



STAFF REPORT

Date: February 15, 2023

To: Environmental Improvement, Transportation, and Public Outreach Committee

From: TRPA Staff

Subject: Transportation Performance and Recommendations Report

Staff Recommendation:

This is an information item on the Transportation Performance and Recommendations Report framework.

Background:

In April of 2021 the TRPA Governing Board adopted a new Transportation and Sustainable Communities threshold category and a VMT per-capita standard (TSC-1). Along with adoption of the new standard, the Governing Board adopted a goal in the Development and Implementation Priorities sub-element of the TRPA Goals and Policies (DP-5) that includes a suite of adaptive management actions to achieve and maintain the VMT per-capita standard.

The adaptive management framework outlined by DP-5 includes the following five actions, three of which have been completed:

- Establishing a schedule of milestones to measure progress towards the per capita VMT reduction goal (completed April 2021)
- Establishment of a technical advisory body for transportation (approved March 2022)
- Preparation of a charter, primary objectives, and work plan to be approved by Governing Board (approved September 2022)
- Technical advisory body to prepare and transmit to the TRPA and Tahoe Metropolitan Planning Organization (TMPO) governing boards a regular report including past performance, findings, and recommendations that the boards may act on.
- Implementing adaptive management responses if scheduled milestones are not met.

The biannual Performance and Recommendations Report and the Regional Transportation Plan/Sustainable Community (RTP/SCS) report framework described herein will address the last two actions in preparation for a draft 2024 RTP/SCS report at the end of this year.

Discussion:

The reporting framework was developed over a series of four meetings with the Transportation Performance Technical Advisory Committee (TPTAC) beginning in July 2022 and wrapping up in November 2022. The TPTAC agreed on the following objectives for the committee and reporting framework.

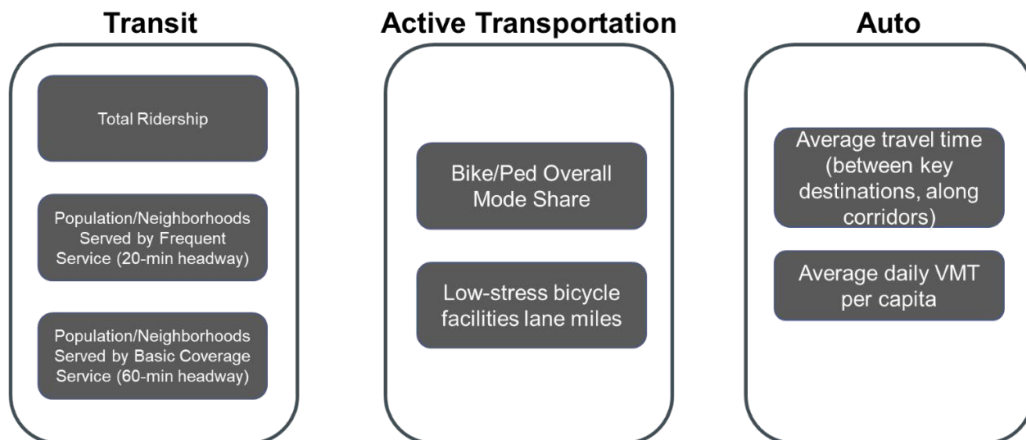
Primary objectives:

1. Develop high-level transportation metrics to track implementation of Vehicle Miles Traveled reduction and the achievement of other Regional Transportation Plan/Sustainable Communities Strategy Goals.
2. Provide guidance on program, policy, and project modifications necessary to attain and maintain Transportation and Sustainable Communities Threshold Standard 1.
3. Prepare and transmit a Performance and Recommendations Report to the Governing Board starting development in 2022 and every four years thereafter.
4. Prepare and transmit a Regional Transportation Plan Sustainable Community Strategy Analysis and Recommendations Report to the Governing Board starting in the second quarter of 2024 and every four years thereafter.
5. Prepare and transmit adaptive management responses that can be implemented if the region is not reaching Vehicle Miles Traveled milestones and achieving Regional Transportation Plan/Sustainable Communities Strategy Goals.

Metrics

To track progress and evaluate the efficacy of Regional Transportation Plan goals and policies, the report framework includes seven metrics categorized by mode: transit, active transportation, and auto. Transit includes three primary metrics: total ridership, population/neighborhoods served by frequent service (20-minute headways), and population/neighborhoods served hourly. Active Transportation primary metrics include bicycle and pedestrian overall mode share and lane miles of low-stress bicycle facilities. Auto mode includes average travel time along corridors between major destinations and average daily VMT per capita. The seven primary metrics will be evaluated in every bi-annual report.

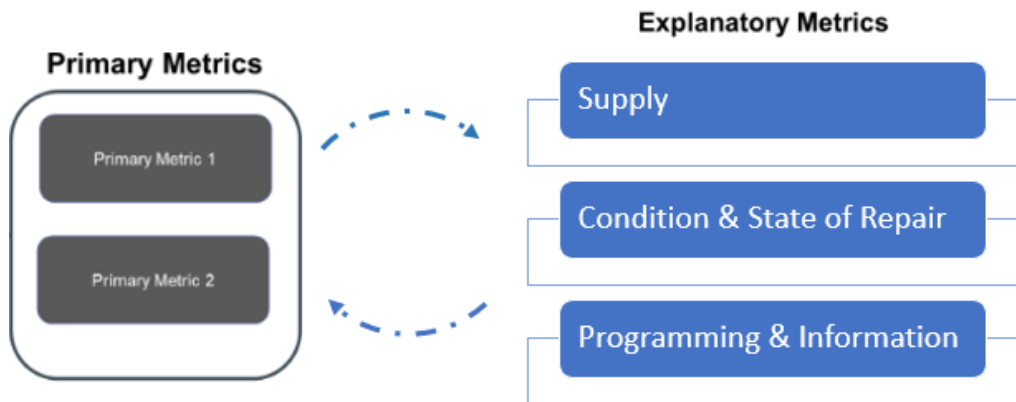
Primary metrics by mode:



The TPTAC helped identify readily available data and future needs. The TPTAC will be heavily involved in the data gathering and sharing required for reporting. In advance of the biannual performance report, the data for the primary metrics will be collected and shared with the TPTAC. Based on the performance of each mode, additional information may be needed for management decisions to better understand where the system is performing well or lagging.

Therefore, in addition to the primary metrics, explanatory metrics are identified in the report framework. This second tier of metrics is designed to be collected as needed. The explanatory

information folds in common factors that influence trends. These metrics will allow for the TPTAC to better understand change or performance in primary metrics to guide future recommendations on policies, programs and projects. Explanatory metrics for each mode include supply, conditions and state of repair, and programs and information.



For Transit, an example supply metric includes how many neighborhoods have access to transit to understand how accessible transit is to various populations. While the report will look at regional numbers, if a mode is underperforming, a deeper look at the condition and state of repair metrics can measure the overall quality of the transit infrastructure and service. Data on station conditions and the frequency of bus stops could also be assessed. Programming and information metrics assess the general awareness of the network and programs to increase utilization. Data on the number of employers implementing trip reduction programs are an example of explanatory metric.

Adaptive Management and Reporting Schedule

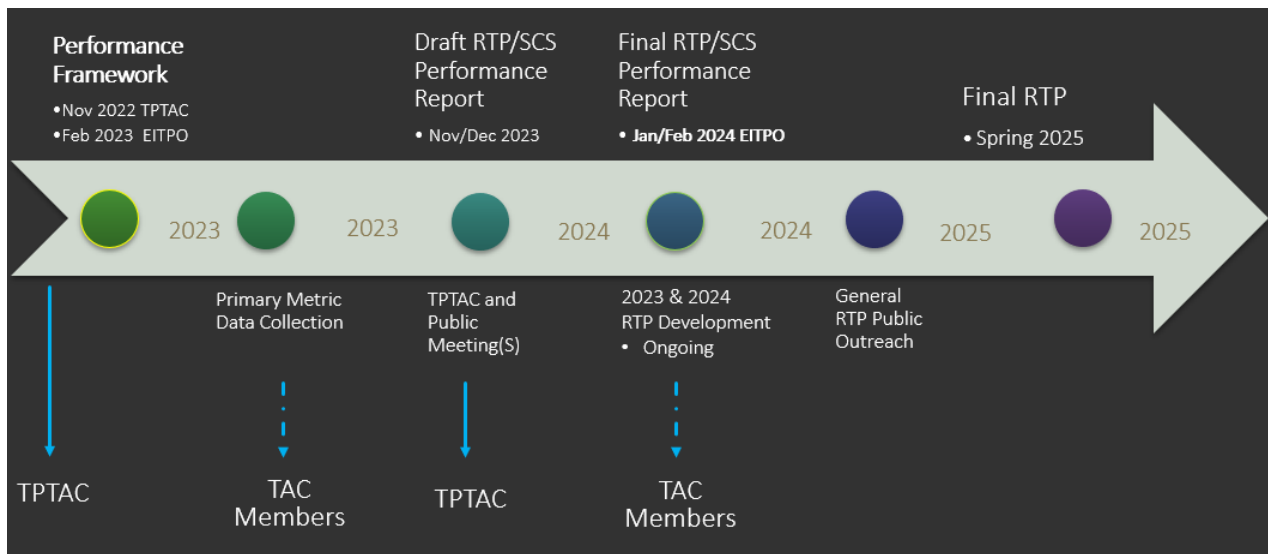
The reporting framework developed incorporates an adaptive management approach to improve transportation resource management across the Tahoe Basin. This approach links information collected through monitoring and evaluation with the planning process to dynamically adjust the strategies that guide the region towards achieving the goals established by the Regional Transportation Plan and other local, state, and federal requirements. The report framework incorporates a tiered system of metrics that will allow for adaptive management responses for each of the transportation reports. If the region is not reaching Vehicle Miles Traveled milestones and achieving Regional Transportation Plan/Sustainable Communities Strategy goals, the report to be presented to the Governing Board will include recommendations to make the necessary adjustments. For example, if the regional mode share analysis shows transit ridership is decreasing, recommendations could include additional analysis to better understand what routes are underperforming, policy changes that direct available grant funds into transit operations, or outreach programs to encourage more people to use transit services.



The adaptive performance management system is a forward-looking, dynamic learning process that involves identifying metrics, setting targets, monitoring and evaluating performance, identifying underlying causes in performance changes and engaging stakeholders to drive improvements.

Next Steps:

The report framework provides the outline and adaptive management structure for future Transportation Performance Reports as well as the upcoming 2024 Regional Transportation Plan/Sustainable Community Strategy Report which also includes additional data necessary to produce the updated RTP (e.g., amendments to goals and policies, revised project and programs, etc.). Preparation of the 2024 RTP/SCS Strategy Analysis and Recommendations Report will begin with data collection this year with a collaborative effort involving our local agency partners. Following data evaluation, the TPTAC will reconvene in the late fall and/or early winter to evaluate performance details and provide necessary recommendations on projects, policies and recommended programs. The 2024 RTP/SCS report will be discussed at the Governing Board in early 2024. The final 2024 RTP/SCS report as designed will drive the 2025 Regional Transportation Plan/Sustainable Communities Strategy.



Contact Information:

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