



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
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SUBJECT: Community Based Transportation Plan Update

RECOMMENDATION

That the Technical Advisory Committee (TAC) review the list of Community Based Transportation Plan (CBTP) Programs and submit eligible projects to be included in the plan by Friday, September 13, 2019.

EXECUTIVE SUMMARY

The intent of the Community Based Transportation Plan (CBTP) is to identify projects that meet the following criteria:

- 1) Are developed through a collaborative and inclusive planning process
- 2) Improve transportation choices
- 3) Address and identify transportation gaps
- 4) Focus on transportation needs specific to elderly, disabled, and low-income communities

NVTA staff has conducted outreach to eight communities of concern (CoCs) in Napa County to gain knowledge about transportation improvement priorities. In addition, NVTA formed a CBTP Steering Committee made up of social service and community based organizations to vet projects and programs and to gain further input on local needs. NVTA staff is now asking jurisdictions to identify local projects that would meet the transportation needs identified in the CBTP.

FINANCIAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

The purpose of the CBTP is to improve mobility options and close transportation gaps for low-income and disadvantaged communities in Napa County. Staff also reviewed census data and other data sources to identify additional communities of concern (CoC), beyond those identified by the Metropolitan Transportation Commission (MTC), for inclusion in the CBTP.

NVTA staff met with the Steering Committee to discuss outreach efforts. Based on input from the Steering Committee, staff identified outreach events to ensure equitable and appropriate outreach in all communities (Attachment 1). Prior to each event, staff issued press releases and coordinated with the local jurisdictions to inform and invite them to take part. The scheduled outreach events began in September of 2018 and concluded in early December of 2018.

Outreach

Many residents expressed their appreciation for the mobility programs NVTA offers. The CBTP outreach has helped in educating the public about the transportation options in the Napa Valley. For some residents, it was the first time they had heard about NVTA's transit connections to Amtrak and BART. Staff has prepared a draft list of CBTP recommended transportation projects (Attachment 2) based on the comments and feedback received from the outreach events and the on line survey.

Evaluation of Transportation Proposals

NVTA staff created criteria to evaluate proposals to see if they addressed community needs identified through the outreach process. The Steering Committee reviewed and concurred with the evaluation criteria at its February 27, 2019 meeting. The criteria used to evaluate projects included:

1. Project Lead:
Existence of a "program champion," an agency (or agencies) that takes a leadership role in securing funding, staffing and other resources devoted to the proposed service or project.
2. Community Identified:
Does the proposal address transportation needs identified through public outreach? Ultimately, all proposed projects addressed transportation needs identified by the community.
3. Implementation:
Based on anticipated barriers to implementation (such as funding, resource allocation, and project development), the group placed proposals in implementation timeframes:

- Near-Term (to be implemented within 2 years)
 - Mid-Term (to be implemented in 3 to 5 years)
 - Long-Term (to be implemented in 6 years or more)
4. Cost/Funding
- When funding might be available to plan, construct, and maintain the proposed projects and services. Availability of on-going funding/sources, especially for transit service operations, must also be considered when evaluating the sustainability of a proposal. Although the group did consider the possible costs to develop and implement each proposal, proposals were not ranked based on their costs.
5. Benefit:
- Lastly, whether each proposal is easy for potential customers to use in addressing Lifeline Transportation barriers.
- Safety
 - System Performance (in addition to helping the community, does the project improve system performance?)
 - Emission reduction
 - Improved mobility
 - Improved Health Outcomes

Identified Projects

Based on the feedback from residents in the CoCs, the below list represents the projects identified by the community for improving their mobility and lives:

1. Bike facility on Trancas from Redwood Road to Villa Lane
2. Enhanced pedestrian crossing/Rectangular Rapid Flash Beacon (RRFB) on Trancas at Valle Verde
3. Traffic calming and/or RRFB at Jefferson/Rubicon
4. Enhanced pedestrian crossing at Jefferson and El Capitan
5. Bus shelter/benches at high usage stops
6. Sidewalks/Lighting on Hunt Street and Pope Avenue in St. Helena
7. Expanded evening hours on local transit
8. Expanded TaxiScrip and V-Commute Options
9. Transit service from St. Helena to Angwin and St. Helena Hospital
10. Transit service from Calistoga to Santa Rosa Kaiser

Projects Ranked

Based on the above-mentioned criteria the 10 projects identified were ranked in the following order:

1. Sidewalks/Lighting on Hunt Street and Pope Avenue in St. Helena
2. Expanded TaxiScrip and V-Commute Options

3. Bus shelter/benches at high usage stops
4. Traffic calming/RRFB at Jefferson/ Rubicon
5. Traffic calming/RRFB at Jefferson and El Capitan
6. Enhanced Pedestrian Crossing/RRFB at Trancas/Valle Verde
7. Transit service from St. Helena to Angwin and St. Helena Hospital
8. Transit service from Calistoga to Santa Rosa Kaiser
9. Expanded evening hours on local transit
10. Bike facility on Trancas from Redwood to Villa Lane

CBTP Steering Committee

The Steering Committee convened on February 27, 2019 to review the projects and criteria staff prepared. Projects were then ranked based on the criteria. The Steering Committee reviewed the projects and criteria ranking and was in agreement with staff's proposal on the five criterion and the ranking of projects. The next step is for staff to work with local jurisdictions to identify additional projects that can meet the needs identified by the CoCs and to formulate the draft plan.

SUPPORTING DOCUMENTS

Attachments: (1) Matrix of Identified Programs and Projects
 (2) Project Rankings
 (3) CoC map

CBTP Identified Programs

Need	Solutions
Improved safety for pedestrians	Placing RRFBs at unsafe crossings, traffic calming treatments, add lighting to sidewalks and intersections
Pesdestrain access/infrastructure improvements to schools and transit	Prioritizing sidewalk infrastructure around schools and transit, as idenitified in the countywide transportation plan and pedestrian plan
Improved transportation options to heathcare for UpValley residents	Evaluating cost/benefit of either transit options, including a shuttle/vanpool, or TNC subsidies for Calistoga residents to access Kaiser Santa Rosa. Possible Partnership with Sonoma County.
High cost of fares for low-income individuals	Evaluating implementation of means based fares for low-income individuals who are not seniors/youth riders
Expand Mobility Options for Seniors and Disabled	Evaulaute and expand transportation accessibility options for seniors and disabled such as mileage reimnbursement program, shared vehicle, etc. Conduct annual education programs for seniors and disabled
Longer service hours into the evening on Local Routes	Evaluation of increased service hours
Transit amenities at high use locations	Create a priority list and allocate funds for high-use transit stops to have amenities to serve seniors and disabled

CBTP Indentified Projects

Project Number	Mode Type	Proposal	Community Need Addressed	Description	Sponsor	Estimated costs	Benfit	Implemetation Timeline	Status	Project Rank
1	Active Tranportation/Biking	Bike facility from Redwood to Villa Lane	Access to and encouraging active transportation, public health	Bike lane for east went connection along Trancas Avenue from Redwood Avenue to Villa Lane	City of Napa	TBD	Safety; Reduced Emmissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	
2	Active Transportation/Walking	Enhanced Ped Crossing/RRFB on Trancas at Valle Verde	Improved pedestrian experience	Traffic calming and pedestrian improvements along Trancas Acenue at Valle Verde	City of Napa	TBD	Safety; Improved Mobility	Medium-term	Identified	
3	Active Tranportation/Walking	Traffic calming and RRFB at Jefferson/ Rubicon	Traffic calming, improved pedestrian experience	Traffic calming and pedestrian improvements along Jefferson Street and Rubicon	City of Napa	TBD	Safety; Improved Mobility	Medium-term	Identified	
4	Active Transportation/Walking	Enhanced pedestrian crossing at Jefferson and El Capitan	Improved safety for vehicles and improved pedestrian experience	Traffic calming and pedestrian improvements at Jefferson Avenue, El Centro, and Rubicon	City of Napa	TBD	Safety; Improved Mobility	Medium-term	Identified	
5	Transit	Bus shelter/benches at high usage stops	Transit Amenities	Improved transit experience and rider amenities at bus stops, in accordance with adopted Bus Stop policy	NVTA	\$250,000	Safety; Reduced Emmissions; Improved Mobility	Medium-term	Identified	
6	Active Tranportation/Walking	Sidewalks/Ligthing on Hunt Street and Pope Avenue in St. Helena	Improved safety and pedestrian experience	Pederstriand and safety improvements along Hunt Street and Pope Avenue	City of St. Helena	TBD	Safety; Improved Mobility	Medium-term	Underway	
7	Transit	Expanded evening hours on local transit	Improved Transit Access		NVTA	\$200,000/annually	Reduced Emmissions; Improved Mobility	Medium-term	Identified	
8	All Mode types	Expanded TaxiScrip and VCommute Options	Improved ease of use and need, implementation of TNC options		NVTA	\$25,000/annually	Reduced Emmissions; Improved Mobility	Medium-term	Identified	
9	Transit	Transit service from St. Helena to Angwin and St. Helena Hospital	Access to medical care	Expanded trip coverage area for	NVTA; P3	\$80,000/annually	Safety; Reduced Emmissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	
10	Transit	Transit service from Calistoga to Santa Rosa Kaiser	Access to medical care	Two round trip bus trips from Calistoga to Santa Rose on Weekdays	NVTA; P3	\$195,000/annually	Safety; Reduced Emmissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	

Short-term: 1-2 years
Medium-term: 3-5 years
Long-term: 6 or more years

CBTP Project Rankings

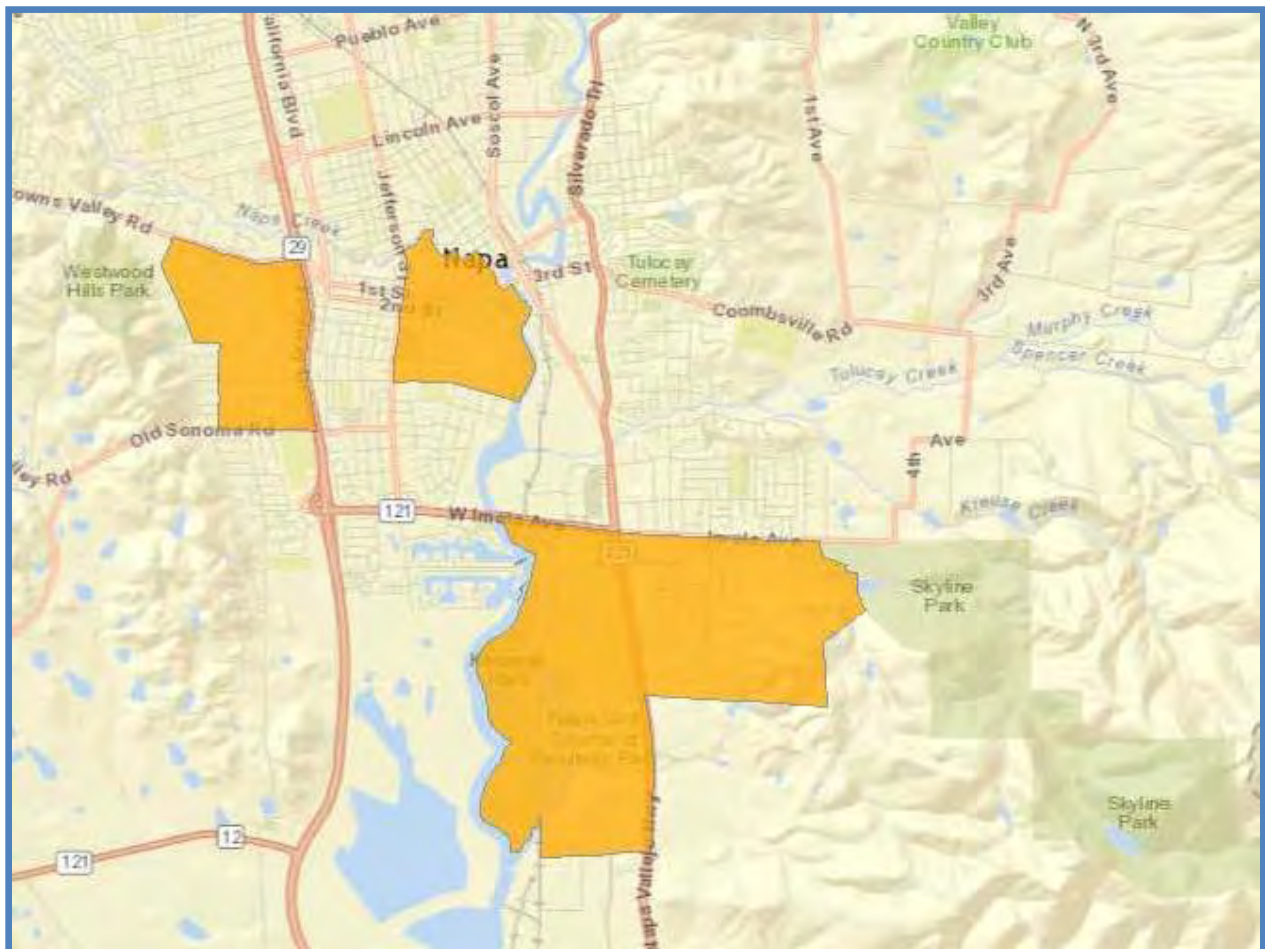
Project Number	Proposal	Sponsor	Estimated costs	Benefit	Implementation Timeline	Status	Project Rank
1	Bike facility on Trancas from Redwood to Villa Lane	City of Napa	TBD	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	underway	2
2	Enhanced pedestrian crossing/RRFB at Trancas/Valle Verde	City of Napa	TBD	Safety; Improved Mobility	Medium-term	Identified	7
3	Traffic calming/RRFB at Jefferson/ Rubicon	City of Napa	TBD	Safety; Improved Mobility	Medium-term	Identified	5
4	Enhanced pedestrian crossing Jefferson and El Capitan	City of Napa	TBD	Safety; Improved Mobility	Medium-term	Identified	6
5	Bus shelter/benches at high usage stops	NVTA	\$250,000	Safety; Reduced Emissions; Improved Mobility	Medium-term	Identified	4
6	Sidewalks/Lighting on Hunt Street and Pope Avenue in St. Helena	City of St. Helena	TBD	Safety; Improved Mobility	Medium-term	Underway	1
7	Expanded evening hours on local transit	NVTA	\$200,000/annually	Reduced Emissions; Improved Mobility	Medium-term	Identified	10
8	Expanded TaxiScrip and VCommute Options	NVTA	\$25,000/annually	Reduced Emissions; Improved Mobility	Medium-term	Identified	3
9	Transit service from St. Helena to Angwin and St. Helena Hospital	NVTA; P3	\$80,000/annually	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	8
10	Transit service from Calistoga to Santa Rosa Kaiser	NVTA; P3	\$195,000/annually	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	9

Short-term: 1-2 years
Medium-term: 3-5 years
Long-term: 6 or more years

Existing County Communities of Concern by Census Tract

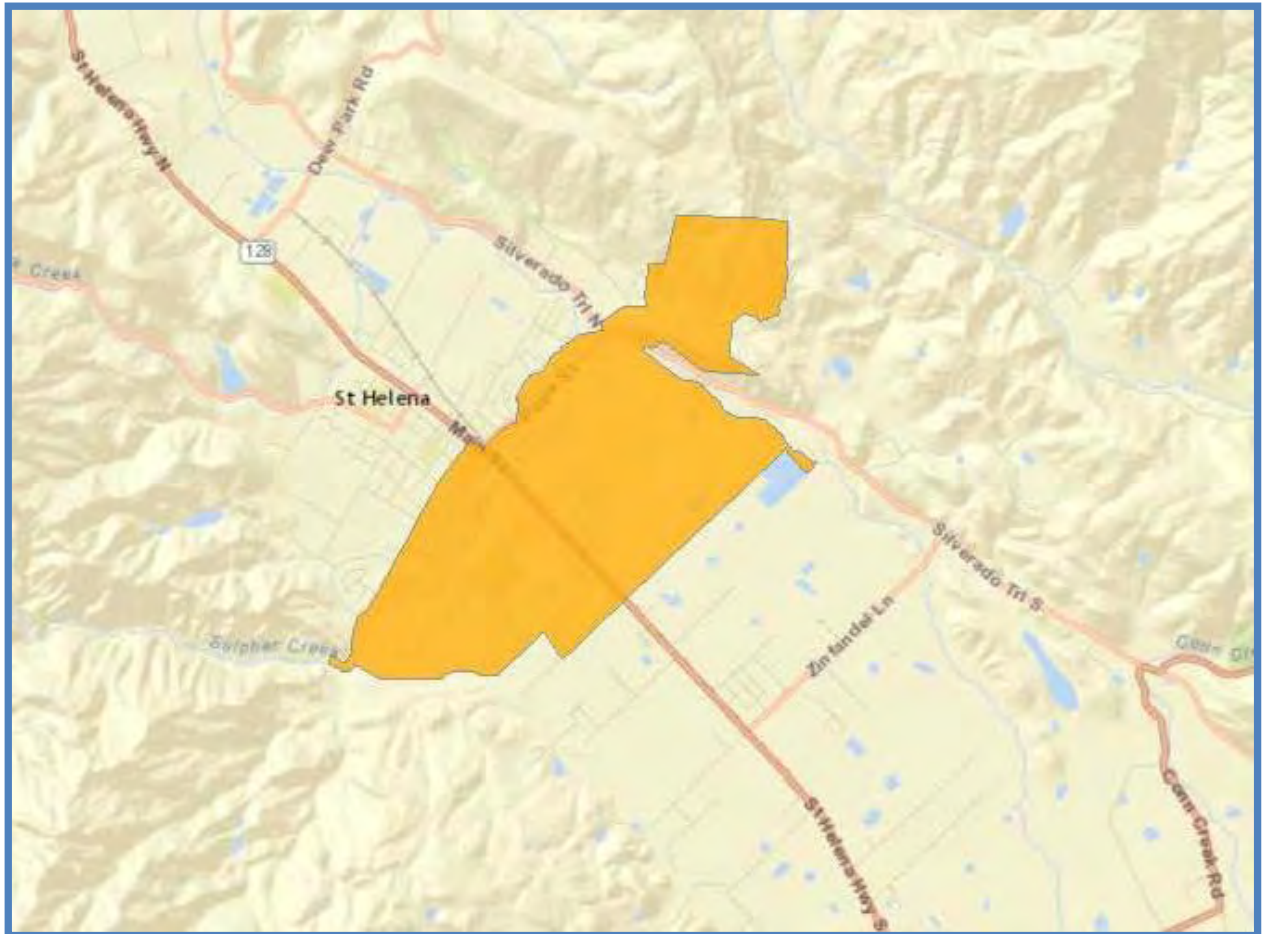
Census Tract	Neighborhood Name
2002.02	South Downtown Napa
2008.04	Westwood Neighborhood
2016.01	South St. Helena
2009	East Imola

City of Napa COCs



Source: MTC's Communities of Concern Tracts Plan Bay Area 2017

St. Helena COC

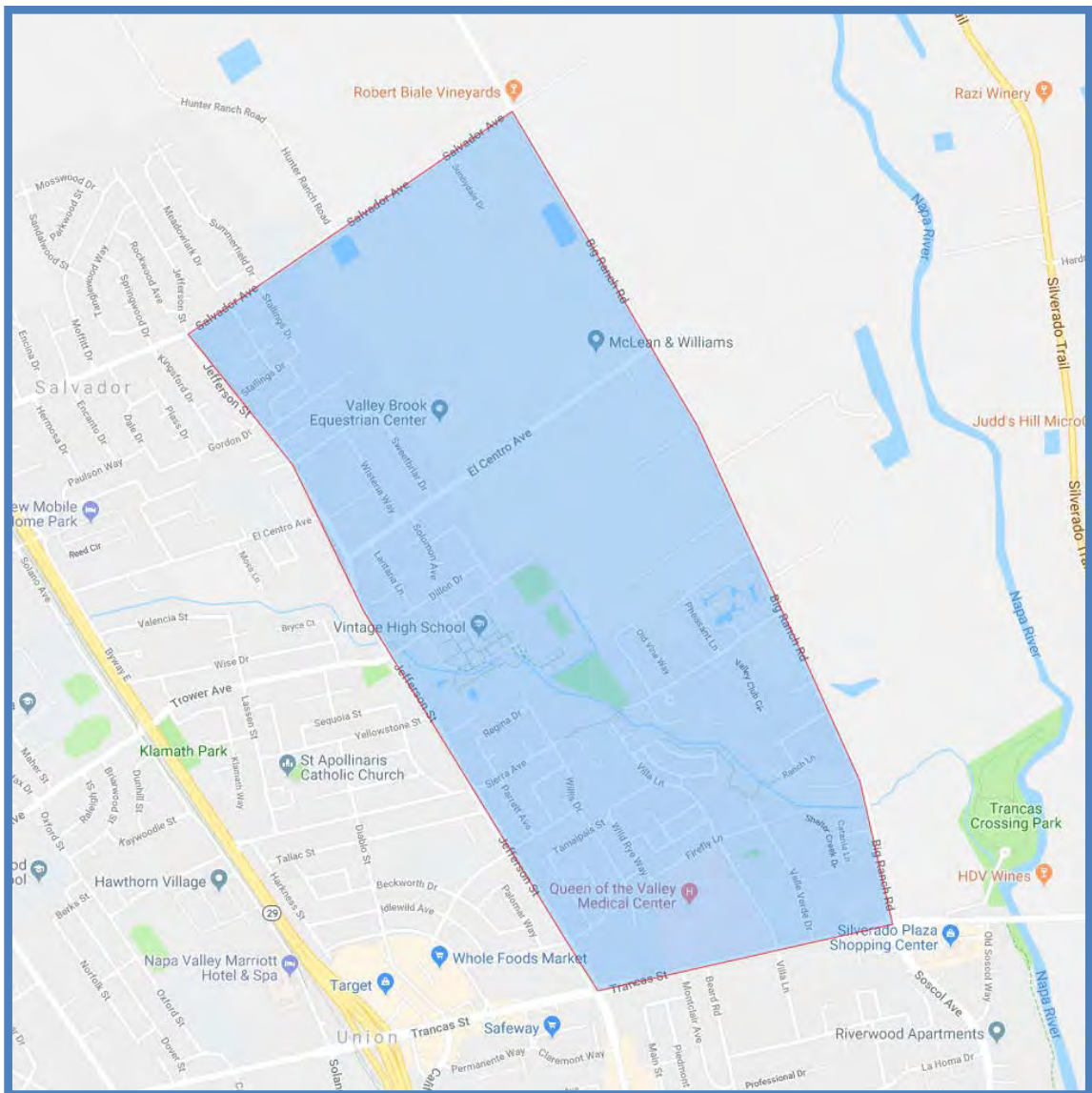


Source: MTC's Communities of Concern Tracts Plan Bay Area 2017

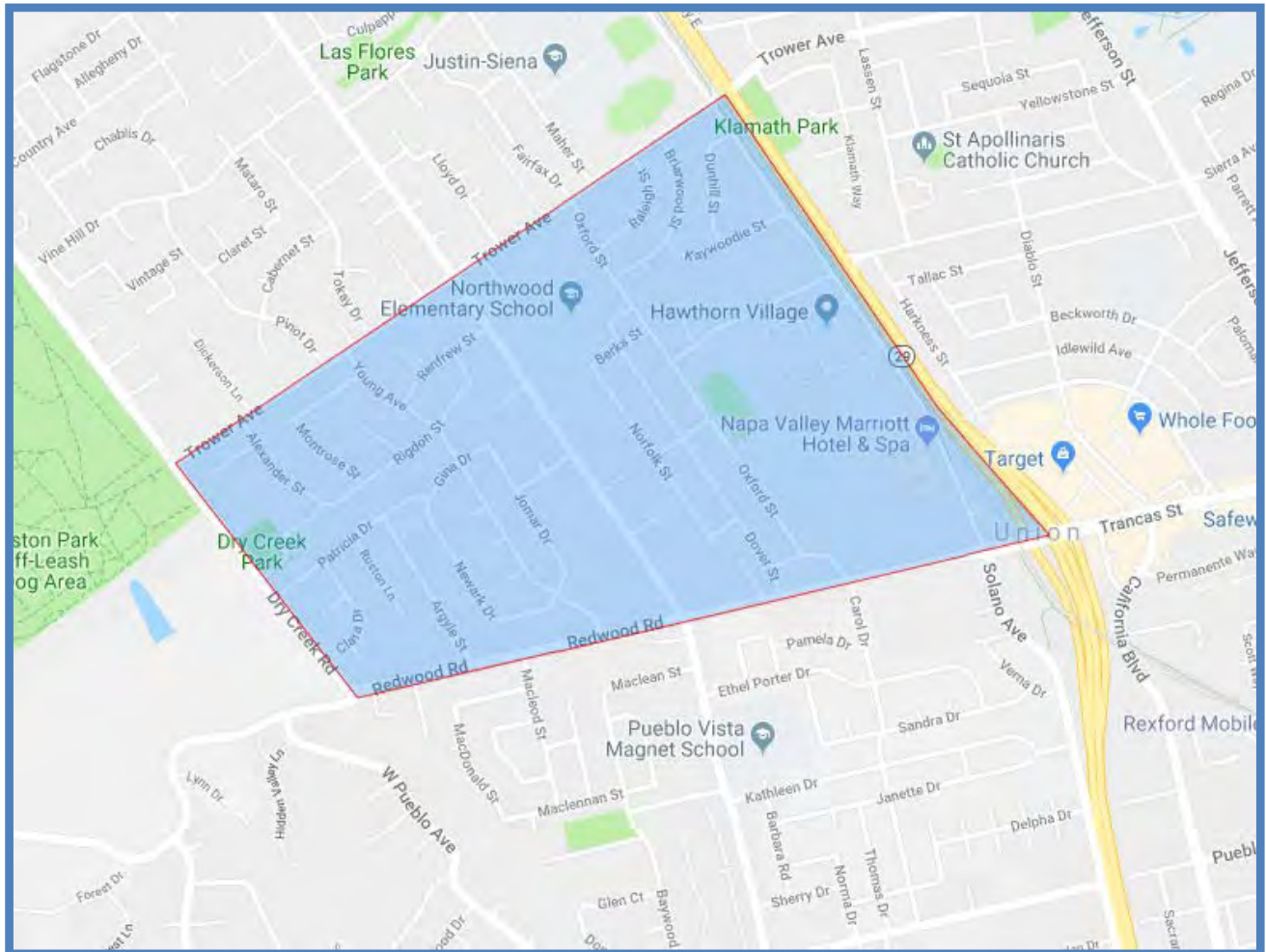
New County Communities of Concern by Census Tract

Census Tract	Neighborhood Name	Criteria Met
2006.02	Northeast Napa	Senior, Low-Income, Disabled
2007.07	Northwest Napa	Senior, Low-Income, Disabled
2012	Unincorporated area near Yountville	Senior, Low-Income, Disabled
2020	City of Calistoga	Senior, Low-Income, Disabled

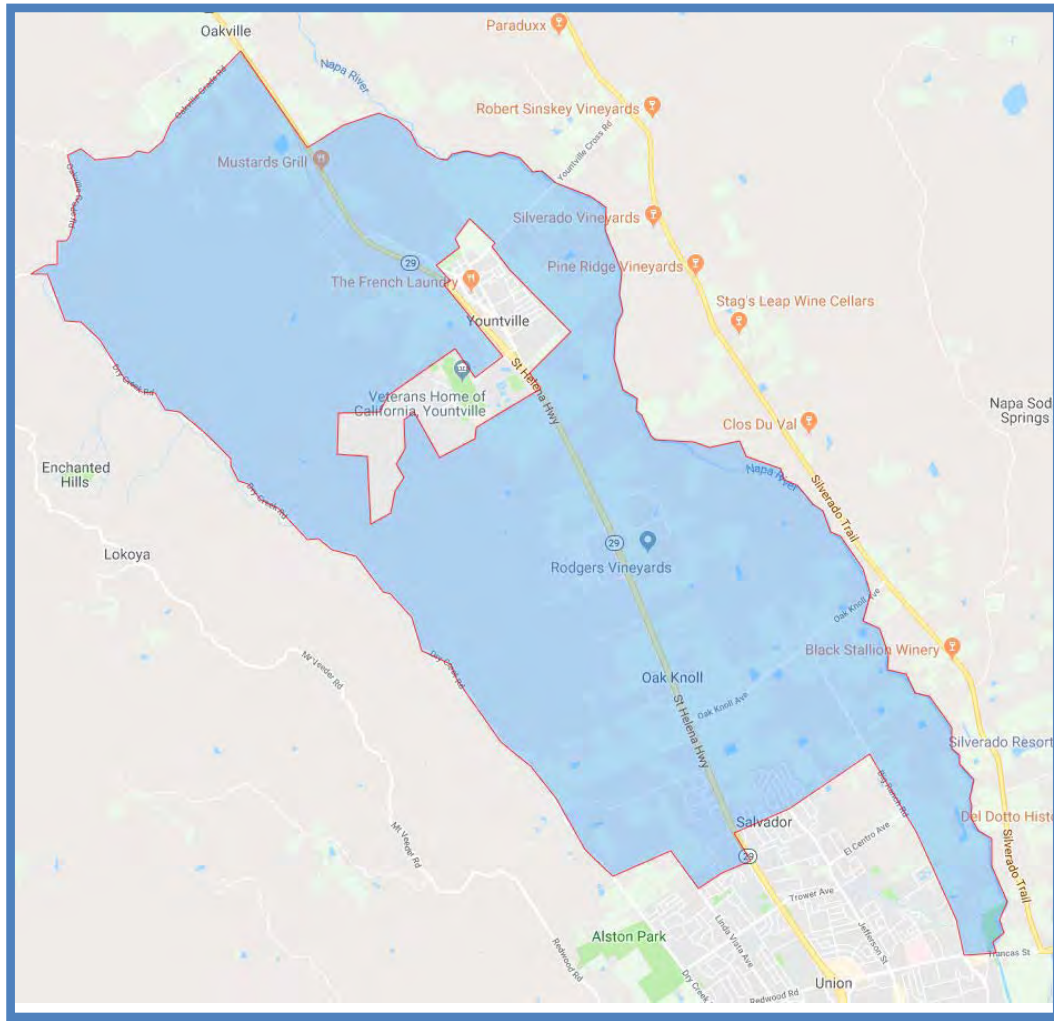
2006.02- Northeast Napa



2007.07-Northwest Napa



2012- Unincorporated area surrounding Town of Yountville



2020-City of Calistoga

