



April 16, 2025
Special NVTA Board of Directors Meeting
Handout Packet

- 1. Agenda Item 6 – Executive Director Update**
Spring Outreach Event Flyer
Thank you Redwood Credit Union

- 2. Agenda Item 8.1 – CTP Update**
Powerpoint Slides
11:30am Intro – Kate Miller
Process & Objectives – Diana Meehan
Keynote Address – Dave Vautin MTC
12:30pm – 1:00pm Break for Lunch
Fehr & Peers Team: Bob Grandy, Bonnie Nelson, Ashlee Takushi
2:45pm – 3:00pm Public Comments

NVTA Outreach Events

Connecting with Communities!

April

Napa Valley College Career Day

April 30, Napa Valley College | NVTA will share info on the various careers available in transportation, planning and transit.

May

Napa Valley BikeFest

May 4, movie theater parking lot, Napa | NVTA is a premiere sponsor. We will have a general informational table and also demonstrate how to put bikes on buses.

NVTA EVENT: Active Transportation Plan Outreach at BikeFest with a separate booth to solicit feedback on bike and pedestrian projects. ***Please join us and help us spread the word!***

American Canyon Middle School Career Fair

May 8, ACMS | Staff will discuss the many careers at NVTA and Vine Transit.

Bike to Wherever Day

May 16, Soscol at Vine Trail | NVTA will hand out snacks and swag to cyclists, promoting V-Commute and Active Transportation. Roll by and say hi!

June

Meet Me in the Street

June 11, West American Canyon Road | NVTA will again offer transit and transportation info to the community of American Canyon.

Have a suggestion for an event NVTA should attend?

Email Communication and Outreach Coordinator Emily Charrier at echarrier@nvta.ca.gov



NAPA VALLEY TRANSPORTATION AUTHORITY

**Thank you to our partner, RCU for
hosting this Board meeting in the:**

Napa Community Room



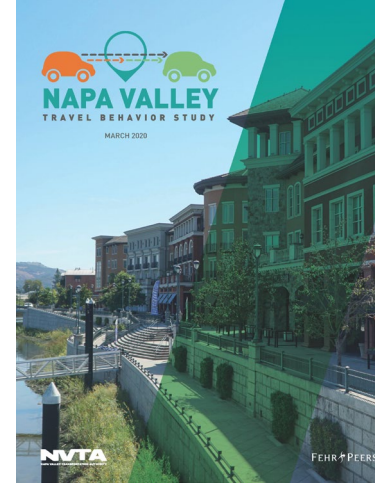
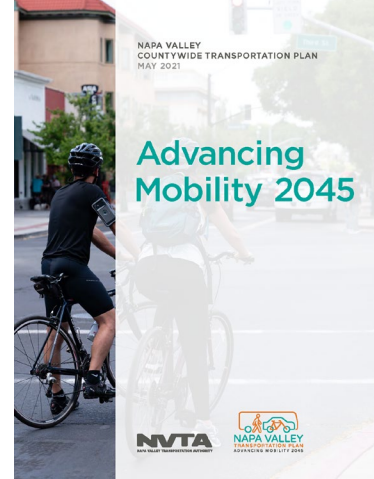
**Redwood
Credit Union[®]**

FOR ALL THAT YOU LOVE.

**NAPA COUNTYWIDE
ACTIVE TRANSPORTATION PLAN**



**NAPA VALLEY
COMMUNITY-BASED
TRANSPORTATION
PLAN**



Napa Countywide Transportation Plan (CTP) Update

Napa Valley Transportation Authority

CTP 2050 BOARD RETREAT MEETING

APRIL 16, 2025





CTP 2050 Introduction



Kate Miller

- ✓ **Recent Key NVTA Accomplishments**
- ✓ **Challenges & Opportunities Ahead**
- ✓ **Introduction to the CTP Update**

❑ Funding

- ❑ Passage of *Measure U*

❑ Planning Efforts

- ❑ *Vision Zero Plan*
- ❑ *Accessible Needs Transportation Assessment (ATNA)*
- ❑ *Short-Range Transit Plan*

❑ Project Delivery

- ❑ *Soscol Junction (12/29/2021) Project*
- ❑ *Napa Valley Vine Trail*
- ❑ *Vine Transit Maintenance Facility*

Recent Key NVRTA
Accomplishments

❑ Trends & Future Challenges

- ❑ Federal funding uncertainty
- ❑ Workforce housing needs
- ❑ Transit ridership recovery
- ❑ Aging population transportation needs
- ❑ Staff resources

Challenges &
Opportunities
Ahead

□ **CTP 2050 – Prospective Vision for discussion later in agenda**

□ *Connecting Land Use, Transportation, and Community*

□ **How the CTP can help address challenges and opportunities**

Introduction to
the CTP Update



CTP Process and Retreat Objectives



Diana Meehan

- ✓ Retreat Agenda
- ✓ Desired Outcomes of CTP 2050
- ✓ CTP 2050 Update Process – Key Milestones
- ✓ Parallel Plan Updates
- ✓ Board Discussion Points/Topics

Retreat Agenda

1. **CTP 2050 Introduction**
2. **CTP 2050 Process and Retreat Objectives**
3. **Keynote Address**

LUNCH BREAK

4. **What has Changed since CTP 2045 (2021)?**
5. **Land Use/Transportation**
6. **Review of CTP 2045 Vision & Goals**
7. **Plan Schedule**
8. **Workshop Summary/Next Steps**
9. **Public Comments (2:45 pm)**

- ❑ Broaden understanding of community transportation and land use goals
- ❑ Address emerging areas and future transportation needs
- ❑ Engage community and partner agencies in setting priorities
- ❑ Strengthen Napa's position for competitive grant funding
- ❑ Strengthen partnerships needed to deliver the plan

Desired Outcomes of CTP 2050

- ❑ June – First Workshop/Engagement
- ❑ July – Call for Projects
- ❑ October – Second Workshop/Engagement
- ❑ December – Public Draft/Board Presentation
- ❑ April 2026 – Board Adoption of CTP 2050

CTP 2050 Update Process - Key Milestones

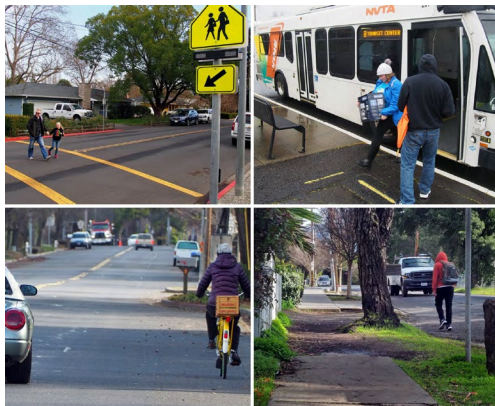
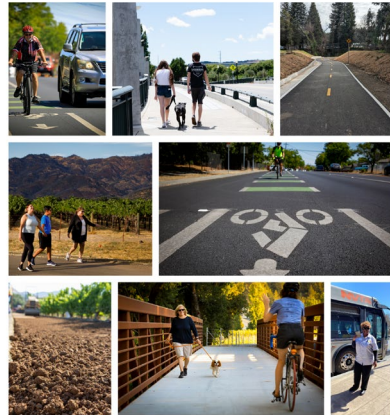
March 2025

Accessible Transportation Needs Assessment

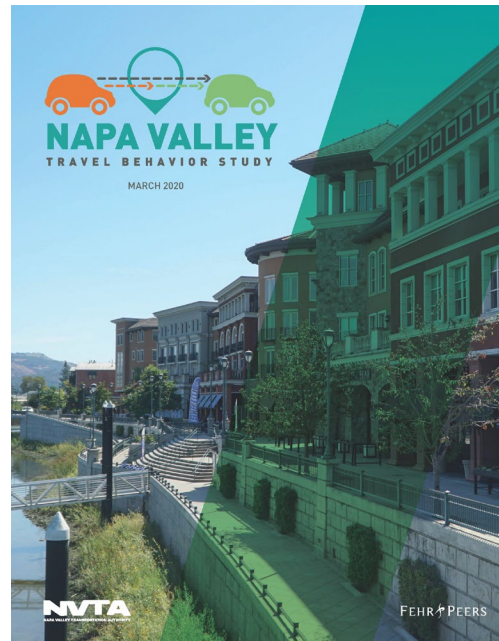
Revised Draft Report



NAPA COUNTYWIDE ACTIVE TRANSPORTATION PLAN



NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN



FEHR & PEERS

Parallel Plan Updates

❑ **Keynote Address by Dave Vautin**

- ❑ *Questions, Discussion of Key Policy Issues*

❑ **What has changed since 2021?**

- ❑ *Questions, Discussion of Emerging Areas*

❑ **Land Use/Transportation**

- ❑ *Discuss TOC Funding Opportunities*
- ❑ *Discuss Role of NVTA and Local Agencies*

❑ **Review of 2045 Vision & Goals**

- ❑ *2050 Vision*
- ❑ *2050 Themes*
- ❑ *Anything Missing in 2045 Goals?*

Board Discussion Points/Topics



Keynote Address



Dave Vautin,
MTC

- ✓ Why Develop a Long-Range Plan?
- ✓ Why Think Beyond Transportation?
- ✓ Why Think Regionally?
- ✓ How Can We Help You?

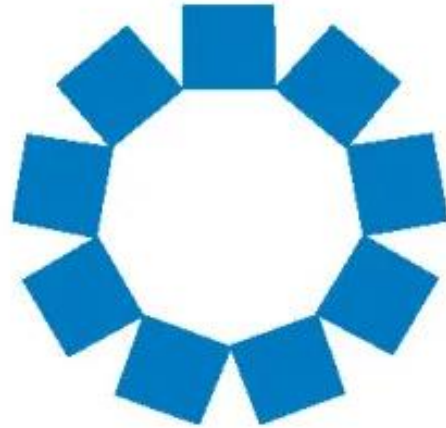
PLANNING FOR A BETTER TOMORROW

DAVID VAUTIN

**METROPOLITAN TRANSPORTATION COMMISSION/
ASSOCIATION OF BAY AREA GOVERNMENTS**



**METROPOLITAN
TRANSPORTATION
COMMISSION**



**ASSOCIATION
OF BAY AREA
GOVERNMENTS**

**Regional planning agencies for the San Francisco Bay Area,
focused on transportation, housing, and the environment**



DAY-TO-DAY OPERATIONS

LONG-RANGE PLANNING



TODAY'S PRESENTATION

Why Develop a Long-Range Plan?

Why Think Beyond Transportation?

Why Think Regionally?

How Can We Help You?



WHY DEVELOP A LONG-RANGE PLAN?

ENVISIONING BETTER PLACES FOR
THE NEXT GENERATION



**NOT ALL
PLANS
MAKE AN
IMPACT...**

**... BUT
GREAT
PLANS
ESTABLISH
A CLEAR
VISION &
FINITE
PRIORITIES**

Image Source: Microsoft

SYSTEM MAP



Line Miles†

A Line—(Fremont to Lake Merritt)	23 Miles
M Line—(Daly City to Oakland West)	15 Miles
R Line—(Richmond to MacArthur)	12 Miles
C Line—(Downtown Oakland to Concord)	21.5 Miles
Total Miles	71.5 Miles

†All miles are calculated from the Oakland WYE

- CONCORD/DALY CITY
RICHMOND/DALY CITY
RICHMOND/FREMONT
FREMONT/DALY CITY
- BART Express Bus
- Parking
- Preferential Carpool Parking
- BART Rail System
- BART First Phase Extensions Inside District
- BART First Phase Extensions Outside District
- BART Second & Third Phase Extensions Inside District
- Extensions outside the District are subject to a satisfactory cost-sharing arrangement.
- Planned Muni Metro Turnaround and Extension.

System Information
 Total number of automobile parking spaces at BART Stations: 26,422
 6% of these parking spaces are reserved for mid-day parking

**SUCH
 PLANS
 TAKE
 MANY
 YEARS TO
 REALIZE...**



City Center, Florence

Freeway Interchange, Atlanta

**... BUT
ALSO
BENEFIT
(OR
BURDEN)
PEOPLE
FOR
DECADES**



CASE STUDY: 20TH CENTURY SOUTH BAY

Image Source: San Jose Public Library



CASE STUDY: 20TH CENTURY SOUTH BAY



**CASE
STUDY:
21ST
CENTURY
SOUTH
BAY**

Image Source: Foster & Partners



CASE STUDY: 20TH CENTURY NORTH BAY

Image Source: St. Helena History Tour

NAPA COUNTY
1940

NAPA COUNTY
2005



CASE STUDY: 21ST CENTURY NORTH BAY

Image Source:Wikimedia Commons



WHY THINK BEYOND TRANSPORTATION?

**UNDERSCORING LINKAGES BETWEEN
POLICY AREAS**



**MOBILITY
IS MERELY
A MEANS
TO AN END**



**INSTEAD,
CREATE
GREAT
PLACES
FOR
PEOPLE**



**ONE PIECE
OF A
MUCH
BIGGER
PUZZLE**

REGIONAL ~~**TRANSPORTATION**~~ **PLAN**

**AT THE
REGIONAL
SCALE:
SENATE
BILL 375
(2008)**



**POLICY &
PROGRAMS
OFTEN
MATTER
MORE
THAN
PROJECTS**



**THAT
SHIFTED
HOW WE
PLAN,
FUND, AND
DELIVER**



WHY THINK REGIONALLY?

CONNECTING PEOPLE TO
OPPORTUNITIES



**MANY
ISSUES WE
FACE
LOCALLY
ARE
SHARED
MORE
BROADLY**

Image Source: MTC/ABAG (Noah Berger)



**El Cerrito
del Norte**



**TRIPS
OFTEN GO
BEYOND A
SINGLE
CITY,
TOWN, OR
COUNTY**



HIGH HOUSING COSTS HAVE LED TO LONGER COMMUTES

Image Source: Caltrans



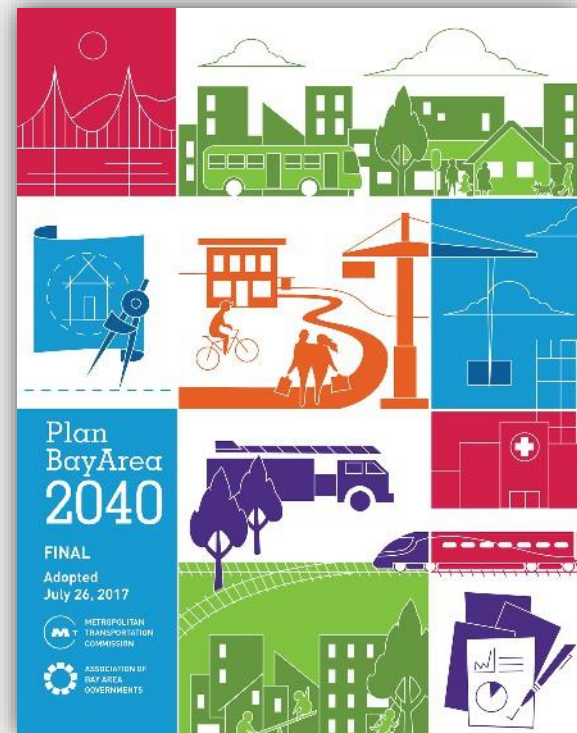
**REGIONAL
AGENCIES
WORK
WITH
LOCAL &
STATE
PARTNERS**

SHAPING (AND RESHAPING) THE REGIONAL VISION



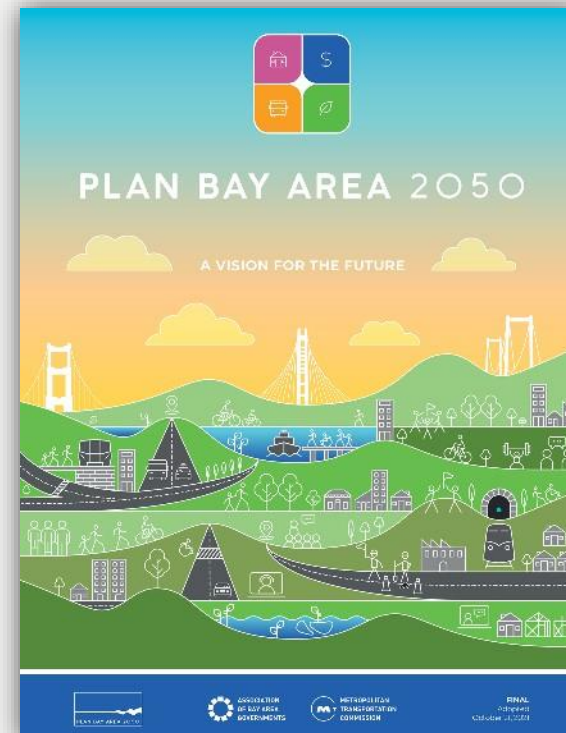
PLAN BAY AREA

Adopted: 2013



PLAN BAY AREA 2040

Adopted: 2017



PLAN BAY AREA 2050

Adopted: 2021



PLAN BAY AREA 2050+

Anticipated Adoption:
2026

PLAN BAY AREA 2050 +

*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant for all**.*



Maintain and Optimize the Existing System



Create Healthy and Safe Streets



Build a Next-Generation Transit Network



Protect and Preserve Affordable Housing



Spur Housing Production at All Income Levels



Create Inclusive Communities

Plan Bay Area 2050+
35 Adopted Strategies & 11 Themes



Improve Economic Mobility



Shift the Location of Jobs



Reduce Risks from Hazards



Expand Access to Parks and Open Space



Reduce Climate Emissions

PLAN BAY AREA 2050 +

Growth Geographies

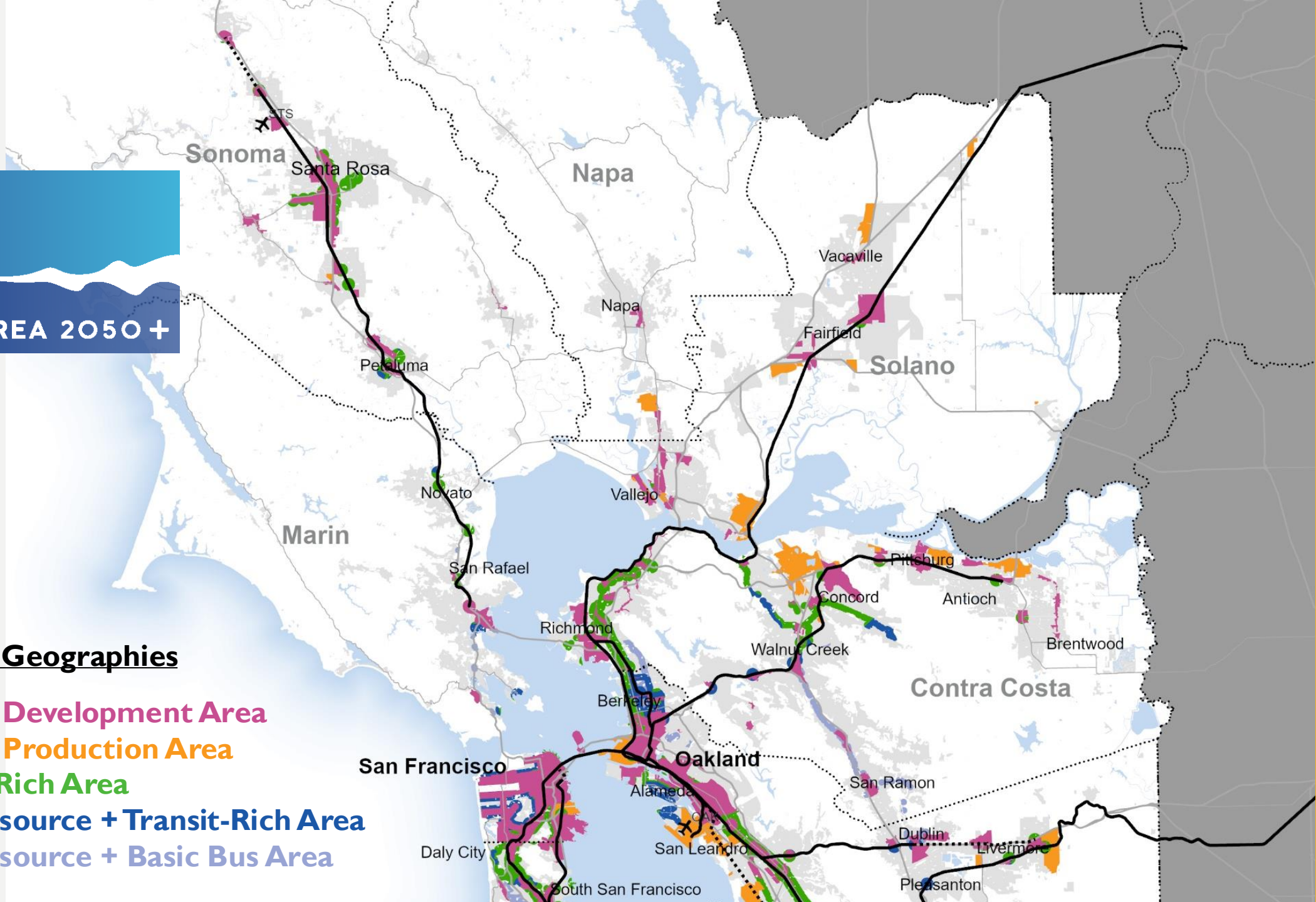
Priority Development Area

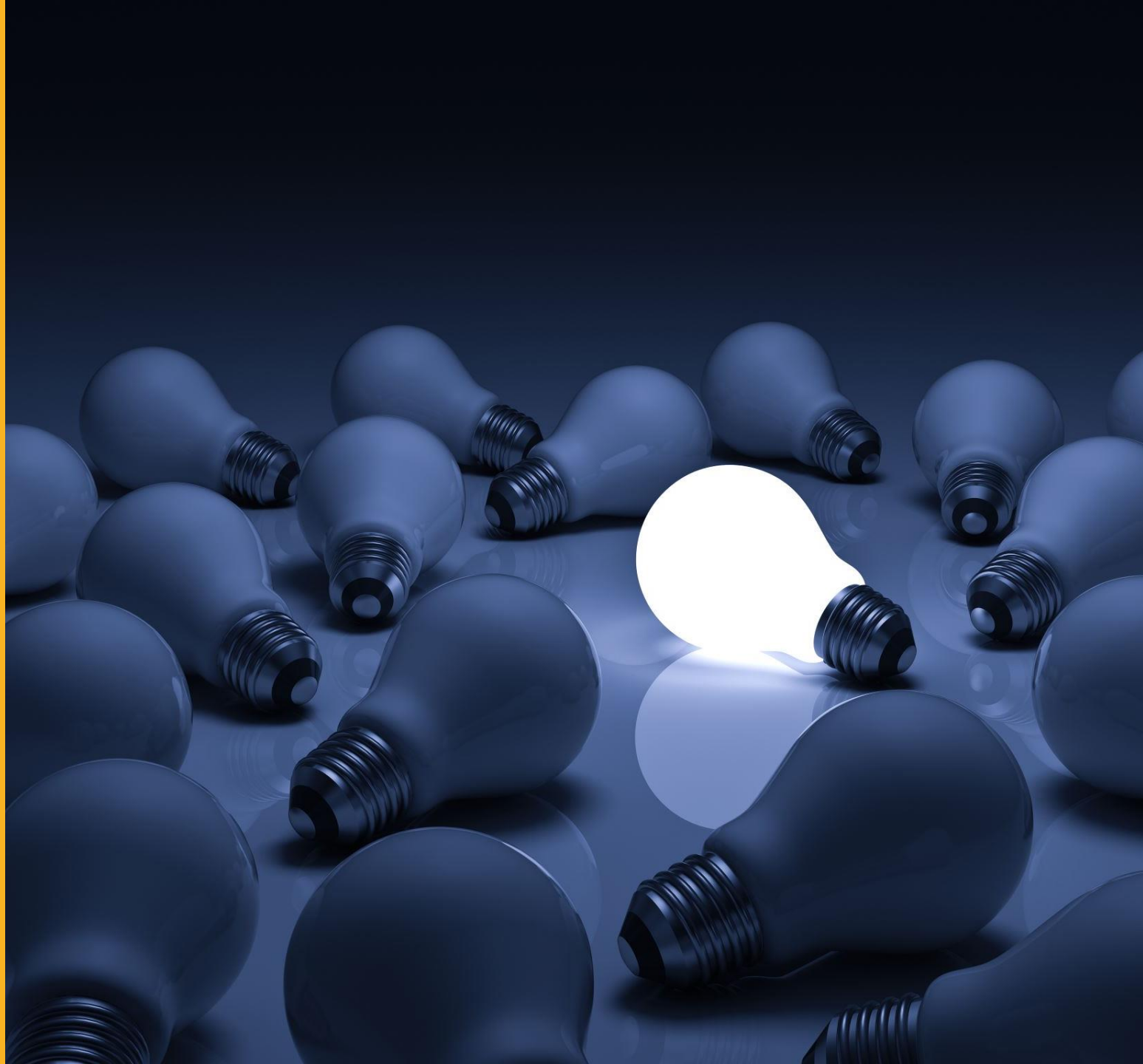
Priority Production Area

Transit-Rich Area

High-Resource + Transit-Rich Area

High-Resource + Basic Bus Area





**2026 TO
2030:
PLAN BAY
AREA 2060
AND RHNA
CYCLE 7**



HOW CAN WE HELP YOU?

LINKING COUNTY AND REGIONAL
PLANNING TO ACCELERATE
IMPLEMENTATION

TRANSIT-ORIENTED COMMUNITIES POLICY



REGIONAL GROWTH FRAMEWORK



EQUITY PRIORITY COMMUNITIES



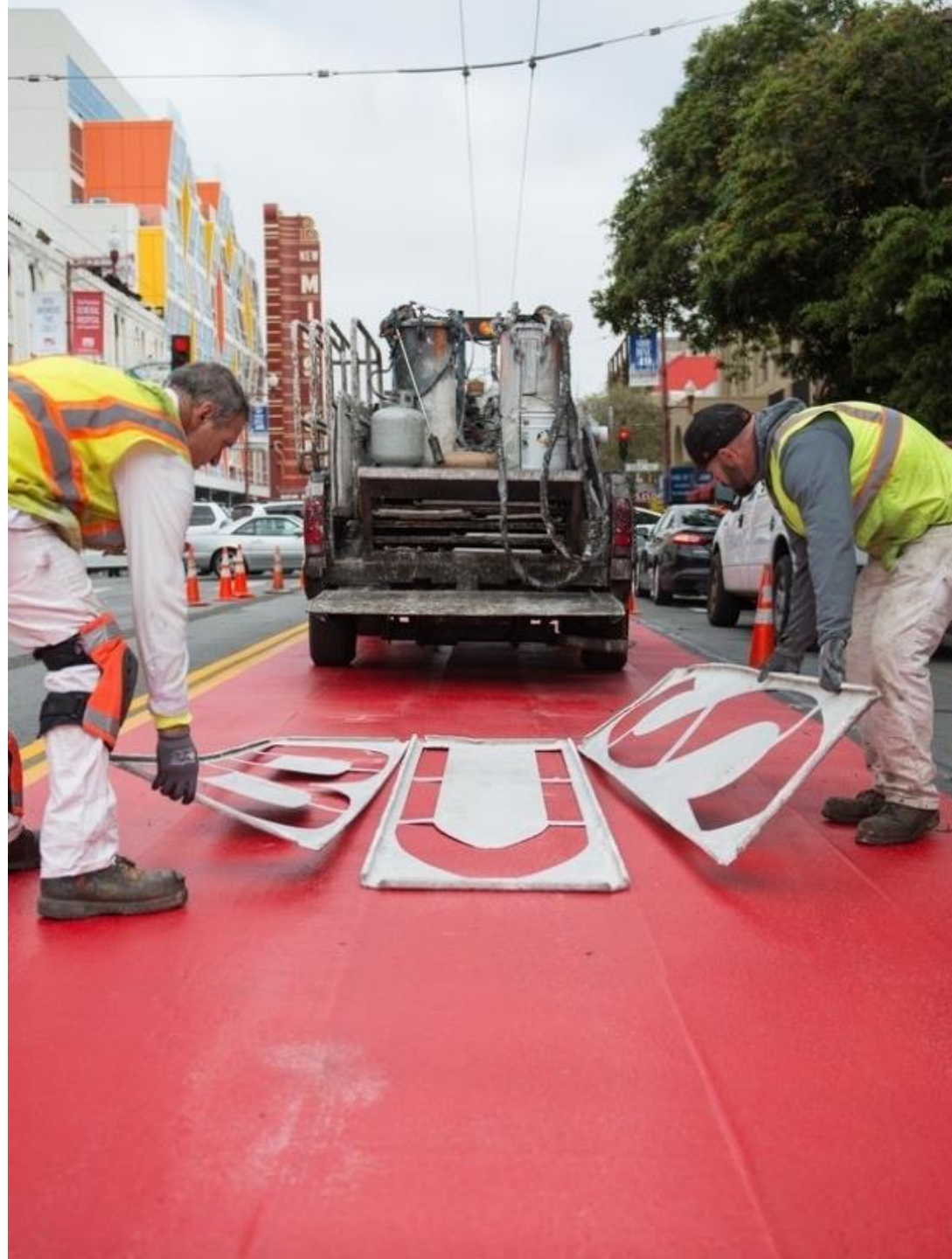
VISION ZERO



CLIMATE INITIATIVES



TRANSFORMING TRANSIT



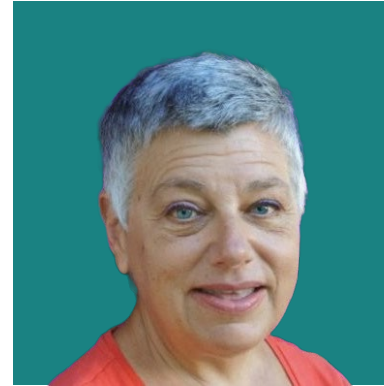
**THANK
YOU**

**DAVID VAUTIN, MTC/ABAG
DVAUTIN@BAYAREAMETRO.GOV**

Introductions: Fehr & Peers' Team



Bob
Grandy
PROJECT MANAGER



Bonnie
Nelson
RETREAT FACILITATION



Ashlee
Takushi
PLANNING LEAD

What has changed since NVT A 2045 adoption in 2021?

- ❑ **Funding**
 - ❑ Passage of Measure U
 - ❑ IIJA (2021-2026)
 - ❑ New Administration Priorities
- ❑ **Travel Behavior**
 - ❑ Covid – Work from Home, Transit Recovery
 - ❑ Travel Behavior Study Update
- ❑ **Land Use-Transportation**
 - ❑ Housing Element Updates – RHNA Allocations
 - ❑ MTC Place Designations & Policies
 - ❑ Napa Model (SNABM) 2050 Update
- ❑ **Safety**
 - ❑ Increase in traffic fatalities
 - ❑ *New* US DOT Safe Systems Approach
 - ❑ Napa Vision Zero Plan adoption
- ❑ **Environment**
 - ❑ Evacuation for Wildfires, Heat Events, Rain Events/Flooding
- ❑ **Equity**
 - ❑ Need for Additional Resources
 - ❑ CBTP Update, Accessible Transportation Needs Assessment

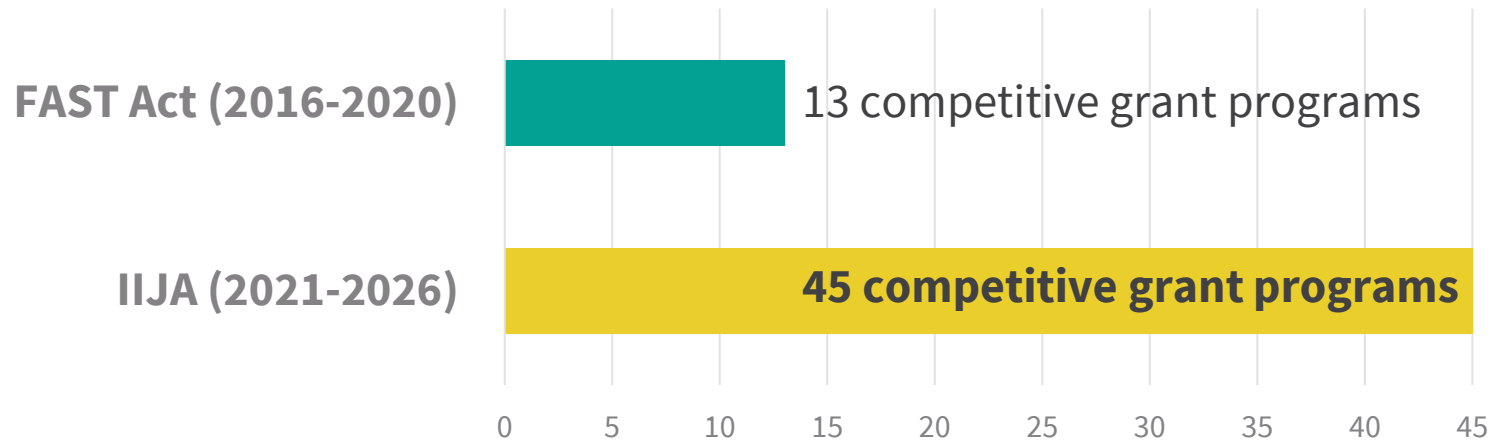
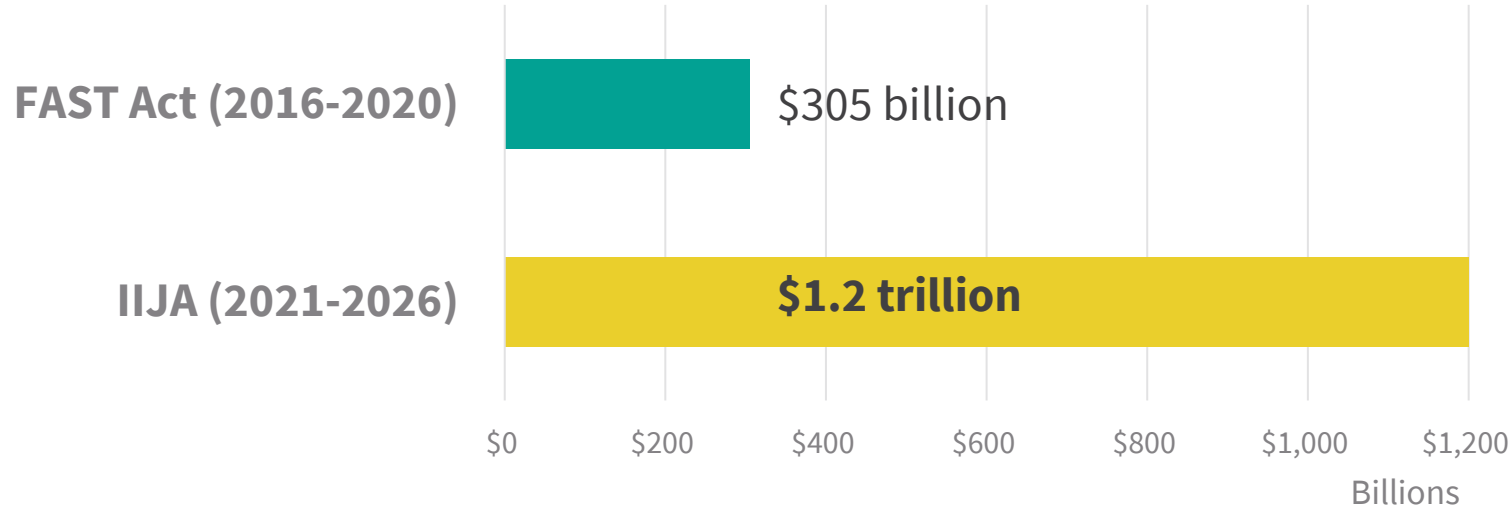
Transportation funding can be complex and confusing – why?

- ❑ **Sources** – federal, state, regional, local, private
- ❑ **Agencies** – MTC, CalSTA, Caltrans, CTC, US DOT, FHWA, FTA, etc.
- ❑ **Program Acronyms** – STIP, TIP, SHOPP, SB1, HSIP, ATP, SS4A etc.
- ❑ **New Programs** - IIJA
- ❑ **Rules and criteria** – not stagnant, expect changes
- ❑ **Fund Estimates** – constantly fluctuating
- ❑ **Projects** – most require multiple sources

FUNDING

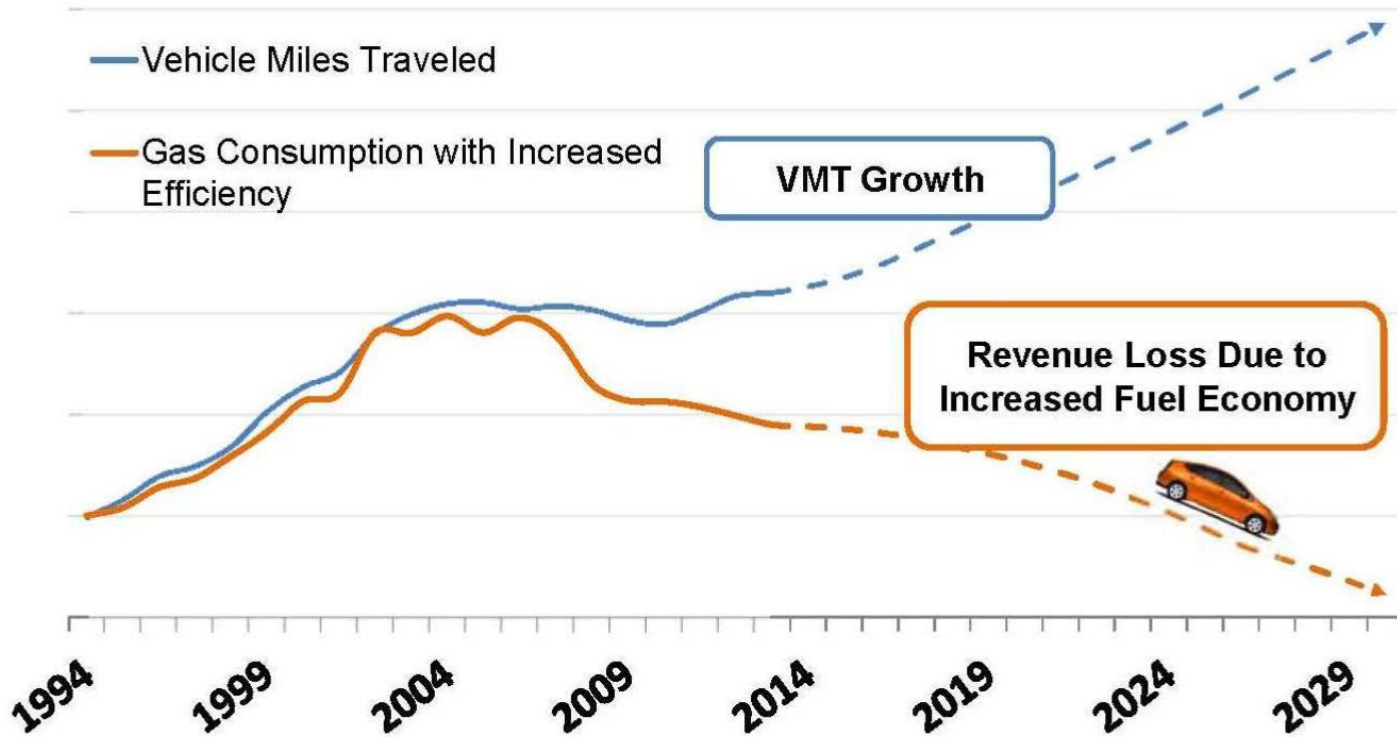
Transportation
Funding

The 2021 IIJA was very different from all previous bills.



FUNDING

Federal
Funding



FUNDING

Diminishing Federal Fuel Tax Revenues

- Federal gas tax last increased in ?
- Fuel taxes at both the federal and state levels are primarily based on per gallon sold
- Not indexed to costs of fuel
- Buying power diminishes over time
- Increases require legislative action

- ❑ Decentralized System – no one agency makes all decisions on transportation funds
- ❑ Depends on the source and whether the funds are formulaic or competitive

Federal Funds	Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)
	Caltrans
	MTC
State Funds	California Legislature
	California Transportation Commission (CTC)
	California Air Resources Board (CARB)
	Caltrans
	California State Transportation Agency (CalSTA)
	MTC
Regional & Local Funds	MTC and Bay Area Toll Authority (BATA)
	Congestion Management Agencies (CMAs)
	Transit Operators
	City/County Governments

FUNDING

Key Decision-Makers

❑ **Local**

- ❑ Measure T (2012) – ½ cent sales tax, \$500M over 25 years, road maintenance
- ❑ Measure U (2024) – extended Measure T to 2055, allowed bonding for regional projects
- ❑ City/County Fees

❑ **Regional**

- ❑ Bridge Tolls
- ❑ TFCA/TDA

❑ **State**

- ❑ 2017 State Legislature approved Senate Bill 1 (SB 1)

❑ **Federal**

- ❑ 2021 Congress Approved Infrastructure Investment and Jobs Act (IIJA)

FUNDING

Major Sources for Napa

Napa CTP 2045

- ❑ 105 projects identified
- ❑ \$754 million in unfunded transportation needs over 25-year period
- ❑ Importance of local funds (Measure T/U sales tax programs) to leverage regional, state, and federal funding programs

FUNDING

Napa Funding Needs

- ❑ **Local funds:** Administer Measure U sales tax
- ❑ **Regional funds:** Pass through funds in some cases (TFCA); assist with project selection in some cases (OBAG county funds): support or apply for competitive funds (ATP); assist local partners
- ❑ **State funds:** Receive funds in some cases (STIP, LPP, earmarks); support or apply for competitive funds in other cases (SCCP, TIRCP, etc.); assist local partners
- ❑ **Federal funds:** Support or apply for competitive funds (RAISE, INFRA, SS4A, etc.); assist local partners
- ❑ **Also:** Advocate for NVRTA/Napa interests as regional or state programs are shaped, including legislative advocacy and guidelines development

FUNDING

NVRTA Funding Roles

❑ **Fall Traffic Count Volumes**

- ❑ 2024 volumes for all roads counted are identical to 2020 levels
- ❑ VMT has fully recovered from pre-Covid levels

❑ **Napa Resident Work from Home Share**

- ❑ 2022 work from home share in Napa County is 12 percent
- ❑ Bay Area counties range from 12 to 33 percent

❑ Largest Daily Trip Generators

❑ Where do Napa County Residents Work?

❑ Where do Napa County Employees Live?

❑ Fall Visitation Patterns

TRAVEL BEHAVIOR

2024 Update of 2020 Study

1. Napa Bel Aire Plaza
2. Downtown Napa
3. South Napa Market Place
4. Napa Valley College
5. Napa Junction Plaza (American Canyon)
6. Napa Queen Medical
7. Angwin Pacific Union College
8. Napa Oxbow
9. Napa County Services
10. Napa County Airport

TRAVEL BEHAVIOR

Largest Daily Trip Generators

WORK COUNTY	PERCENT
Napa	77%
Solano	7%
Sonoma	4%
Contra Costa	3%
San Francisco	2%
Marin	2%
Alameda	2%
San Mateo	1%
Santa Clara	1%
Sacramento	1%

TRAVEL BEHAVIOR

Where do Napa
County Residents
Work?

HOME COUNTY	PERCENT
Napa	69%
Solano	16%
Sonoma	6%
Lake	2%
Contra Costa	2%
Marin	1%

TRAVEL BEHAVIOR

Where do Napa
County
Employees Live?

Land Use & Transportation

- ❑ **Purpose: Align vision for transportation with vision for land use**
- ❑ **Desired Outcomes**
 - ❑ Safer Streets
 - ❑ Resilient Street Network
 - ❑ Economically Thriving Places
 - ❑ Reduced Climate Effects
 - ❑ Improved Public Health

Land Use & Transportation

- ❑ **Transit-Oriented Development (TOD)**
- ❑ **MTC Place Designations & Policy Shift**
 - ❑ Priority Development Areas (PDAs)
 - ❑ Transit Oriented Communities (TOCs)
- ❑ **How Smart Land Use Choices Affect Transportation**
- ❑ **How Transportation Investments affect Land Use**

Land Use & Transportation

Transit-Oriented Development

❑ Why?

- ❑ TOD is the most effective way to increase transit use
- ❑ More transit users means fewer vehicles on the road
- ❑ Transit is a more affordable travel option

❑ Illustrative Criteria for TOD Sites

- ❑ Locate near frequent transit service
- ❑ Locate more dense, affordable housing
- ❑ Locate in areas that are walkable to transit and have adjacent shopping and service

Land Use & Transportation

MTC Place Designations & Policy Shift

- Napa Priority Development Areas (PDAs)**
 - Downtown Napa and Soscol Gateway Corridor
 - Highway 29 Corridor (American Canyon)

- Napa Transit Oriented Communities (TOCs)**
 - None

- MTC TOC Policy Requirements**
 - Minimum residential and commercial office densities for new development;
 - Affordable housing production, preservation and protection, and stabilizing businesses to prevent displacement;
 - Parking management; and
 - Transit station access

Land Use & Transportation

How Smart Land Use Choices Affect Transportation

- ❑ Focusing denser projects including affordable housing in transit-rich areas increases overall housing supply and reduces traffic volumes
- ❑ Designing project access locations and street networks to allow for greater service by transit improves accessibility
- ❑ Providing walkable infrastructure that connects to transit and nearby destinations such as schools, retail, or civic uses improves mobility and access while reducing VMT
- ❑ Locating projects away from high or very high wildfire zones or providing evacuation route options/enhancements and incorporating wildfire risk reduction measures improves resilience

Land Use & Transportation

1. External Funding Opportunities for Infrastructure

2. Role of NVTAA and Local Agencies

How Transportation Projects affect Land Use

- ❑ Transportation investments may encourage greater levels of adjacent development by improving circulation and accessibility
- ❑ Designing or reconfiguring streets based on USDOT Safe System guidance reduces fatal and serious injury crashes and improves quality of life for all travelers
- ❑ Transit service enhancements provide travel options for development along existing bus routes
- ❑ A connected active transportation network makes a larger area of the community accessible by walking and biking

CTP 2050 Vision

1. Discussion/Feedback

Connecting Land Use, Transportation, and Community

CTP 2050 Themes

1. Rate in terms of importance

Green = high
Yellow = moderate
Red = low

2. What is missing?

Which themes best describe what you envision in NVTA CTP 2050? What are we missing?

Illustrative Themes

- Accessible travel needs
- Adapt network to climate change
- Better access to new affordable housing sites
- Close gaps in the network
- Leverage more state and regional grant funds
- Maintain existing infrastructure
- Provide safe streets for all
- Reduce greenhouse gas emissions
- Schools and local travel needs
- Transit ridership growth
- Others?

CTP 2045 Goals

1. Is there anything missing?

- ❑ #1: Serve the transportation needs of the entire community regardless of age, income, or ability
- ❑ #2: Improve system safety in order to support all modes and serve all users
- ❑ #3: Use taxpayer dollars efficiently
- ❑ #4: Promote Napa County's economic sustainability
- ❑ #5: Minimize the energy and other resources required to move people & goods
- ❑ #6: Prioritize the maintenance and rehabilitation of the existing system

Workshop Summary/ Next Steps

- ❑ **Keynote Address by Dave Vautin**
 - ❑ *Questions, Discussion of Key Policy Issues*
- ❑ **What has changed since 2021?**
 - ❑ *Questions, Discussion of Emerging Areas*
- ❑ **Land Use/Transportation**
 - ❑ *Discuss TOC Funding Opportunities*
 - ❑ *Discuss Role of NVTAs and Local Agencies*
- ❑ **Review of 2045 Vision & Goals**
 - ❑ *2050 Vision*
 - ❑ *2050 Themes*
 - ❑ *Anything Missing in 2045 Goals?*

Public Comment (2:45)

