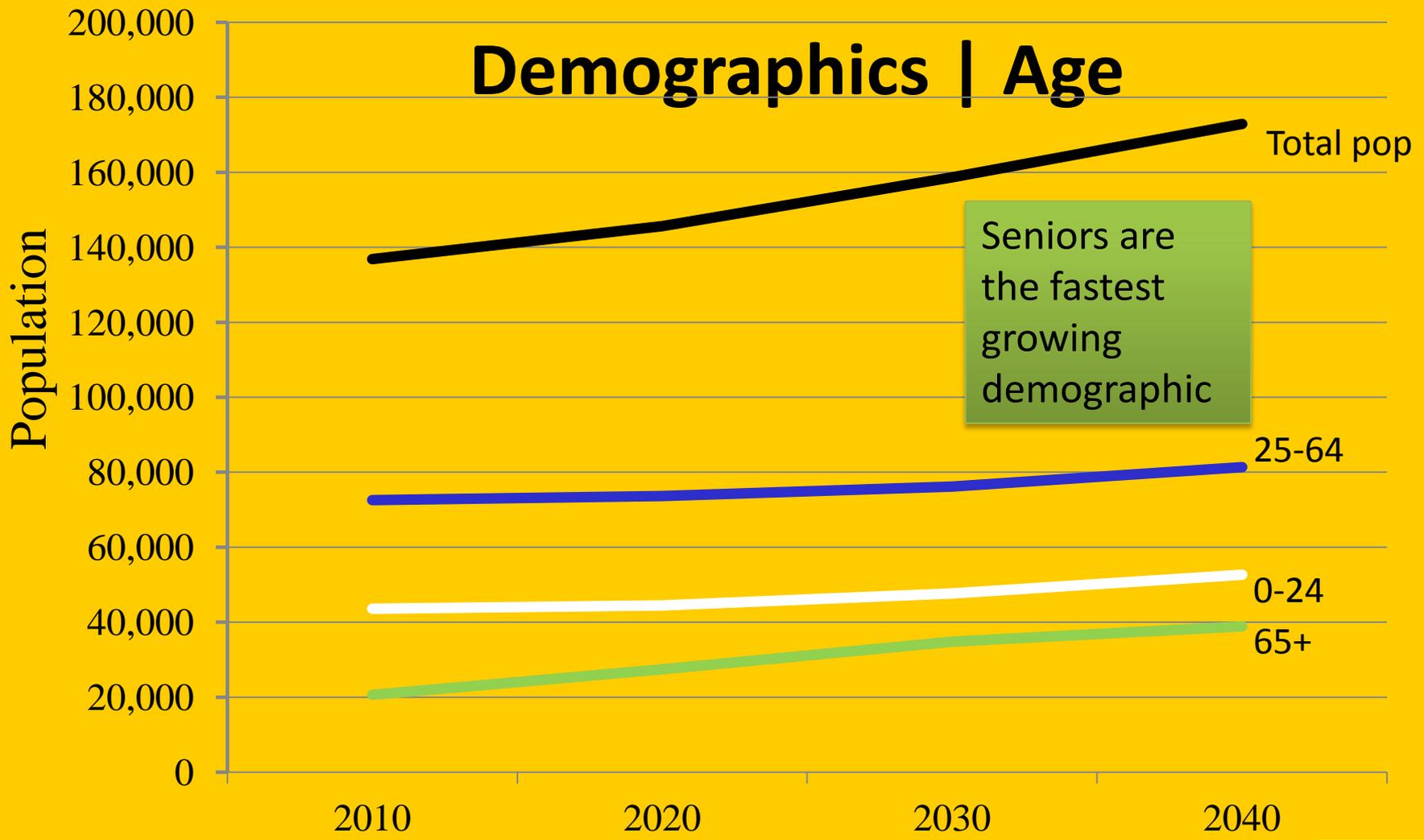
25-Year Projections

Jobs | Housing



25-Year Projections

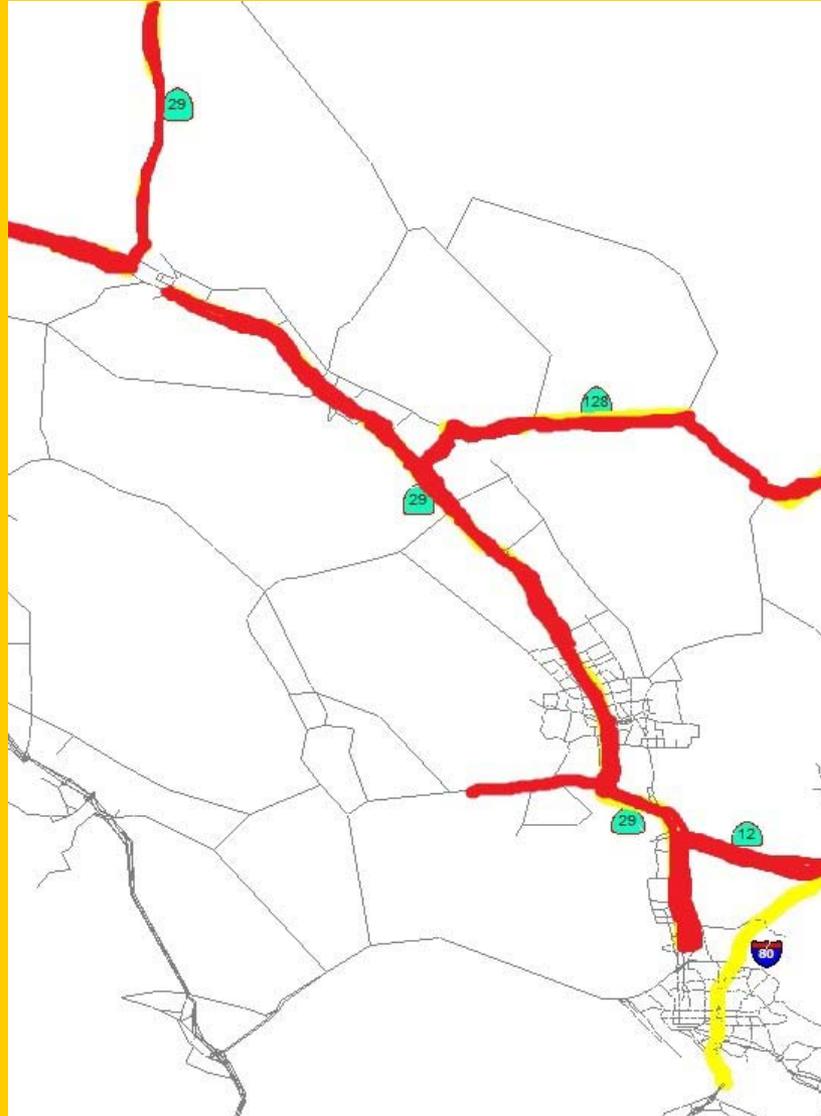
Demographics | Age



Source: California Department of Finance
Note: Plan Bay Area projects total 2040 population of 163,000

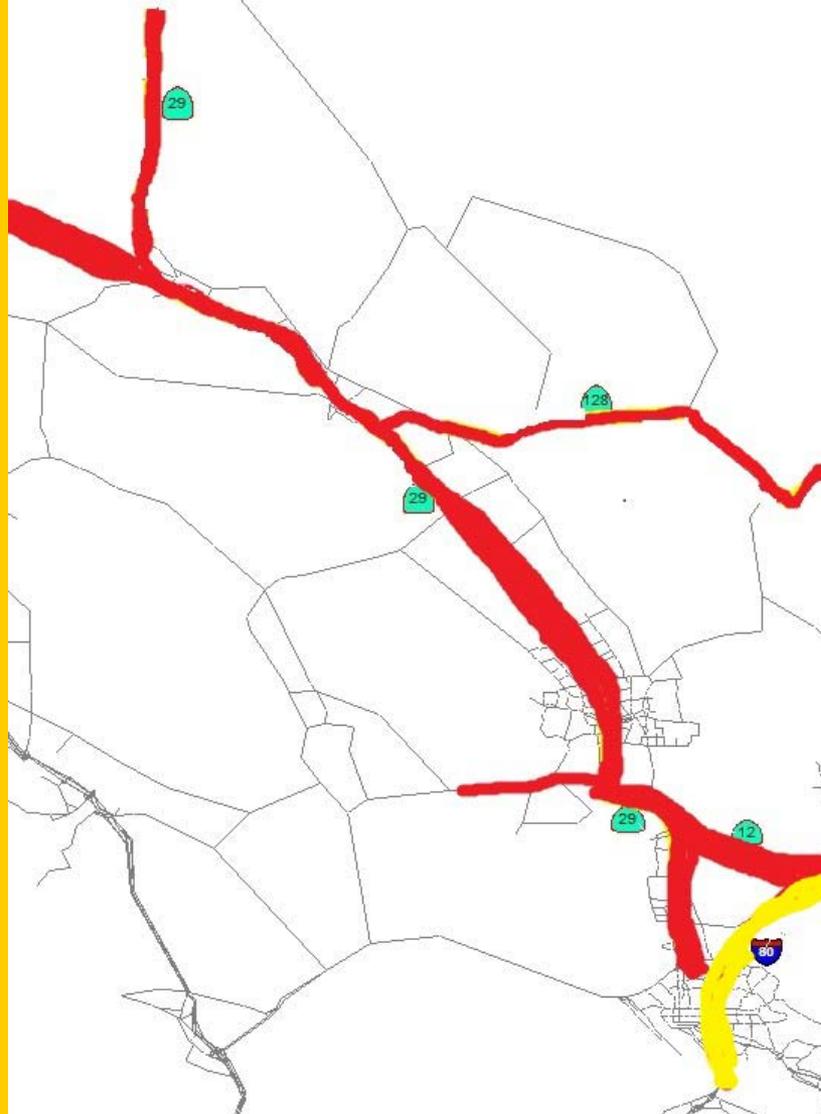
25-Year Projections

Traffic and Travel Patterns - 2010



25-Year Projections

Traffic and Travel Patterns - 2030



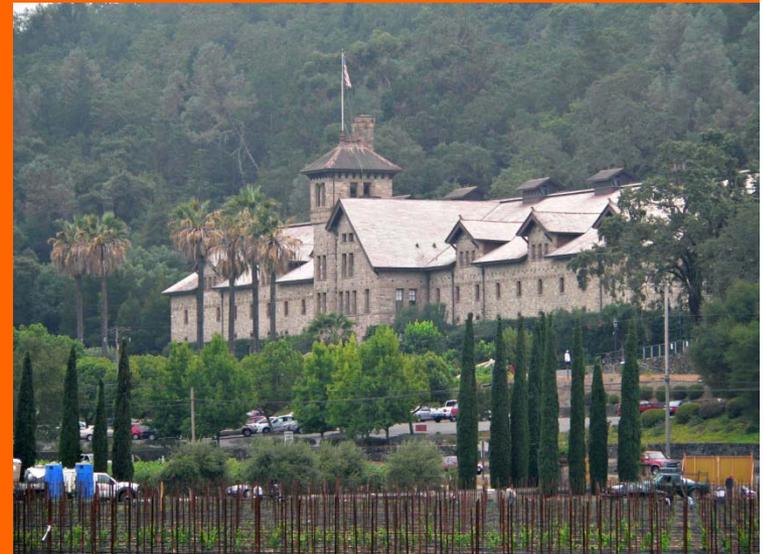
Demand Management

- System/corridor management
- New, cost effective technologies
 - Signal coordination/timing
- State of Good Repair
- Cost reductions
- Complete Streets/Active Transportation
- Expediting project delivery



Revenue Generation

- Sales tax/bond debt
- Vehicle license fee
- Tourism taxes & fees
- Congestion pricing
- Creative financing
- Real estate transaction tax



Challenge:

Increasing demand for transportation during a period of declining revenue

1. Growing economy
2. Insufficient housing stock
3. Aging population
4. Significant transportation need
5. Insufficient revenue

Discussion

1. Reaffirm goals
2. Add 2 new goals?
3. Concepts for investments
4. Concepts for revenue
5. Input on process



NCTPA Goals

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3. Improve the quality and safety of our streets and roads.
4. Shift travel from Single-Occupancy Vehicles to other modes.
5. Reduce overall energy use and greenhouse gas emissions.
6. Create a transportation system that supports a healthy economy throughout Napa County.
7. Create a transportation network that provides access and mobility to all Napa County residents, workers and visitors.

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