



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
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SUBJECT: Countywide Transportation Plan: Goals and Performance Measures

RECOMMENDATION

Staff requests that TAC members review the Countywide Transportation Plan (CTP) goals and objectives and provide comments.

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) requires that the Bay Area County Transportation Agencies (CTAs) complete a long-range plan – generally 25 years – called the Countywide Transportation Plan (CTP). To provide the CTP direction, NVTA is proposing including goals and objectives in the plan. The goals and objectives will provide a framework for the plan, create a screening process for projects and establish targets.

Key concepts identified by the goals and objectives developed for the 2015 CTP are still relevant today.

These concepts are:

- Napa County has a number of constraints that prevent and/or limit expanding the highway and road system as a means to eliminate congestion.
- Napa County's employees traveling into the county from other locations and residents traveling to jobs outside the county is the largest factor attributing to congestion. Visitor trips to/from Napa County compounds peak period congestion.
- Approximately 1% of Napa County commuters bike to work, and approximately 4% walk to work, while 76% drive alone.
- Housing costs in Napa make it a challenge to provide sufficient housing stock for its growing workforce.

Attachment 1 lists the proposed Goals and Objectives for the CTP, *Advancing Mobility 2045*.

As present transportation conditions are similar to conditions in 2015, NVTA is proposing to use the same goal concepts as guiding principles to direct the development of the CTP.

Staff has evaluated performance metrics used by its partners in other counties and based on that assessment has developed a short list of performance metrics to use in the CTP (Attachment 2). Since this is the first time NVTA is including performance metrics in a CTP, staff will create a baseline for existing conditions. 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, this target will be the goal to reach by the time NVTA develops its next CTP. In some cases, the target will be higher than the baseline, for example in bus ridership the goal will be 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.

BACKGROUND AND DISCUSSION

MTC has adopted new guidelines for CTPs. The guidelines require CTAs include performance goals and measures in their CTPs. NVTA is also responding to comments made by the Napa County Civil Grand Jury which recommended that NVTA include performance metrics and targets in its long term planning process similar to those established by the Sonoma County Transportation Authority.

MTC requires CTAs complete a CTP approximately every four years. NVTA adopted the last 25-year Countywide Transportation Plan in 2015 to inform Plan Bay Area 2040, MTC's long-range plan adopted in 2017. The new CTP – *Advancing Mobility 2045* - will be complete before the next regional transportation plan, which is scheduled for adoption in 2021. In preparation for the regional transportation plan, MTC generally solicits projects about a year before plan adoption. MTC is currently soliciting projects early for Plan Bay Area 2050. The first round of project solicitations for regionally significant projects occurred in June 2019. The second round for programmatic category projects will occur in fall 2019. NVTA will conduct a call for countywide plan projects in late 2019.

SUPPORTING DOCUMENTS

Attachment: (1) 2015 CTP Goals and Objectives
 (2) Performance Metrics Examples

Proposed CTP 2045 Goals and Objectives

ATTACHMENT 1
TAC Agenda Item 8.2
September 5, 2019

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. Endeavor to 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 users of all modes.
2. Educate all roadway users so they may safely coexist.

~~2.3. Work with Napa jurisdictions to adopt Vision Zero strategies. Work with Napa jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements.~~

~~3.4. Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes.~~

~~4.5. Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists~~

Goal 3: Use taxpayer dollars efficiently

Objectives:

~~1. Continue to prioritize local streets and road maintenance, consistent with Measure T.~~

~~2.1. Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone.~~

~~3.2. Identify innovative alternative solutions that minimize costs and maximize system performance.~~

~~4. Provide real time traffic and transportation information via MTC's 511 or similar system by 2017.~~

~~5.3. Explore new transportation funding sources, including fees associated with new development.~~

~~4. Develop 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: Support Napa County's economic vitality.

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. ~~Use Support policies transportation-demand management techniques to that~~ shift travel from peak to non-peak ~~times~~ 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 to 10% by ~~2035~~ 2045.
3. Reduce ~~the growth of automobile~~ vehicle miles traveled (VMT) ~~by shifting trips to other modes~~.
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).

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

Objectives:

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

	Metric	Baseline	Target
Safety	Safety (e.g. Number of fatalities and serious injuries)		
Equity	Households within .25 miles from transit stop		
Sustainability	Greenhouse Gas Emissions (e.g. amount of GHG per person/trip)		
	VMT (Vehicle Miles Traveled)		
	Active Transportation mode shares (i.e. walk, bike, transit)		
Congestion	Person Hours of Delay (i.e. number of hours spent in congestion per person)		
	Delay Index (i.e corridor free-flow travel time vs. congested travel time)		
System Maintenance & Rehabilitation	On-time Bus Performance/ Bus Headways Frequency		
	Pavement Condition (Pavement Condition Index)		
	Transit Ridership (Number of boarding and alightings)		