



NAPA VALLEY TRANSPORTATION AUTHORITY

TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
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SUBJECT: Draft Napa Valley Community Based Transportation Plan (CBTP)

RECOMMENDATION

That the Technical Advisory Committee recommend the NVTA Board adopt the Napa Valley Community Based Transportation Plan (CBTP).

EXECUTIVE SUMMARY

The Napa Valley Transportation Authority (NVTA) staff began the Community Based Transportation Plan (CBTP) update in spring 2018. The purpose of the CBTP is to identify Communities of Concern (COC), based on census data and criteria, and conduct specific outreach to those communities to identify transportation gaps and needs.

Eight COCs were identified in Napa County and NVTA staff conducted over 13 public outreach events to gain knowledge about what transportation improvements are important to them. 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 collected specific projects and overall programmatic themes that were identified by the community. The Draft CBTP was released for public review at the June 17 Board meeting.

NVTA has only received minor non-substantive edits and has made those changes accordingly.

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. To establish the foundation for the plan, the Metropolitan Transportation Commission (MTC) evaluates census data to identify COCs. NVTA staff expanded that effort and identified four additional COCs,

beyond the four COCs identified by MTC. The primary focus of the Community-Based Transportation planning process is to directly engage with disadvantaged Napa County residents to identify missing transportation needs not currently being met.

COCs are defined as geographic areas that have concentrated populations in four of the following eight categories:

1. Minority Population
2. Low income (<200% of Poverty) Population
3. Limited English Proficiency Population
4. Zero-Vehicle Households
5. Seniors 75 or Over
6. Population with a Disability
7. Single-Parent Families
8. Cost-burdened Renter

Table 1. Napa Communities of Concern

Census Tract	Neighborhood Name
2002.02	South Downtown Napa
2006.02	Northeast Napa (Vintage)
2007.07	Northwest Napa (Linda Vista)
2008.04	Westwood Neighborhood
2009	East Imola
2012	Unincorporated Yountville
2016.01	South St. Helena
2020	Calistoga

Outreach

NVTA staff has conducted outreach to eight COCs in Napa County to gain knowledge about what transportation improvements are important to them. 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. The intent of the outreach 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

Based on input from the Steering Committee, staff identified outreach events to ensure equitable and appropriate outreach in all communities. Staff issued press releases and coordinated with local jurisdictions prior to all outreach events. The scheduled outreach events began in September of 2018 and concluded in December of 2018.

The CBTP outreach has helped to educate the public about the transportation options in the Napa Valley. NVTa staff prepared a draft list of CBTP recommended projects based on feedback and comments from the outreach events.

Evaluation of Transportation Proposals

NVTa staff, in coordination with the Steering Committee, created criteria to evaluate proposals to ensure that they adequately addressed community needs identified through the outreach process. The Steering Committee reviewed and validated the evaluation criteria at its February 27, 2019 meeting. The five 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 in 1-2 years)
 - Mid-Term (to be implemented in 3-5 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)
 - Emissions reduction
 - Improved mobility
 - Improved health outcomes

Identified Projects

Based on the feedback from residents in the COCs, NVTa worked with the Steering Committee on ranking specific projects in the CBTP. Specific projects are identified below:

1. Hunt Avenue Sidewalks/Pedestrian Improvements*
2. Pope Avenue Sidewalks Pedestrian and Lighting Improvements
3. Bike Facility on Trancas from Jefferson Street to Soscol Avenue
4. Expanded TaxiScript and Commute Options
5. Bus shelter/benches at high usage stops
6. Enhanced Pedestrian Crossing at Jefferson St. and Rubicon Street
7. Enhanced Pedestrian Crossing at Jefferson St. and El Capitan
8. Enhanced Pedestrian Crossing on Trancas St. at Valle Verde
9. Transit service from St. Helena to Angwin and St. Helena Hospital
10. Transit service from Calistoga to Santa Rosa Kaiser
11. Expanded evening hours on local Transit

*City of St. Helena completed project

In addition to the above listed projects, many programmatic themes were identified in the outreach to COCs and NVTa cataloged those in the Plan.

Programmatic Themes:

- Improve Pedestrian Safety
- Improve Pedestrian Access to Schools and Transit
- Improve Transportation Options to Healthcare
- Expand Mobility Options for Low-Income, Senior, and Disabled Residents
- Increase Local Transit Evening Frequencies
- Increase Transit Amenities
- Decrease Transit Fares for Low-Income Individuals
- Increase Transit ADA Access

Moving Forward

NVTa has created a robust set of baseline data for each COC that will be used for planning efforts. Staff will review data trends in how COCs are doing in meeting identified needs and periodically update the data set. NVTa is already using the COC data to update the equity section of the Countywide Transportation Plan (CTP), *Advancing Mobility 2045*. The CBTP will also guide transportation investments for funding programs like the Lifeline Transportation Program that funds a wide range of transportation improvements that primarily benefit Communities of Concern.

SUPPORTING DOCUMENTS

- (1) Draft CBTP <https://www.nvta.ca.gov/CBTP>