



625 Burnell Street
Napa, CA 94559

Agenda - Final

Monday, September 28, 2020

5:30 PM

MEETING LOCATION: REFER TO COVID-19 SPECIAL NOTICE

NVTA Active Transportation Advisory Committee (ATAC)

******COVID-19 SPECIAL NOTICE******

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCE

Consistent with Executive Orders No. N-25-20 and N-29-20 from the Executive Department of the State of California and Napa County's Shelter in Home Order issued March 18, 2020 and further extended, a physical location will not be provided for the Napa Valley Transportation Authority (NVTA) Active Transportation Advisory Committee meeting. The public is invited to participate telephonically or electronically via the methods below:

To observe the meeting by video conference, navigate to <https://zoom.us> and enter meeting ID 929 0089 8715 at the noticed meeting time.

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

To observe the meeting by phone, call 1 (669) 900-6833 at the noticed meeting time, then enter Meeting ID 929 0089 8715. When asked for the participant ID or code, press #.

Instructions on how to join a meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>.

How to Submit a Public Comment

1. Members of the public may submit a public in writing by emailing info@nvta.ca.gov by 11 a.m. on the day of the meeting with PUBLIC COMMENT identified in the subject line of the email. For comments to be read into record, emails with the equivalent of a maximum of 3 minutes shall contain in the subject line "Public Comment-Not on the Agenda" or "Public Comment-Agenda Item # (include item number)". All written comments should be 350 words or less, which corresponds to approximately 3 minutes of less of speaking time. All other written comments received will still be provided to the Board of Directors and be included as part of the meeting record.
2. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button to request to speak when Public Comment is being taken on the Agenda item. You will be unmuted when it is your turn to make your comment for up to 3 minutes. After allotted time, you will 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>.

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

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) 259-8631 during regular business hours, at least 2 business days prior to the time of the meeting.

Translation Services: If you require a translator to facilitate testimony to the NVTA, please contact Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8631 no later than 2 business days in advance of the scheduled meeting.

This Agenda may also be viewed online by visiting the NVTA website <https://nctpa.legistar.com/Calendar.aspx>.

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

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1. Call To Order
2. Introductions
3. Public Comment
4. Committee Member and Staff Comments
5. **STANDING AGENDA ITEMS**
 - 5.1 Routine Accommodations/Complete Streets Checklist Review (only for OBAG)
 - 5.2 Safe Routes to School (SRTS) Update
 - 5.3 Napa Valley Vine Trail Update
 - 5.4 Active Transportation Legislative Updates*

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.

6. CONSENT AGENDA

- 6.1 **Meeting Minutes of July 27, 2020 Active Transportation Advisory Committee (ATAC) Meeting (Diana Meehan) (Pages 7-9)**
- Body:** ATAC action will approve the July 27, 2020 ATAC meeting minutes.
- Estimated Time:** 5:45 p.m.
- Attachments:** [Draft Minutes.pdf](#)

7. PRESENTATIONS

- 7.1 **Metropolitan Transportation Commission (MTC) Plan Bay Area 2050 Update (Raleigh McCoy, MTC Staff) (Pages 10-15)**
- Body:** MTC staff will provide an update on Plan Bay Area 2050.
- Recommendation:** Information only.
- Estimated Time:** 5:45 p.m.
- Attachments:** [Staff Report.pdf](#)

8. REGULAR AGENDA ITEMS

8.1 Countywide Transportation Plan (CTP) Update - Advancing Mobility 2050: Performance Measures (Alberto Esqueda) (Pages 16-42)

Body: Information/Discussion. The ATAC will receive an update on the CTP Performance Measures.

Estimated Time: 6:05 p.m.

Attachments: [Staff Report.pdf](#)

8.2 Measure T Equivalent Funds Eligible Revenues and Project List (Alberto Esqueda) (Pages 43-47)

Body: Information only. The ATAC will receive an overview of the Measure T Equivalent Funds project list.

Estimated Time: 6:20 p.m.

Attachments: [Staff Report.pdf](#)

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of October 26, 2020 and Adjournment.

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., on Tuesday, September 22, 2020.

Kathy Alexander (e-sign) September 21, 2020

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

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Glossary of Acronyms

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

Glossary of Acronyms

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

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

September 20, 2020
ATAC Agenda Item 6.1
Continued from: New
Action Requested: Approval

Meeting Minutes - Draft Active Transportation Advisory Committee

Monday, July 27, 2020

5:30 PM

MEETING LOCATION: REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

The meeting was called to order at 5:30 p.m.

2. Introductions

Public Present:

Sergio Ruiz, Caltrans
Kimberly Oberton, Caltrans
Lorien Clark, City of Napa
Carlotta Sainato, Napa County Bicycle Coalition (NCBC)

Staff Present:

Kate Miller
Danielle Schmitz
Diana Meehan
Rebecca Schenck

3. Public Comment

None.

4. Committee Member and Staff Comments

Committee member Barry Christian said that the Napa Valley Vine Trail Coalition is requesting the County of Napa take the project lead and submit an Active Transportation Program (ATP) application for the St. Helena to Yountville segment of the Vine Trail. County staff will be taking the item to the Board of Supervisors in August.

5. STANDING AGENDA ITEMS

5.1 Routine Accommodations/Complete Streets Checklist Review (only for OBAG)

None.

5.2 Safe Routes to School (SRTS) Update

Grant Dinsdale reported on the SRTS program and continued adaptation in the program relative to the pandemic and school closures. All in-classroom/onsite events have been postponed until September.

SRTS staff is working on creating summer virtual programs and is currently holding a bike to school poster contest. The winner will receive a donated bicycle.

Carlotta Sainato, NCBC provided an update on the walk audit reports progress, which are underway for the 23 schools that were audited. Remaining audits may have to take place without schools in session.

5.3 Napa Valley Vine Trail Update

NVTA Staff member, Rebecca Schenck provided an update on the Vine Trail progress for the up valley segment from Calistoga to St. Helena. The project is soon closing the comment period for the environmental document and nearing 100% project design.

5.4 Active Transportation Legislative Updates

Diana Meehan provided an update on legislative items and NVTA Board positions on various legislation.

6. CONSENT AGENDA ITEMS (6.1)

6.1 Meeting Minutes of May 18, 2020 Active Transportation Advisory Committee (ATAC) Meeting (Diana Meehan) (Pages 8-11)

MOTION by CHRISTIAN, SECOND by CORREA to approve the May 18, 2020 minutes as submitted. Motion passed with the following vote:

Ayes: Member Christian
Vice Chair Correa
Member Dinsdale
Chair Knapczyk

Nays: None

Absent: Member Hughes
Member Petheram

7. REGULAR AGENDA ITEMS

7.1 Executive Director's Report (Kate Miller) (Pages 12-17)

NVTA Executive Director provided a Report on NVTA staff changes, the status of various projects, as well as transit ridership challenges and funding concerns relative to the pandemic.

7.2 Imola Avenue Complete Streets Corridor Improvement Plan Draft Review (Diana Meehan) (Pages 18-19)

Diana Meehan provided an update on the final draft of the Imola Corridor Complete Streets Improvement Plan. The NVTA Board is scheduled to adopt the plan at its September meeting. Comments on the draft plan can be submitted through August 17. Once the plan is adopted, next steps are to seek funding for completing projects designs and engineering to prepare for implementation.

7.3 2020 State Highway Operation and Protection Program (SHOPP) Review of Napa County Projects for Complete Streets (Diana Meehan) (Pages 20-28)

Diana Meehan reviewed the 2020 State Highway Operation and Protection Program (SHOPP) and Napa County projects list for review of complete streets components. Caltrans has reserved

additional funding for complete streets improvements on projects in the 2020 cycle. \$100 million has been reserved for these components statewide and the program will be competitive statewide. Sergio Ruiz, Caltrans' Complete Streets Coordinator reviewed the commitment from Caltrans for the additional funding and the process for how funding may be distributed. Currently, this is a one time funding source to include complete streets components in the SHOPP. Caltrans is developing performance metrics for complete streets components within the SHOPP, which could be used to promote continuance of funding for these elements.

Carlotta Sainato, NCBC, requested NVRTA staff coordinate with Caltrans staff to ensure projects in the District 4 (D-4) Bike Plan, Napa Countywide Bicycle and Pedestrian Plans are considered for implementation along with Caltrans projects in Napa County.

8. ATAC MEMBER REQUESTED AGENDA ITEMS

8.1 Annual Special Meeting Planning Discussion (Diana Meehan)

Chair Knapczyk discussed the previous plan for holding a special annual meeting with the topic of school walk audits and active transportation. Due to the issues with holding the meeting under the current conditions related to the pandemic, the ATAC decided that holding the meeting as originally planned in September is not feasible. Discussion will be resumed at a future date and a meeting will be scheduled once shelter in place orders are lifted.

8.2 Youth Member Discussion (Diana Meehan)

The committee postponed consideration for recruiting a youth member at this time.

9. FUTURE AGENDA ITEMS

1. Metropolitan Transportation Commission (MTC) Plan Bay Area Update
2. Countywide Transportation Plan (CTP) Update

10. ADJOURNMENT

Approval of Next Regular Meeting Date of September 28, 2020 and Adjournment.

Meeting was adjourned at 7:27 pm.

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Monday, September 28, 2020

ATAC Agenda Item 7.1

Continued From: New

Action Requested: **INFORMATION**



NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Plan Bay Area 2050 Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Metropolitan Transportation Commission (MTC) staff will provide an update on Plan Bay Area 2050, which is the 25-year long-range plan for the Bay Area with focus on four areas: the economy, the environment, housing and transportation.

FINANCIAL IMPACT

Is there a fiscal impact? Not for this report.

BACKGROUND AND DISCUSSION

In March, MTC released the Draft Blueprint for Plan Bay Area 2050 which weaves together the transportation, housing, economic, and environmental strategies alongside an expanded set of *growth geographies* to advance climate and equity goals. Over the last several months, MTC staff has been evaluating the Draft Blue Print strategies in how they address the guiding principles to ensure an affordable, connected, diverse, healthy, and vibrant Bay Area for all. The Plan forecasts 1.5 million new homes and 1.4 million new jobs over the Plan's horizon. The Draft Blueprint integrates strategies to address the severe and long-lasting housing crisis in the Bay Area and explores which policies and investments are best prepared for an uncertain future – from rising telecommute levels to economic boom & bust cycles to consumer preference shifts.

Key Findings from MTC Staff Analysis:

- *Improving Affordability for All:* For a typical household, the cost burden for housing and transportation as a share of income declines by 9 points between 2015 and 2050. Reductions are even greater for low-income households – a decline of 26 points – with means-based fares and tolls yielding further dividends in advancing equity goals.
- *Expanding Housing Opportunities for Low-Income Residents:* With robust regional measures in play – as well as an expanded inclusionary zoning strategy – the Draft Blueprint includes funding capacity for the construction of over 400,000 permanently-affordable homes through 2050.
- *Focusing Growth in Walkable, Transit-Rich Communities:* The majority of future housing and job growth is located in walkable communities with frequent transit; the Final Blueprint may make further performance gains via additional transit strategies under consideration for the Final Blueprint.
- *Saving Lives and Protecting Communities:* Reduced speed limits and roadway redesigns help play a critical role in saving thousands of lives through 2050, even as more progress is needed to achieve Vision Zero goals. Investments in sea level rise infrastructure saves 98 percent of at-risk homes through 2050, and funding for seismic home retrofits protects 100 percent of homes at high risk of damage.
- *Positioning the Region for Robust Economic Growth:* Despite over \$200 billion in new taxes in the decades ahead to pay for the bold strategies approved in February 2020, Bay Area businesses are forecasted to rebound robustly, with per-capita gross regional product soaring by 65% through 2050.

SUPPORTING DOCUMENT

Attachment 1: PBA 2050 Draft Blueprint Strategies

HELP US DRAFT THE BLUEPRINT.



DRAFTING THE BLUEPRINT

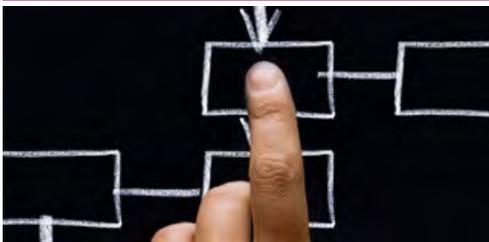
WHAT IS THE PLAN?

Plan Bay Area 2050 is the long-range plan now being developed by the Metropolitan Transportation Commission and the Association of Bay Area Governments to guide the growth of our nine-county region for the next generation. Scheduled for completion in 2021, the Plan will integrate strategies for transportation, housing, the environment and the economy and lead the Bay Area toward a future that is affordable, connected, diverse, healthy, and vibrant for all by 2050.

WHAT REQUIREMENTS MUST THE PLAN MEET?

Among many statutory requirements, the Plan must be fiscally constrained and rely on reasonably expected revenues; it must meet or exceed a 19 percent per-capita GHG reduction target for light-duty vehicles by 2035; and it must plan for sufficient housing at all income levels.

WHAT IS THE DRAFT BLUEPRINT?



Creating the Blueprint is the first step toward developing Plan Bay Area 2050. The Draft Blueprint integrates 25 equitable and resilient proposed strategies from the Horizon initiative and offers bold solutions to address nine primary objectives across key areas including: transportation, housing, the environment and the economy.

WHAT IS A "STRATEGY"?



A strategy is either a public policy or set of investments that can be implemented in the Bay Area over the next 30 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. In addition, because Plan Bay Area 2050 must be fiscally constrained, not every strategy can be integrated into the Plan given finite available revenues.

WHO IMPLEMENTS THESE STRATEGIES?



Strategies in Plan Bay Area 2050 can be implemented at the local, regional, or state levels. Specific implementation actions and the role for MTC/ABAG will be identified through a collaborative process for the Implementation Plan in late 2020. **See inside to learn more about the Draft Blueprint's objectives and proposed strategies.**

WHAT ABOUT PUBLIC INPUT? WHAT'S NEXT?

In addition to robust analysis conducted as part of the Horizon initiative and ongoing feedback from elected officials, thousands of comments from Bay Area residents and stakeholders helped define and refine the 25 proposed Blueprint strategies. Staff will now conduct a detailed analysis and report back on outcomes from the Draft Blueprint strategies this spring. Planned public engagement will provide additional opportunities for strategies and projects to be revised and integrated into the Final Blueprint, with the Final Blueprint scheduled for completion later in 2020.

DRAFT BLUEPRINT STRATEGIES

OBJECTIVES



TRANSPORTATION STRATEGIES

1. Maintain and Optimize Existing Infrastructure



Operate and Maintain the Existing System. Commit to operate and maintain the Bay Area's roads and transit infrastructure, while ensuring that all Priority Development Areas have sufficient transit service levels.

Enable Seamless Mobility with Unified Trip Planning and Fare Payments. Develop a unified platform for trip planning and fare payment to enable more seamless journeys.

Reform Regional Transit Fare Policy. Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.

Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives. Apply a per-mile charge on auto travel on select highly-congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor.

2. Create Healthy and Safe Streets



Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths.

Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Reduce speed limits to 25 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

3. Enhance Regional and Local Transit



Advance Low-Cost Transit Projects. Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status.

Build a New Transbay Rail Crossing. Address overcrowded conditions during peak commute periods and add system redundancy by adding a new Transbay rail crossing connecting the East Bay and San Francisco.

OBJECTIVES



ECONOMIC STRATEGIES

4. Improve Economic Mobility



Expand Childcare Support for Low-Income Families. Provide a 50 percent childcare subsidy to low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce.

Create Incubator Programs in Economically-Challenged Areas. Fund pre-incubation services or technical assistance for establishing a new business, as well as access to workspaces, and mentorship and financing in disadvantaged communities.

Retain Key Industrial Lands through Establishment of Priority Production Areas. Implement local land use policies to protect key industrial lands identified as Priority Production Areas, including preservation of industrial zoning.

5. Shift the Location of Jobs



Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.

Assess Transportation Impact Fees on New Office Developments. Apply expanded county-specific fees on new office development that reflects associated transportation impacts.

Assess Jobs-Housing Imbalance Fees on New Office Developments. Apply a regional jobs-housing linkage fee to generate funding for affordable housing when new office development occurs in job-rich places, thereby incentivizing more jobs to locate in housing-rich places.

OBJECTIVES



HOUSING STRATEGIES

6. Spur Housing Production and Create Inclusive Communities



Allow a Greater Mix of Housing Types and Densities in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.

Reduce Barriers to Housing Near Transit and in Areas of High Opportunity. Reduce parking requirements, project review times, and impact fees for new housing in Transit-Rich and High-Resource Areas, while providing projects exceeding inclusionary zoning minimums even greater benefits.

Transform Aging Malls and Office Parks into Neighborhoods. Transform aging malls and office parks into mixed-income neighborhoods by permitting new land uses and significantly reducing development costs for eligible projects.

7. Protect, Preserve, and Produce More Affordable Housing



Fund Affordable Housing Protection, Preservation and Production. Raise an additional \$1.5 billion in new annual revenues to leverage federal, state, and local sources to protect, preserve and produce deed-restricted affordable housing.

Require 10 to 20 Percent of New Housing to be Affordable. Require at least 10 percent to 20 percent of new housing developments of 5 units or more to be affordable to low-income households, with the threshold defined by market feasibility as well as access to opportunity and public transit.

Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

OBJECTIVES



ENVIRONMENTAL STRATEGIES

8. Reduce Risks from Hazards



Adapt to Sea Level Rise. Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations.

Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits. Adopt new building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset impacts.

9. Reduce Our Impact on the Environment



Maintain Urban Growth Boundaries. Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.

Protect High-Value Conservation Lands. Provide strategic matching funds to help conserve high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas.

Expand the Climate Initiatives Program. Expand MTC's Climate Initiatives Program, which includes investments in transportation demand management and electrification incentive programs, while simultaneously working with the Air District and the State to reduce greenhouse gas emissions for other transportation sectors.

ADVANCING EQUITY WITH BOLD STRATEGIES

As a cross-cutting issue of Plan Bay Area 2050, staff has worked to weave equity into every single strategy for the Draft Blueprint.



AFFORDABLE



Consistent regional means-based discounts for fares and tolls.



CONNECTED



Service frequency increases in both high-ridership corridors and in currently-underserved PDAs.



DIVERSE



Emphasis on growth in High-Resource Areas to address the legacy of race-based exclusion.



HEALTHY



Prioritization of retrofit assistance and sea level rise infrastructure in lower-income communities.



VIBRANT



Incubator programs and childcare support designed to enable greater economic mobility.

TELL US WHAT YOU THINK!

MTC and ABAG will hold public workshops all around the Bay Area later in 2020 and invite you to help shape the Plan Bay Area 2050 Blueprint. We want to find out what you – and your family, friends, and neighbors – have to say about the 25 proposed strategies and how these strategies could influence the way we will live, work and travel in the Bay Area over the next generation.

MTC and the ABAG Executive Board are scheduled to adopt a Final Blueprint in fall 2020. We look forward to hearing from you!

Visit planbayarea.org to learn more or to check the schedule of public workshops. You can also follow MTC BATA on social media.

SPRING

- Release Draft Blueprint Outcomes and Growth Pattern

SUMMER

- Revise Strategies for Final Blueprint
- Stakeholder and Public Workshops

FALL

- Adopt Final Blueprint
- Advance to Environmental Impact Report (EIR)

WINTER

- Environment Analysis



MTCBATA

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#BayArea2050





**NAPA VALLEY TRANSPORTATION AUTHORITY
ATAC Agenda Letter**

TO: Active Transportation Advisory Committee (ATAC)
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner/Administrator
(707) 259-5977 | aesqueda@nvta.ca.gov
SUBJECT: Countywide Transportation Plan – *Advancing Mobility 2045*: Performance Measures

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

At the January 15, 2020 Board meeting the NVRTA Board adopted the performance metrics, goals and objectives for the Countywide Transportation Plan—*Advancing Mobility 2045*. Working with DKS and the Technical Advisory Committee (TAC), staff has compiled and analyzed data to set a baseline for the performance metrics.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

The Metropolitan Transportation Commission (MTC) requires that the Bay Area County Transportation Agencies (BACTA) complete a long-range plan called the Countywide Transportation Plan (CTP). The long-range plan is usually updated every four years and covers a 25-year planning horizon.

The MTC has adopted new guidelines for CTPs. The guidelines require Countywide Transportation Agencies (CTAs) include performance goals and measures in their CTPs. NVRTA is also responding to comments made by the Napa County Civil Grand Jury which recommended that NVRTA include performance metrics and targets in its long-term planning

process much like the performance metrics established by the Sonoma County Transportation Authority 2040 plan.

Staff initially evaluated performance metrics used by its partners in other counties, as well as the identified needs in the current CTP and outreach to date, and developed a short list of proposed performance metrics to assess the progress in meeting the measurable goals and objectives in the CTP. This is the first time NVTA is including performance metrics in a CTP. Staff will create a baseline for each performance metric, which will be the existing condition. The baseline will establish a starting point for each metric, which will help evaluate both negative and positive shifts in a particular metric. After establishing a baseline, staff will set a target for each metric, with the goal to reach the target by the end of the 25-year period of the CTP. As an exercise, incremental targets may be established to assess progress over the four-year period between Vision 2045 and Vision 2050, the next CTP. In some cases, the target will be higher than the baseline, for example, in “bus ridership” the goal is to increase ridership. In other cases the target will be lower than the baseline e.g. in vehicle miles traveled (VMT) the goal is to lower the amount of VMT in Napa County.

Input collected at NVTA’s September 2019 Transportation Summit indicates the public’s interest in congestion and sustainability metrics. There was less interest in equity metrics, nevertheless, equity has become a focus area by MTC and it is now a required section in the CTP. Given the changing demographics in Napa – a community that is aging and growing in diversity – and that many of the jobs created in Napa Valley provide lower wages, equity will be one of the central themes in NVTA’s CTP.

The goals and objectives will serve as the framework for the CTP and they will help evaluate the projects submitted by jurisdictions. The NVTA Activity-Based Model will be utilized to evaluate project performance. NVTA will create a base scenario, a future 2045 scenario without transportation investments, and a future 2045 condition that will include selected projects from the CTP to be evaluated.

SUPPORTING DOCUMENTS

Attachments: (1) CTP 2045 Goals and Objectives
 (2) Performance Metrics
 (3) Baseline Performance Measurements Presentation

CTP 2045 Goals and Objectives

Preamble to goals:

The Napa Valley Transportation Authority (NVTA) is responsible for developing long-range countywide transportation priorities through an integrated planning process. The 2019 Countywide Transportation Plan – *Advancing Mobility 2045*, is an update to the 2015 Transportation Plan – *Vision 2040 Moving Napa Forward*. During the 2015 Countywide Transportation Plan, NVTA conducted a needs assessment through various public engagement methods. Overarching themes from the outreach in 2015 remain true today. The community cited the following as the most pressing needs of the transportation system:

- Congestion relief
- Improved traffic safety
- More active transportation infrastructure
- More reliable and frequent bus service
- Maintenance and repair of the existing transportation system

NVTA kicked off the update to *Advancing Mobility 2045* in September. Outreach conducted to date supports the priorities identified by the community in 2015. In addition, outreach conducted so far has highlighted additional priorities as being a sustainable and equitable transportation system. NVTA will continue to engage the public on the countywide plan's priorities and projects of interest. NVTA will also monitor progress towards the goals and objectives of the plan through performance metrics. In this update to the countywide transportation plan, NVTA will set baseline metrics, which summarize the existing conditions. The goals of the Plan articulate the optimum outcome for where Napa Valley's transportation system should be in 2045. Objectives are how NVTA gets from the baseline to the goal. NVTA will then establish specific measurable performance metrics and targets to gauge how effective the plan is at reaching the established objectives.

In reviewing the goals and objectives it is important to understand the issues and challenges are many and that some objectives may conflict with other objects. Nevertheless, the solutions must be balanced, therefore the proposed goals are considered of equal importance.

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. 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 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

Goal 3: Use taxpayer dollars efficiently



Objectives:

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.

Goal 4: Promote Napa County's economic sustainability.



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. Support policies that shift travel from peak to non-peak hours.

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.
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).

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



Objectives:

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

Performance Measures

ATTACHMENT 2
ATAC Item 8.1
September 28, 2020

	<p>EQUITY</p>	<ul style="list-style-type: none"> • Households by income category within .25 miles from transit stop
	<p>SAFETY</p>	<ul style="list-style-type: none"> • Fatal and serious injury collisions
	<p>EFFICIENCY (CONGESTION RELIEF)</p>	<ul style="list-style-type: none"> • Person hours of delay • Delay index (ratio of congested travel time to free flow travel time for a corridor) • On time bus performance (captures impact to transit users) • Number of users in NVTAs Travel Demand Management (TDM) Program such as VCommute
	<p>ECONOMIC SUSTAINABILITY</p>	<ul style="list-style-type: none"> • Goods movement • Jobs accessible by transit within a travel time shed
	<p>SUSTAINABILITY</p>	<ul style="list-style-type: none"> • Greenhouse gas emissions • Vehicle miles traveled (VMT) per capita • Active transportation mode shares • Transit ridership • On-time performance
	<p>MAINTENANCE & PRESERVATION</p>	<ul style="list-style-type: none"> • Miles between bus road calls • Pavement Condition Index

Baseline Performance Measurements

PRESENTATION to
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
September 28, 2020



Goals for Advancing Mobility 2045 Plan

1. Serve the transportation needs of the entire community regardless of age, income or ability (**EQUITY**)
2. Improve system safety in order to support all modes and serve all users (**SAFETY**)
3. Use taxpayer dollars efficiently (**CONGESTION RELIEF**)
4. Promote Napa County's economic sustainability (**ECONOMIC SUSTAINABILITY**)
5. Minimize the energy and other resources required to move people and goods (**SUSTAINABILITY**)
6. Prioritize the maintenance and rehabilitation of the existing system (**MAINTENANCE & PRESERVATION**)



Performance Measures

EQUITY

- Households by income category within .25 miles from transit stop

SAFETY

- Fatal and serious injury collisions

CONGESTION RELIEF

- Delay index (ratio of congested travel time to free flow travel time for a corridor)
- Average weekday person hours of delay
- On time bus performance (captures impact to transit users)
- Number of users in NVTA's TDM Programs (V-Commute & Napa Forward)

ECONOMIC SUSTAINABILITY

- Truck travel time reliability index (goods movement)
- Jobs accessible by transit within a travel time shed

SUSTAINABILITY

- Greenhouse gas emissions
- Vehicle miles traveled (VMT) per capita
- Active transportation mode shares
- Transit ridership (number of boardings and alightings)

MAINTENANCE & PRESERVATION

- Miles between bus road calls
- Pavement Condition Index

Equity

MEASURE: Households below County median income within ¼ mile of Vine transit stop

Data Sources:

- Number of households in Napa County: 2014-2018* American Community Survey (ACS) Five Year Estimates; Table B19001
- Census block groups shapefile: TIGER
- Vine transit stops shapefile: NVTA website

Baseline Measurement:

Target: 100%

Number of households in Napa County	Number of households in Napa County below median income* (\$75,000)	% of households in Napa County below median income* (\$75,000)	Number of households under median income within ¼ mile from transit stop	% of households under median income* that are within ¼ mile from transit stop
42,747	19,951	47%	16,869	85%

*Napa County median income is \$84,753, however ACS provides data in income brackets like [\$75,000 to \$99,999]. Therefore households with an income less than \$75,000 have been counted.

Safety

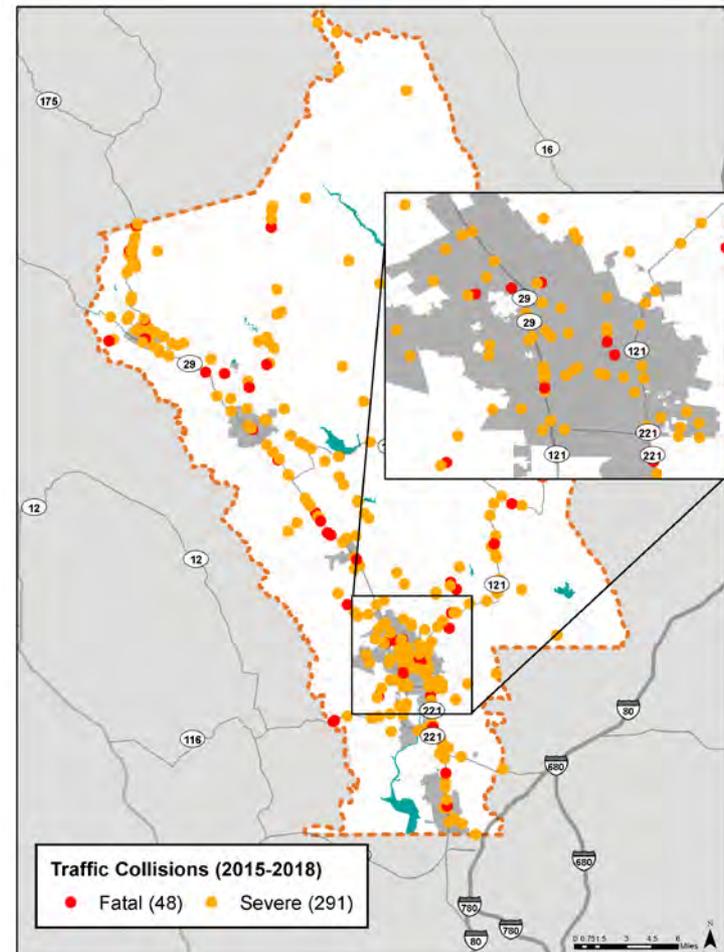
MEASURE: Number of severe injury and fatal collisions

Data Source: Transportation Injury Mapping System (TIMS)* 2015-2018 – injury and fatality collisions only

Baseline Measurement:

Target: 0

City	Total Fatal	Severe Injury
AMERICAN CANYON	1	12
CALISTOGA	1	13
NAPA	5	59
SAINT HELENA	2	3
UNINCORPORATED	39	202
YOUNTVILLE	-	2
Total in Napa County	48	291



*Geocoded data and mapping application of CHP’s Statewide Integrated Traffic Records System – University of California, Berkeley SafeTREC

Congestion Relief

MEASURE 1

Delay Index (ratio of corridor congested travel time to free-flow travel time)

Data Sources:

Free flow travel times and congested travel times for each roadway link from Napa Activity Based Model peak period traffic assignments.

- AM peak period (6-10 am)
- PM peak period (3-7 pm)



Congestion Relief

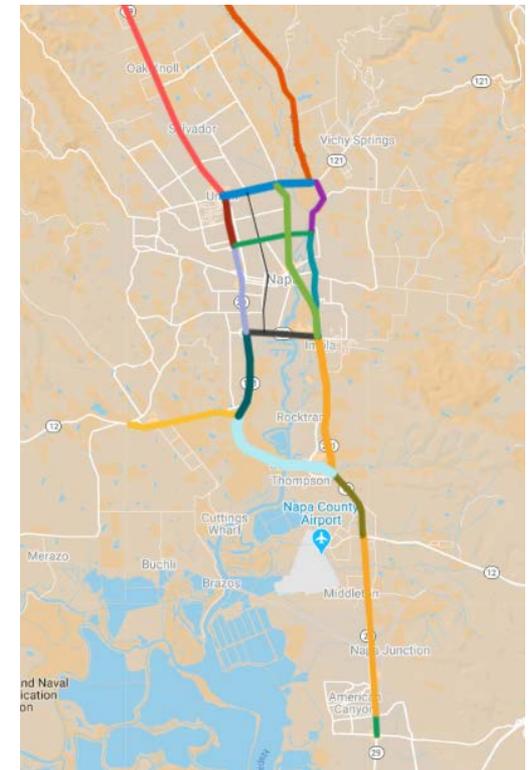
MEASURE 1

Baseline Measurement:

Delay Index – East and Westbound Direction

Direction	Route	Extents	Peak Period Delay Indices	
			AM	PM
Eastbound	Trancas St	SR 29 (St Helena Hwy)-Silverado Trail	1.00	1.00
	Imola Ave	SR 29-SR 221 (Napa Vallejo Hwy)	1.00	1.00
	SR 12 (Sonoma Hwy)	Old Sonoma Rd - SR 12/29/121 Jnct.	1.04	1.04
Westbound	Trancas St	Silverado Trail - SR 29 (St Helena Hwy)	1.00	1.00
	Imola Ave	NapaValley-Jefferson	1.00	1.00
	SR 12 (Sonoma Hwy)	SR 12/29/121 Jnct-Old Sonoma Rd	1.04	1.04

Target: Peak period delay index less than or equal 2.0



Corridors for Delay Index

Congestion Relief

MEASURE 1

Baseline Measurement:

Delay Index – Southbound Direction

Route	Extents	Peak Period Delay Indices	
		AM	PM
Silverado Trail	Deer Park Rd-Trancas St.	1.00	1.00
	Trancas St - Lincoln Ave	1.01	1.01
	Lincoln Ave -Imola Ave	1.01	1.01
SR-221 (Napa-Vallejo Hwy)	Imola Ave - SR 12	1.01	1.05
SR-29	Soscol Jct-SR 12 (Lincoln Hwy)	1.88	3.14
	SR 12-Donaldson Way	1.14	1.16
	Donaldson Way - American Canyon Rd	1.01	1.04
SR 128/29 (St Helena Hwy)	Pope St -Trancas St	1.00	1.02
	Trancas St -Lincoln Ave	1.20	1.22
	Lincoln Ave -Imola Ave	1.09	1.13
	Imola Ave-SR 12 (Sonoma Hwy)	1.01	1.01
	Sonoma Hwy-Soscol Jct.	1.02	1.03
Soscol Ave	Trancas St -Imola Ave	1.00	1.01

Delay Index – Northbound Direction

Route	Extents	Peak Period Delay Indices	
		AM	PM
SR-29	American Canyon Rd -Donaldson Wy	1.03	1.02
	Donaldson Way-SR 12	1.09	1.07
	SR 12 (Lincoln Hwy) -Soscol Jct.	3.71	2.40
SR-221 (Napa-Vallejo Hwy)	Soscol Jct.-Imola Ave	1.01	1.01
Silverado Trail	Imola Ave-Lincoln Ave	1.00	1.01
	Lincoln Ave -Trancas St	1.01	1.01
	Trancas St -Deer Park Rd	1.00	1.00
SR 128/29 (St Helena Hwy)	Soscol Jct-SR 12 (Sonoma Hwy)	1.00	1.00
	SR 12 (Sonoma Hwy) - Imola Ave	1.00	1.00
	Imola Ave-Lincoln Ave	1.11	1.10
	Lincoln Ave -Trancas St	1.08	1.08
	Trancas St -Pope St	1.03	1.01
Soscol Ave	Imola Ave -Trancas St	1.03	1.02

Target: Peak period delay index less than or equal 2.0

Congestion Relief

MEASURE 2

Average weekday person hours of delay (number of hours spent in congestion per person)

Data Sources:

Daily trip tables, free flow travel times and congested travel times from Napa Activity Based Model

Baseline Measurement:

Measure	AM (6-10 am)	PM (3-7 pm)	EA (3-6 am)	MD (10am - 3pm)	EV (7pm - 3am)	Daily
Person Hours of Delay occurring on Napa County Roadways	1,399	1,288	24	324	73	3,108

Source: Napa Activity Based Model – 2015 Scenario

Target: Reduce person hours of delay from existing levels

Congestion Relief

MEASURE 3

On-time bus performance weighted by ridership

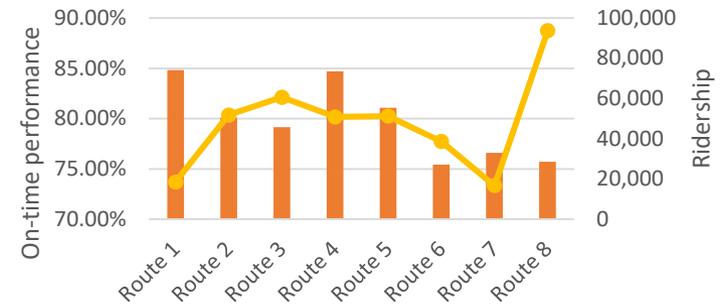
Data Sources:

- Vine Transit on-time performance data by route for year 2018 (routes changed December 2019)
- Vine Transit ridership data by route for year 2018
- Routes categorized by
 - City (Routes 1 to 8)
 - Intercity (Routes 10 and 11)
 - Regional routes (Routes 21 and 29)

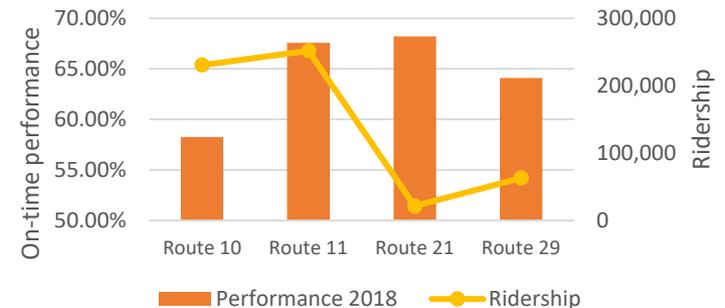
Baseline Measurement:

Route Type	Weighted OTP
City Routes	79%
Intercity Routes	63%
Regional Routes	65%

City Routes, 2018



Intercity & Regional Routes, 2018



Target:

Increase weighted on-time performance to **90%** for all route types

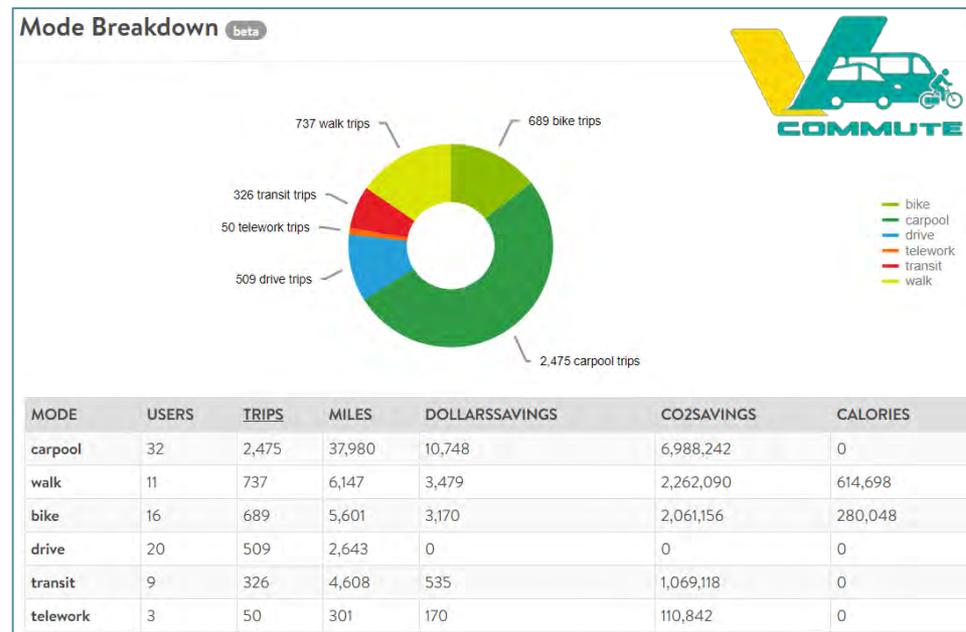
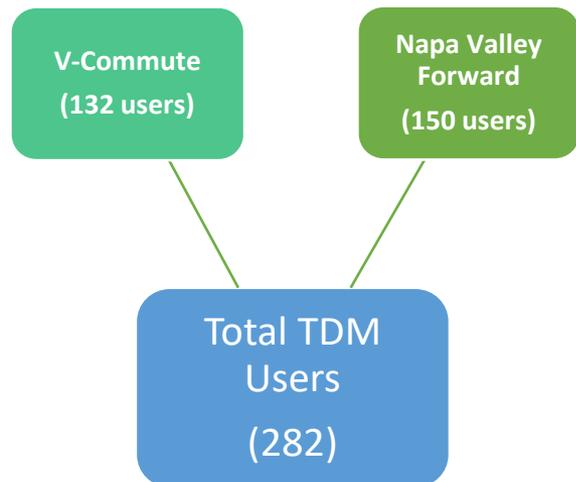
Congestion Relief

MEASURE 4

Number of users in NVTA's TDM Programs (V-Commute & Napa Valley Forward)

Data Source: V-Commute Program and Napa Valley Forward registered user data (2019-2020)

Baseline Measure:



Target:

Increase the number TDM users by targeting large employers.

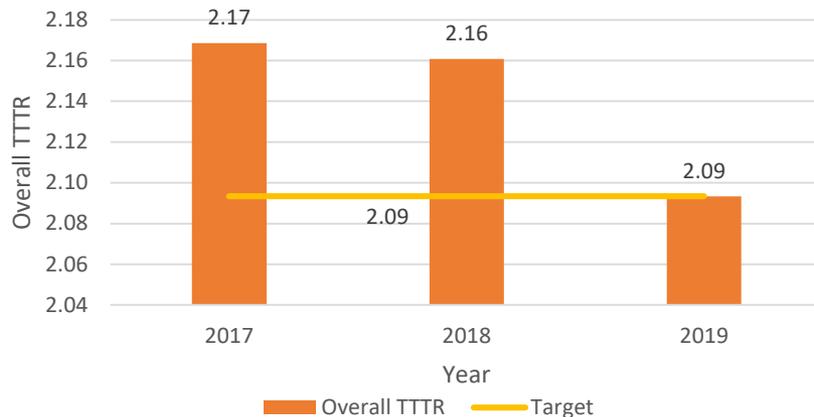
Economic Sustainability

MEASURE 1

Truck Travel Time Reliability (TTTR) Index

Data Source: National Performance Management Research Data Set (NPMRDS 2017-2019) obtained from RITIS at <https://npmrds.ritis.org/analytics/>.

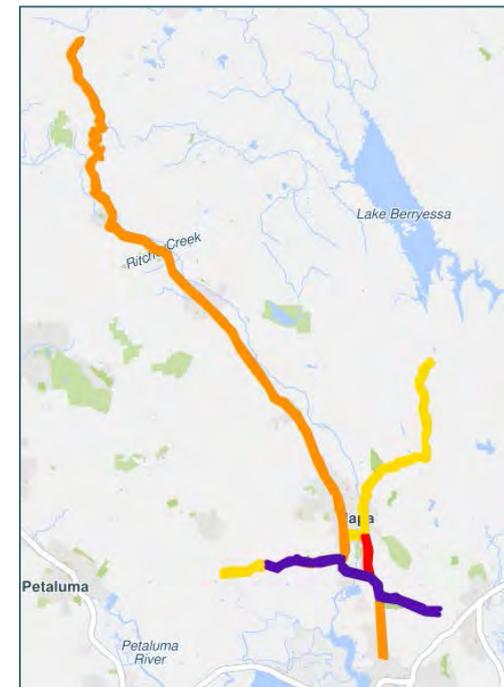
Baseline Measurement: Overall TTTR Index of 2.09



Target:

Maintain or reduce by planned highway improvements the current overall TTTR Index of 2.09.

Highway/Road	Direction	TTTR Index (2019)
CA-12	Eastbound	2.74
	Westbound	2.88
CA-121	Northbound	1.74
	Southbound	2.15
CA-29	Northbound	1.96
	Southbound	2.06
Napa-Vallejo Hwy	Northbound	2.46
	Southbound	3.10



Economic Sustainability

MEASURE 2

Number of jobs accessible by transit within one hour

Data Sources:

- Isochrones of transit coverage centered at jurisdictions from www.remix.com for 6:40 AM, 7:00 AM and 7:40 AM
- Number of jobs shapefile from 2012-2016 Census Transportation Planning Products (CTPP); Table A202100 at TAZ level

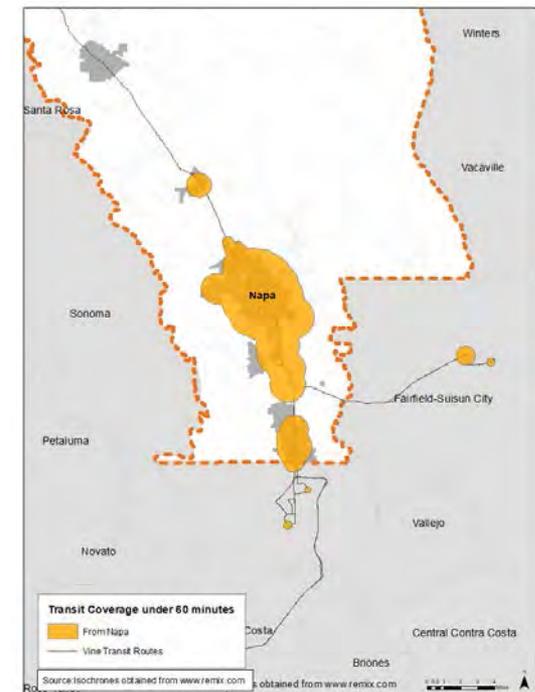
Baseline Measurement:

Number of jobs accessible by transit from city centers between 6:30 AM and 8:00 AM	
Jurisdiction	Number of Jobs
American Canyon	37,725
Calistoga	8,831
Napa	40,241
St. Helena	8,475
Yountville	29,521

Target: Maintain or improve the current level of job accessibility by Vine Transit



Source: www.remix.com

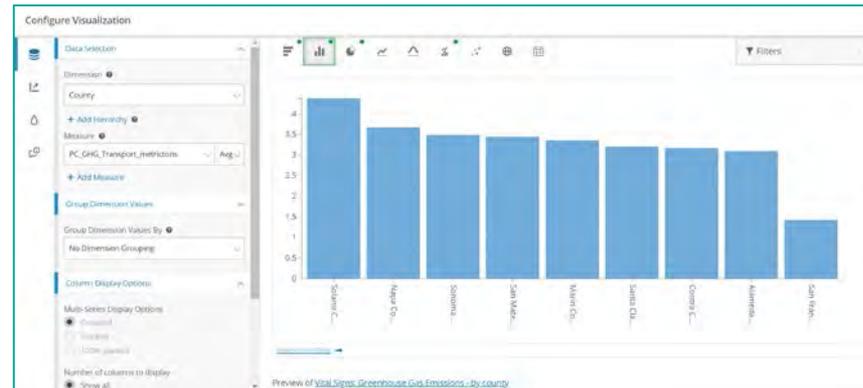


Sustainability

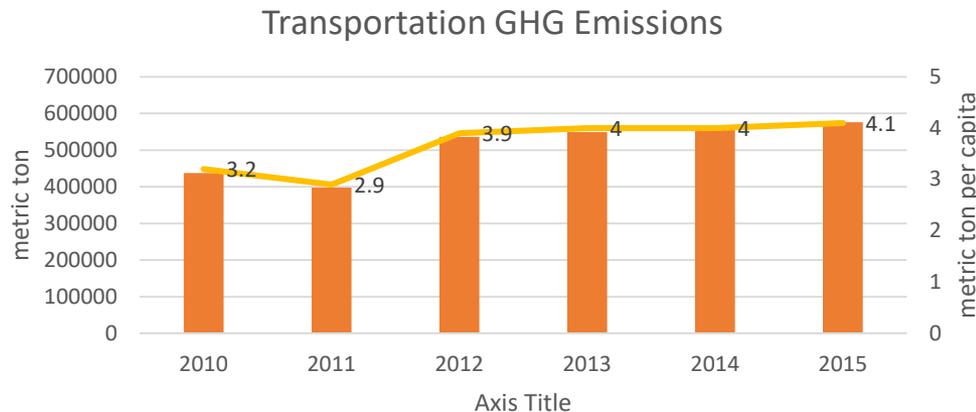
MEASURE 1

Greenhouse gas emissions

Data Source: GHG emissions data for surface transportation from MTC Vital Signs (2015)



Baseline Measurement: 4.1 metric tons of GHG emissions per capita in Napa County in 2015



Target:

Reduce by 19% per capita from 2015 levels.
(Consistent with Plan Bay Area 2040)

Sustainability

MEASURE 2

Vehicle Miles Traveled (VMT)

Data Source:

VMT per day and person data from Bay Area Air Quality Management District (BAAQMD). Latest available for year 2015.

Baseline Measurement: Vehicle Miles Traveled: 20 miles per capita

VMT per capita by Jurisdiction							
Lives	Works	Calistoga	St. Helena	Yountville	Napa	American Canyon	Average
Live in area	Works in area	8.22	11.95	8.94	9.18	8.74	9.41
Live in area	Works out of area	35.75	39.43	40.48	42.24	31.11	37.80
Live in area	Non-worker	9.91	10.85	12.35	6.51	8.64	9.65
Live out of area	Works in area	37.31	36.64	30.80	39.42	26.96	34.23
Live out of area	Works out of area	21.68	21.67	21.68	21.56	21.66	21.65
Live out of area	Non-worker	7.97	7.97	7.97	7.99	7.97	7.98
Average		20.14	21.42	20.37	21.15	17.51	20.12

Target: 15% reduction in VMT from existing level, in accordance with SB 743

Sustainability

MEASURE 3

Active Modes of Transportation: Share of walking and biking in Napa County

Data Source: 2014-2018 American Community Survey (ACS) Five Year Estimates: Commuting Characteristics by Sex; Table S0801

Baseline Measurement:

Walking and biking mode share: 5%

Mode	Mode Share
Walked	4%
Bicycle	1%



Source: Vinetrail.org

Target:

Increase walking and biking mode share to 10% by 2045

Sustainability

MEASURE 4

Transit Ridership – number of boardings and alightings

Data Source:

Vine Transit ridership data from NVTA (2018-2019)

Baseline Measurement:

SERVICE TYPE	RIDERSHIP
REGIONAL SERVICE	87,737
COMMUTER SERVICE	570,066
LOCAL ROUTES	382,023

Target:

Maintain or increase from baseline service ridership

Maintenance & Preservation

MEASURE 1

Miles between bus road calls (breakdowns)

Data Source:

Miles between road calls data from National Transit Database (NTD) (2015-2018)

Baseline Measurement:

Average miles between road calls (2015-2018): 42,750 miles

Year	Major Mechanical Failures	Other Mechanical Failures	Total Mechanical Failures	Vehicle/ Passenger Car Miles	Miles between breakdowns
2015	47	7	54	1,868,460	34,601
2016	10	27	37	1,896,297	51,251
2017	4	53	37	1,900,821	51,374
2018	15	40	55	1,857,627	33,775

Target: Maintain or improve the average number of miles between road calls.

Maintenance & Preservation

MEASURE 2

Pavement Condition Index

A numerical index between 0 to 100, used to indicate the general condition of a pavement section.

Data Sources:

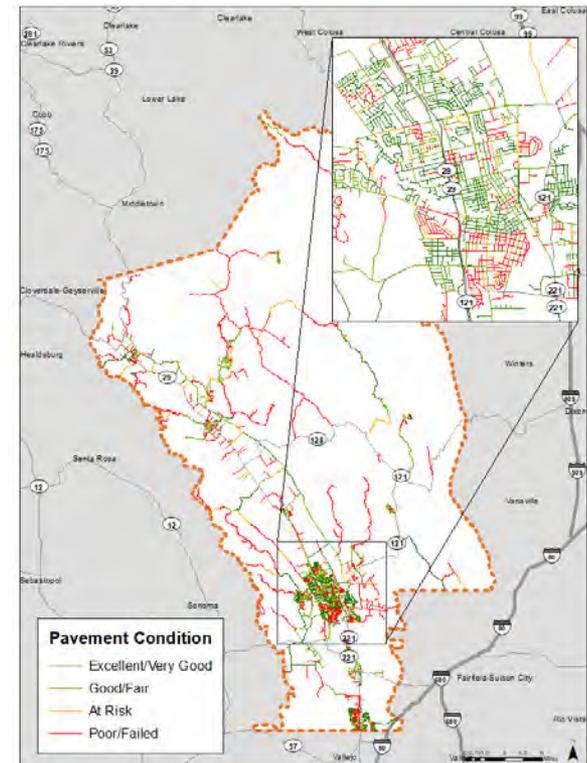
Pavement Condition Index at street level and at county level from MTC Vital Signs (2018)

Baseline Measurement:

MTC Vital Signs reports the 2018 PCI Score for Napa County as 58. Currently 64% of the streets have Good/Fair or Excellent/Very Good pavement condition.

Pavement Condition	% of streets by pavement condition
Excellent/Very Good	42%
Good/Fair	22%
At Risk	7%
Poor/Failed	29%

Pavement Condition Index by MTC (2018)	
Jurisdiction	PCI
American Canyon	64
Calistoga	56
Napa	70
St. Helena	56
Yountville	74
Unincorporated	50



Target:

Achieve a countywide PCI score of 80.

Summary

Goal Category	Metric	Baseline	Target
EQUITY	Households below median income within .25 miles from transit stop	85%	100%
SAFETY	Fatal and serious injury collisions	339	0
CONGESTION RELIEF	Person Hours of Delay	3,108	Reduce
	On time bus performance (weighted by ridership)	69%	90%
	Delay Index	1 – 3.71	Max of 2.0
	Number of users in NVTA’s TDM Programs (V-Commute & Napa Valley Forward)	282	Increase
ECONOMIC SUSTAINABILITY	Truck Travel Time Reliability Index	2.09	Maintain/Reduce
	Jobs accessible by transit within a travel time shed	124,793 countywide	Maintain/Improve
SUSTAINABILITY	Greenhouse Gas Emissions	4.1 metric ton per capita	Reduce by 19% per capita from 2015 levels
	VMT (Vehicle Miles Traveled) per capita	20 miles per capita per day	15% decrease
	Active Transportation mode shares (i.e. walk, bike, transit)	5%	10% increase
	Transit Ridership (Number of boarding and alightings)	Regional: 87,737 Commuter: 570,066 Local: 382,023	Maintain/Improve
MAINTENANCE & PRESERVATION	Miles between bus road calls (breakdowns)	42,750 miles	Maintain/Improve
	Pavement Condition (Pavement Condition Index)	58	80

Thank You





NAPA VALLEY TRANSPORTATION AUTHORITY-TAX AGENCY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner/Administrator
(707) 259-5976 | aesqueda@nvta.ca.gov
SUBJECT: Measure T 6.67% Equivalent Funds Eligible Revenues

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

Measure T is a ½ cent sales tax approved by Napa County voters in 2012 to fund local streets and road rehabilitation. An element of the ordinance requires that jurisdictions set aside an amount equal to 6.67% of the annual amount generated by Measure T using other eligible sources to build or maintain¹ Class 1 infrastructure.

A comprehensive list of eligible revenues that includes, but is not limited to discretionary grant revenues, general fund revenues, traffic mitigation fees and developer fees has been included as Table 1 below.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

On November 6, 2012, the voters in Napa County approved Measure T, the Napa Countywide Road Maintenance Act. Measure T is a ½ cent sales tax expected to generate over \$400 million over a 25-year period which began on July 1, 2018. Measure T is for the rehabilitation of local streets and roads.

In order for jurisdictions to receive Measure T revenues, jurisdictions collectively must

¹ This specifically excludes routine maintenance such as sweeping, weeding, garbage removal, and other related routine maintenance.

demonstrate that at least 6.67% of the amount (henceforth referred to as “Measure T Equivalent”) of Measure T revenues received each year is being committed to Class I facilities identified in the adopted Countywide Bicycle Plan/Active Transportation Plan, using funds not derived from the Measure T Ordinance.

Specifically, the Ordinance states:

Once this measure becomes operative, in order to receive annual allocations under this measure, the Agencies (collectively) must demonstrate that at least six and sixty-seven one-hundredths percent (6.67%) of the value of the allocations each year under Section 3(A) has been committed to Class I Bike lane project(s) identified in the adopted Countywide Bicycle Plan, as the Plan may be amended from time to time, through funding not derived from this Ordinance.

This can be accomplished by jurisdictions showing that they have collectively set aside funds in their budgets to meet the requirement and/or NVTA has programmed eligible funding sources towards Class 1 facilities or by stipulating specific projects. Since Measure T projects will be approved on a five-year rolling basis, staff has also developed a five-year Measure T Equivalent project list (Attachment 1). In addition, each jurisdiction is required by the auditor-controller to establish a 6.67% Measure T Equivalent budget line item. This will serve as a reserve account to ensure that the requirement is being met over the life of the Measure. As alternative funding sources are identified and validated by NVTA, the jurisdictions will either expend the general fund money or back it off their books should other eligible revenues be identified elsewhere.

Table 1 is a comprehensive list of proposed eligible fund sources. It is important to emphasize the funding sources may change as program guidelines change, new funding opportunities emerge, or funding sources cease to exist.

Table 1: 6.67% Measure T Equivalent Eligible Funding Sources

Fund Source	Description
General funds	Funding wherein the discretion is solely that of the jurisdictions’ governing board.
Transportation for Clean Air Funds (TFCA)	TFCA county revenues are administered by the Bay Area Air Quality Management District (BAAQMD) and distributed by formula (a subset of DMV fees for vehicles registered in Napa County) and must used for projects that reduce mobile emissions.
Transportation Development Act – Article 3 – TDA3	TDA 3 is funded through a component of a ¼ cent statewide sales tax with local revenues going to NVTA for transportation purposes. TDA 3 funds are specifically for all bicycle and pedestrian purposes.

Table 1 – Eligible Measure T 6.67% Equivalent Eligible Fund Sources, continued.	
Transportation Development Act – Article 4/8	TDA 3/4 are funded through a component of a ¼ cent statewide sales tax with local revenues going to NVTa for transportation purposes. TDA 4/8 funds are specifically for transit purposes but can be used for access to transit.
Congestion Mitigation and Air Quality funds (CMAQ)	CMAQ are federal highway funds generated from federal gasoline tax and can be used for highway, road, bicycle, and pedestrian projects on the federal aid system that reduce emissions. Funds are distributed on formula to the regions and state. The Bay Area apportionment is administered by MTC and is distributed as One Bay Area Grant (OBAG) funds on formula to the congestion management agencies for programming.
Surface Transportation Program (STP)	Federal highway funds generated by federal gasoline tax can be used for highway, road, bicycle, and pedestrian projects on the federal aid system. Funds are distributed on formula to the regions and state. The Bay Area apportionment is administered by MTC and is distributed as One Bay Area Grant (OBAG) funds on formula to the congestion management agencies for programming.
Regional Transportation Improvement Program (RTIP)	RTIP funds are the amount of State Transportation Improvement Program funds generated from federal and state gas taxes distributed on formula. Funds are distributed by the state to the regions. The Bay Area apportionment is administered by MTC. The NVTa Board has established a policy that prioritizes RTIP funds for projects on the state highway system.
Senate Bill 1 State Local Partnership Program Funds (SLPP)	SLPP funds are funded with part of the 12 cents per gallon state gas tax approved by SB 1 and signed into law in 2017. The California Transportation Commission administers these funds. NVTa receives a portion of these funds on formula to match Measure T revenues. The NVTa board has established a policy to prioritize these funds for projects on the state highway system.

Table 1 – Eligible Measure T 6.67% Equivalent Eligible Fund Sources, continued.	
Developer/Traffic Impact Fees	Napa Valley jurisdictions can assess developer and traffic impact fees for certain projects. These fees are frequently used to mitigate traffic impacts. The jurisdictions may have discretionary or negotiated authority to use these fees to build Class 1 infrastructure.
Developer Funded and/or Implemented Class 1 Infrastructure Projects	In lieu of or in addition to developer/traffic impact fees, jurisdictions can also mandate developers construct certain facilities, including Class 1 facilities.
Federal Transit Administration Section 5307 Funds (FTA §5307) Urbanized Area Funds	FTA §5307 are administered by Caltrans and distributed based on small urbanized area population funds. The funds are generated from the federal gasoline tax. NVTA prioritizes these funds for transit operations and maintenance projects but they are eligible to be used for access to transit.
Federal Transit Administration Section 5317 (FTA §5317) Job Access and Reverse Commute	FTA §5317 funds are distributed by FTA to the regions based on low-income populations and are administered by MTC. MTC redistributes the funds to the 9 county CMAs through its Lifeline Program that prioritizes projects in Community Based Transportation Plans – plans that prioritize mobility gaps in low-income neighborhoods, which includes Class 1 facilities.
State Transit Assistance (STA)	STA is generated from state tax on diesel and gasoline and is administered by MTC and distributed to public transit systems on formula. NVTA prioritizes its STA funds for transit operating and capital projects. Access to transit is eligible.

For the first five years of the ordinance, July 1, 2018 through July 1, 2023, the dollar amount for Measure T Equivalent Projects will be roughly \$6.97 million. Measure T revenues are likely to vary from year to year and adjustments to the Measure T Equivalent commitments will be updated as part of the biennial project update. Excess revenues counted toward the Measure T Equivalent requirement will roll forward to meet the next five-year requirement. If there is a shortfall, the jurisdictions will work together to ensure that the requirement is being met in a timely manner in coordination with the NVTA-TA Board.

SUPPORTING DOCUMENTS

Attachment(s): (1) Jurisdictions’ Five-year EF Project List

Measure T Five-year Equivalent Funds Projects

Agency	Equivalent Fund Source	Project Description	Fiscal Year	Total Project Cost	Measure T Equivalent Amount	Other Funds	Location (intersection, mile marker, length of alignment)
Yountville	GF	Finnell Multi-Use Path reconstruct	19/20	\$190,000	\$190,000		Path between Finnell and Mount
Yountville	GF	Repair and Slurry Seal Yountville Bike Path	19/20	\$35,000	\$35,000		Vinetrail from Town Limits to Madison
City of Napa	TFCA & Local	SR 29 Bicycle and Pedestrian Undercrossing	20/21	\$1,189,000	\$520,185	\$40,815 Measure T Equivalent spent to date (10-25-19) in FY18/19 and FY 19/20; Measure T Equivalent Amount listed for FY20/21 may be reduced and spent in remainder of FY19/20 instead	North bank of Napa Creek under SR 29
City of Napa	PCA & Local	Vine Trail Soscol Gap Closure	20/21	\$1,487,000	\$1,419,000	\$68,000 Measure T Equivalent spent to date (11-20-19) in FY18/19 and FY 19/20; Measure T Equivalent Amount listed for FY20/21 may be reduced and spent in remainder of FY19/20 instead	Along Soscol Avenue from Vallejo Street to north of Third Street
City of Napa	Developer Constructed	Class I Solano Avenue to Maher Street	20/21	\$286,000	\$286,000	Construction may be completed in remainder of FY19/20; Project Cost to be determined at project completion	Solano Avenue to Maher Street
American Canyon	OBAG	Class I Facility	20/21	\$1,079,000	\$1,000,000	Local funds	Green Island Rd from Paoli Loop to Commerce Blvd: Construct approximately 4,200 LF Class 1 multi-use trail
City of Napa	Developer Constructed	Stanly Ranch Class I	20/21	\$819,000	\$819,000	Construction may be completed in remainder of FY19/20; Project Cost to be determined at project completion	Stanly Lane to Stanly Cross Road
St. Helena	General Fund	Napa Valley Vine Trail Design/Const	20/21	\$138,000	\$138,000		Pratt Avenue to Dunaweal Lane
County	General Fund	Vine Trail - Yountville to St. Helena	22/23	TBD	\$300,000	TBD	Yountville to St. Helena
NVTA	OBAG-PCA	Class 1 Facilities	22/23	TBD	\$2,000,000		Class 1 Facilities e.g. Vine Trail
City of Napa	Local	Sierra Avenue Extension	24/25	\$900,000	\$50,000		Eastern Terminus of Sierra Avenue to Villa Lane
City of Napa	Local	Kohl's Parking Lot Multi-use Path	24/25	\$550,000	\$50,000		Along Pearl Street from Coombs Street to Napa Creek
Yountville	GF	Special Revenue Fund Account 6.67%	20/21-24/25	\$183,807	\$183,807		Account to accrue as required for qualified projects
NVTA	Regional Planning	NVTA Staff Time	20/21-24/25	\$281,425	\$281,425		Vine Trail Work
City of Napa	OBAG-PCA	Class 1 Facilities	TBD	TBD	\$228,000		Eastern Terminus of Sierra Avenue to Villa Lane
2020/21-2024/25 TOTAL					\$7,500,417		