NAPA VALLEY TRANSPORTATION AUTHORITY
TAC Agenda Letter

_____

TO:	Technical Advisory Committee
FROM:	Kate Miller, Executive Director
REPORT BY:	Alberto Esqueda, Senior Program Planner/Administrator (707) 259-5976 / Email: aesqueda@nvta.ca.gov
SUBJECT:	Countywide Transportation Plan: Goals and Performance Measures

_____

RECOMMENDATION

Staff requests that the Technical Advisory Committee (TAC) members review the Countywide Transportation Plan (CTP) goals and objectives and refer to the NVTA Board for approval at its October meeting.

EXECUTIVE SUMMARY

At the September 5 TAC meeting, staff presented the goals and objectives from the 2015 Countywide Transportation Plan – Vision 2040 - and asked the jurisdictions to provide comment on the revised goals for the new CTP – Advancing Mobility 2045.

Key concepts 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 contributing to congestion. Visitor trips to/from Napa County compound peak period congestion.
- Approximately 1% of Napa County commuters bike to work, and approximately 4% walk to work, while 76% drive alone.
- Housing costs and supply in Napa make it a challenge to provide sufficient housing stock for its growing workforce.

NVTA is proposing to use the same concepts as guiding principles to direct the development of the CTP.

_____

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

BACKGROUND AND DISCUSSION

MTC has adopted new guidelines for CTPs. The guidelines require Countywide Transportation Agencies (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 using those established by the Sonoma County Transportation Authority to underscore its recommendation.

Staff has evaluated performance metrics used by its partners in other counties and based on that assessment has developed a short list of proposed performance metrics to assess the progress in meeting the measurable goals and objectives 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, 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 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.

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.

SUPPORTING DOCUMENTS

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

~~*Proposed*~~ *Draft* CTP 2045 Goals and Objectives

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 that ~~meet~~ address their needs and requirements. ~~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.

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.

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

1. Deliver Measure T projects effectively.

2. Focus funding on maintenance priorities.

DRAFT

ATTACHMENT 2 TAC
Agenda Item 7.2
October 3, 2019

		Metric	Baseline	Target
	Safety	Safety (e.g. Number of fatalities and serious injuries)		
	Equity	Low Income 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 boardings and alightings)		

20