



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Vine Transit Frequency and Coverage Discussion

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) receive information regarding options for changing frequency and coverage of Vine Transit service as well as the third quarter Fiscal Year (FY) 2024-25 Vine Transit update.

EXECUTIVE SUMMARY

NVRTA staff will provide an overview of the short-term goals for the transit system through the remainder of 2025. Following that, staff will present data on costs, revenues, and subsidies by route and service to help evaluate the trade-offs between increasing ridership and maintaining service coverage starting in August 2025 and beyond. Finally, this report summarizes The Vine's operational performance during the third quarter of the current Federal Fiscal Year (FY 2024–25), covering the period from January 1 to March 31, 2025. The board memo compares third-quarter performance in FY 2024–25 to the same period in FY 2023–24, providing context on year-over-year ridership levels and analyzing missed trips across both periods.

FISCAL IMPACT

Is there a Fiscal Impact? The tradeoffs presented between ridership and coverage are shown to be cost neutral. Any proposed increases in service will include estimates of additional funding needed from outside sources for the Board to consider



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVRTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Program Manager – Public Transit
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SUBJECT: Vine Transit Frequency and Coverage Discussion

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) receive information regarding options for changing frequency and coverage of Vine Transit service as well as the third quarter Fiscal Year (FY) 2024-25 Vine Transit update.

BACKGROUND

Upcoming Schedule Changes

The next schedule change will occur on Sunday June 8, 2025 to coincide with the conclusion of the 2024-2025 school year. The following changes will go into effect:

- Pausing the school trippers in American Canyon and St Helena
- Adding one additional Route C trip on weekdays for the summer
- Route 11 time adjustments to weekdays and make Saturday & Sunday schedules align
- Changing weekday trips on Route D to accommodate the Camille Creek Community School's Summer School schedule
- Adjusting the Route 21 schedule to incorporate extra trip time as buses now navigate around the CHP weight stations on Interstate 80

Vine Short-Term Goals for 2025

Each year at the NVTa staff level, the transit team outlines a set of annual goals to improve infrastructure, service and the rider experience. The goals are generally divided into five major categories with three to five detailed actions under each goal

- 1) VineGo
- 2) Vine
- 3) Marketing/Planning
- 4) Capital Project
- 5) Bus Upgrades

Attachment 1 includes the goals set at the start of 2025. Goals that have been achieved already this year are crossed out. A detailed action plan for each goal including chance of success, desired impact, estimated cost, measurement of success and estimated start and end date are included. Two examples of completed projects include the availability of real-time arrival information of a pilot group of VineGo users and deployment of four new paratransit vehicles. Other items that are ongoing include commission of the solar canopies at the Maintenance Facility, which is anticipated in June.

Ridership

Table 1 compares the annual difference between third quarter of FY 2023-2024 (January, February & March) to third quarter of FY 2024-2025 to show the year-over-year ridership increase of approximately 8% in the City of Napa. Routes A, D and G experienced the most significant growth year-over-year. Route G ridership growth is attributable to recently extending the route to serve Napa Valley College, the Napa County Soscil Campus, and Health & Human Services. Increased in ridership on the Route D is mainly driven by students traveling to and from Camille Creek Community School. Route A switched from a limited on-demand service to a fixed route as part of the January 12, 2025 schedule change. Early ridership data indicates significant increases in usage as riders typically prefer the bus to operate on a predictable schedule.

Table 1: City of Napa Ridership - Comparing Q3 of FY24 & Q3 of FY25

| | Q3 FY24 | Q3 FY25 | % Difference | Numerical Difference |
|-------------------------------------|---------|---------|--------------|----------------------|
| Napa Local On-Demand/Route A | 1,050 | 1,661 | 58.19% | 611 |
| Route B | 5,289 | 5,328 | 0.74% | 39 |
| Route C | 13,636 | 13,136 | -3.67% | -500 |
| Route D | 1,564 | 2,257 | 44.31% | 693 |
| Route E | 2,235 | 2,516 | 12.57% | 281 |

| | | | | |
|----------------|---------------|---------------|--------------|--------------|
| Route F | 3,909 | 4,491 | 14.89% | 582 |
| Route G | 2,409 | 3,244 | 34.66% | 835 |
| Total | 30,092 | 32,633 | 8.44% | 2,541 |

While ridership is an important key performance indicator (KPI), it is also important to track other KPIs. Passengers per revenue hour is a measure of the number of people on the bus for every hour that the bus is in service. It does not include the deadhead, which is the time leading to and from the maintenance yard. In Chart 1 on the next page, data shows passengers per revenue hour on weekdays (the grey bars) remained relatively stagnant at 5.7, when compared to the previous quarter of the current federal fiscal year and slightly higher when compared to the same period one year ago (5.0)

Chart 1: Passengers per Revenue Hour on City of Napa Routes (Weekdays)

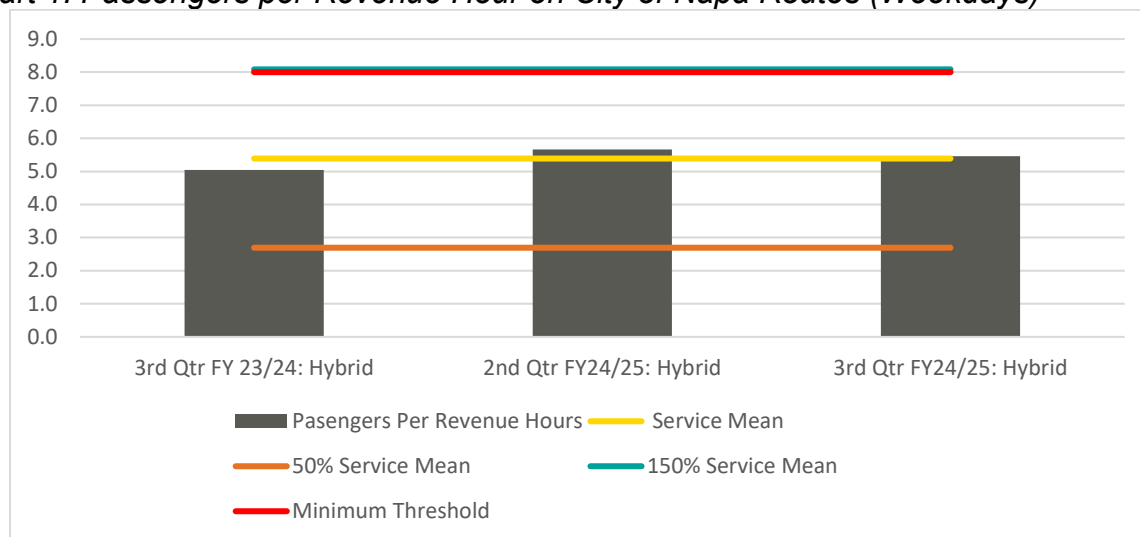


Chart 2 shows that the passengers per revenue hour vary by each individual local route. The Route C passengers per revenue hour is the only local route above the pre-COVID 8.0 minimum threshold measuring at 9.1. All other fixed routes were in the 2.9 to 6.4 range. Route A transitioned from an on-demand route to a fixed route starting on January 12, 2025. In the previous quarter, while the route was still operating on-demand, the passengers per revenue hour was 1.8. In the third quarter of this fiscal year, that number increased to 2.9. The 2.9 passengers per revenue hour reflects both the on-demand service that was in operation from January 2 – January 11 and the fixed route from January 13 – March 29. Staff expects the passengers per revenue hour to increase in the next Vine Transit update as Route A will be operating as a fixed route for a full quarter.

Chart 2: Local Service Passengers per Revenue Hour (Weekdays)

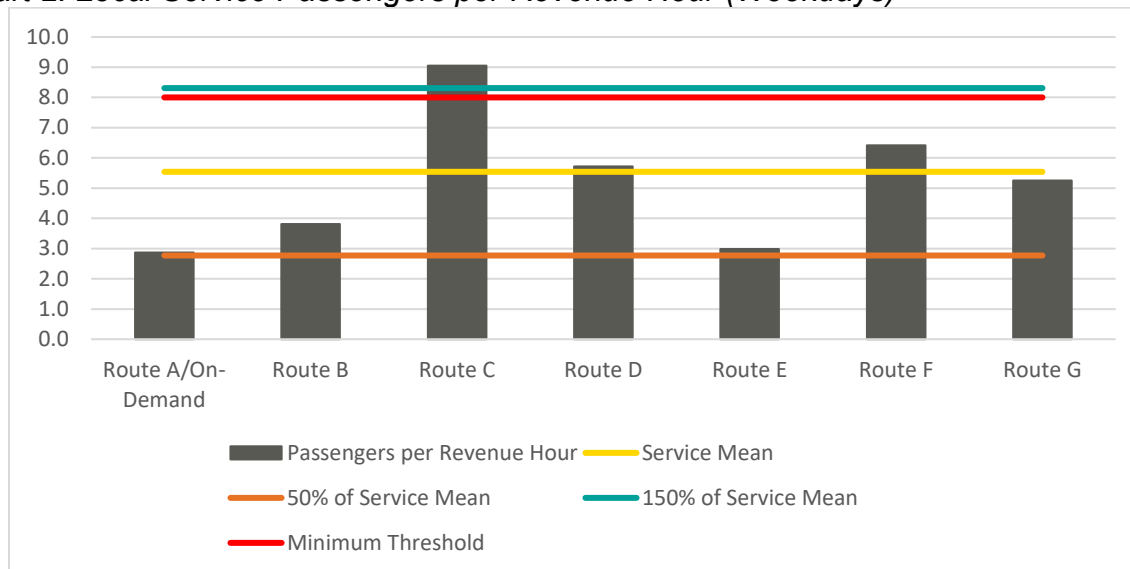


Table 2 shows overall ridership remained relatively stagnant with growth of 2.83% for the quarter on regional routes. Lower ridership on Route 21 may be due to considerable delays on multiple trips as Vine buses are being subjected to random California Highway Patrol Inspections with passengers on board at the weigh station on Interstate 80. NVTa and Soltrans are working with the California Transit Association and CHP to have the additional inspections done at NVTa's facility instead of at the CHP weigh station. In the interim, Vine Transit has re-routed both the eastbound and westbound trips to avoid the weigh stations. This added time on the trip will be worked into the June 8, 2025 schedule change so riders can predictably know how long a Route 21 trip will take.

Table 2: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q2 of FY24 & Q2 of FY25

| | Q3 FY24 | Q3 FY25 | % Difference | Numerical Difference |
|------------------|---------------|---------------|--------------|----------------------|
| Route 10 | 33,330 | 35,111 | 5.34% | 1,781 |
| Route 11 | 29,653 | 30,511 | 2.89% | 858 |
| Route 11X | 963 | 983 | 2.08% | 20 |
| Route 21 | 3,732 | 3,001 | -19.59% | -731 |
| Route 29 | 8,307 | 8,530 | 2.68% | 223 |
| Total | 75,985 | 78,136 | 2.83% | 2,151 |

Passenger per revenue hour data on the weekdays shows that Routes 10 and 11 continue to be the most efficient regional routes. As shown on Chart 3 on the next page, the Routes 10 and 11 have nearly identical passengers per revenue hour at 8.6 and 8.5 but are still

below the pre-COVID minimum threshold of 12. The least productive route remains the Route 11X, which is geared towards Vallejo Ferry commuters. To help entice ridership, staff lowered the fare by \$1.00 on July 1, 2024, fare to match the local fare price and added a stop at Devlin Road as part of its August 2024 schedule change. Given that the ridership on the 11X has remained relatively stagnant ever since reinstatement in 2022, staff is currently evaluating different options on either modifying the route or potentially discontinuing it.

Chart 3: Regional Service Passengers per Revenue Hour

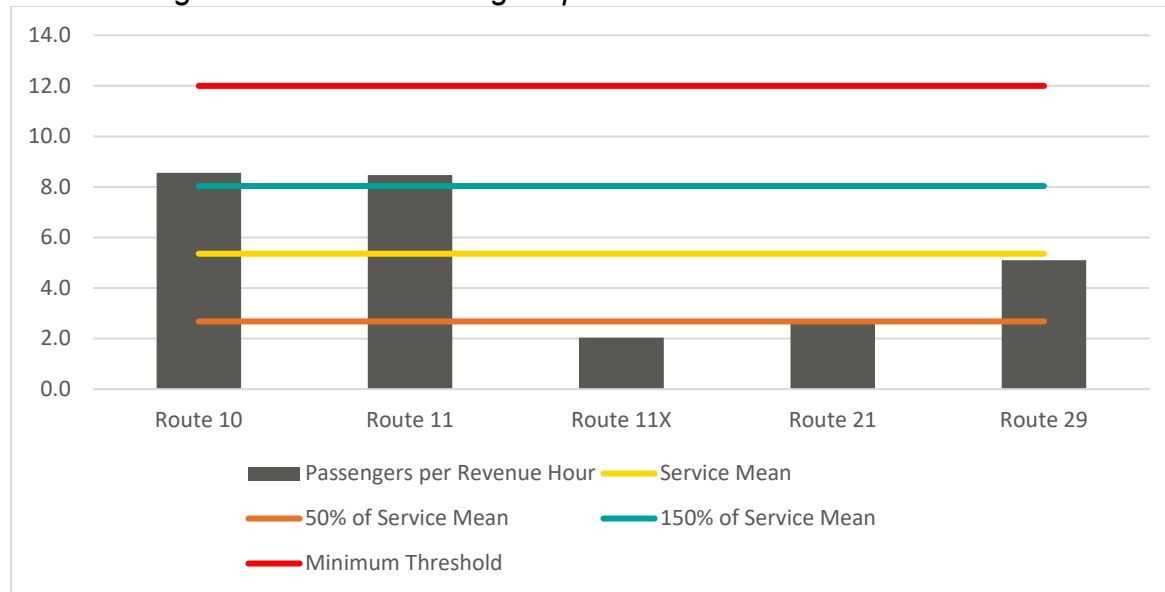


Table 3 shows ridership slightly decreased on the community shuttles overall by about 6% compared to the same quarter last year. The Yountville Bee experienced the highest decline at nearly 22% while Calistoga and American Canyon transit also experienced declines. The new Calistoga shuttles that will be deployed in the next few months should help with Calistoga ridership as the existing shuttles in Calistoga are passed their useful life.

Table 3: Community Shuttles– Comparing Q3 of FY24 & Q3 of FY25

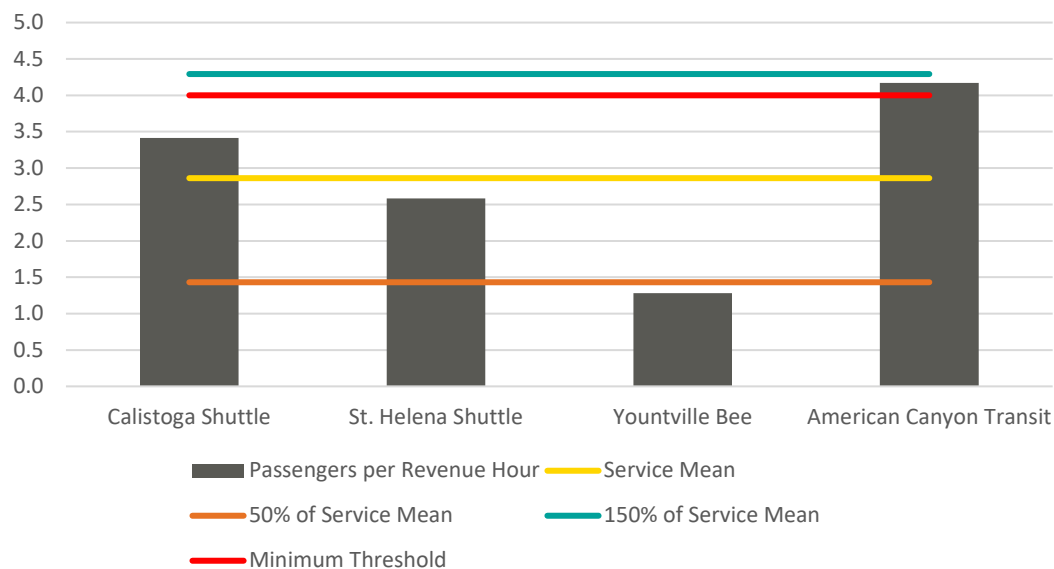
| | Q3 FY24 | Q3 FY25 | % Difference | Numerical Difference |
|--------------------------------|---------------|---------------|---------------|----------------------|
| Calistoga Shuttle | 3,445 | 3,130 | -9.14% | -315 |
| St. Helena Shuttle | 1,542 | 1,743 | 13.04% | 201 |
| Yountville Bee | 1,325 | 1,030 | -22.26% | -295 |
| American Canyon Transit | 5,269 | 4,932 | -6.40% | -337 |
| Total | 11,581 | 10,835 | -6.44% | -746 |

Chart 4 on the next page shows the passengers per revenue hour on the local community shuttles. American Canyon Transit continues to show the strongest ridership of the community shuttles by meeting the passengers per revenue hour minimum threshold of at least four passengers. Given its popularity, staff has submitted cost proposals to the City of American Canyon for three options:

- 1) Extending weekday service to 7:00pm
- 2) Operating one vehicle on Saturdays from 8:30am – 5:30pm
- 3) Operating two vehicles on Saturdays from 8:20am – 5:30pm

All other shuttle services continue to operate below the pre-COVID minimum threshold of four passengers per revenue hour.

Chart 4: Community Shuttle Service Passengers per Revenue Hour



VineGo ridership rose by about 7% over the last year as seen in Table 4. Staff continues to see steady increases in VineGo Ridership since the COVID-19 pandemic impacts have lessened.

Table 4: VineGo Ridership – Comparing Q2 of FY24 & Q2 of FY25

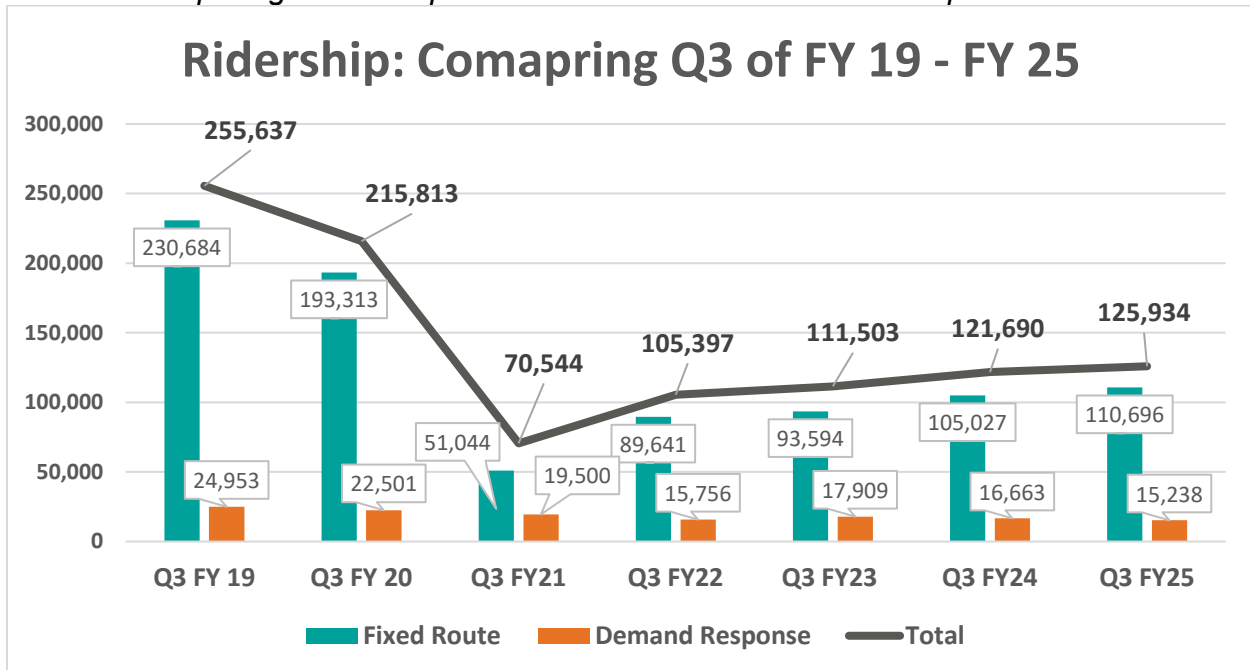
| | Q3 FY24 | Q3 FY25 | % Difference | Numerical Difference |
|---------------|---------|---------|--------------|----------------------|
| VineGo | 4,032 | 4,330 | 7.39% | 298 |

Table 5 and Chart 5 compares the time period of January – March of the current Federal Fiscal Year to the same time period over the previous six fiscal years to provide additional context to current ridership trends and how they compare over time pre and post COVID.

Table 5: Comparing the Third Quarter of the current Fiscal Years to prior Fiscal Years

| | Q3 FY 19 | Q3 FY 20 | Q3 FY21 | Q3 FY22 | Q3 FY23 | Q3 FY24 | Q3 FY25 |
|------------------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|
| Fixed Route | 230,684 | 193,313 | 51,044 | 89,641 | 93,594 | 105,027 | 110,696 |
| Demand Response | 24,953 | 22,501 | 19,500 | 15,756 | 17,909 | 16,663 | 15,238 |
| Total | 255,637 | 215,813 | 70,544 | 105,397 | 111,503 | 121,690 | 125,934 |

Chart 5: Comparing the third quarter of the current Fiscal Years to prior Fiscal Years



Finally, Tables 6 & 7 shows the missed trips during the third quarter of the current fiscal year compared to the third quarter of last Fiscal Year. Beginning in January 2025, NVTA reinstated a liquidated damage against its contracted service operator, Transdev, which enforces a \$500 penalty for each missed trip. This requirement was initially waived during and preceding the COVID pandemic given the uncertainties of the transit landscape and employment market. Given that much time has passed and Vine Transit's schedules are more consistent, staff began enforcement and noticed a decline thus far when compared to the same time period of January – March last year.

Table 6: Missed trips in the Third Quarter of FY 2023-2024

| | | Regular Missed Trips | On-Demand Missed Trips |
|-----------------|--|-----------------------------|-------------------------------|
| January | | 18 | 3 |
| February | | 31 | 0 |
| March | | 49 | 14 |
| Total | | 97 | 17 |

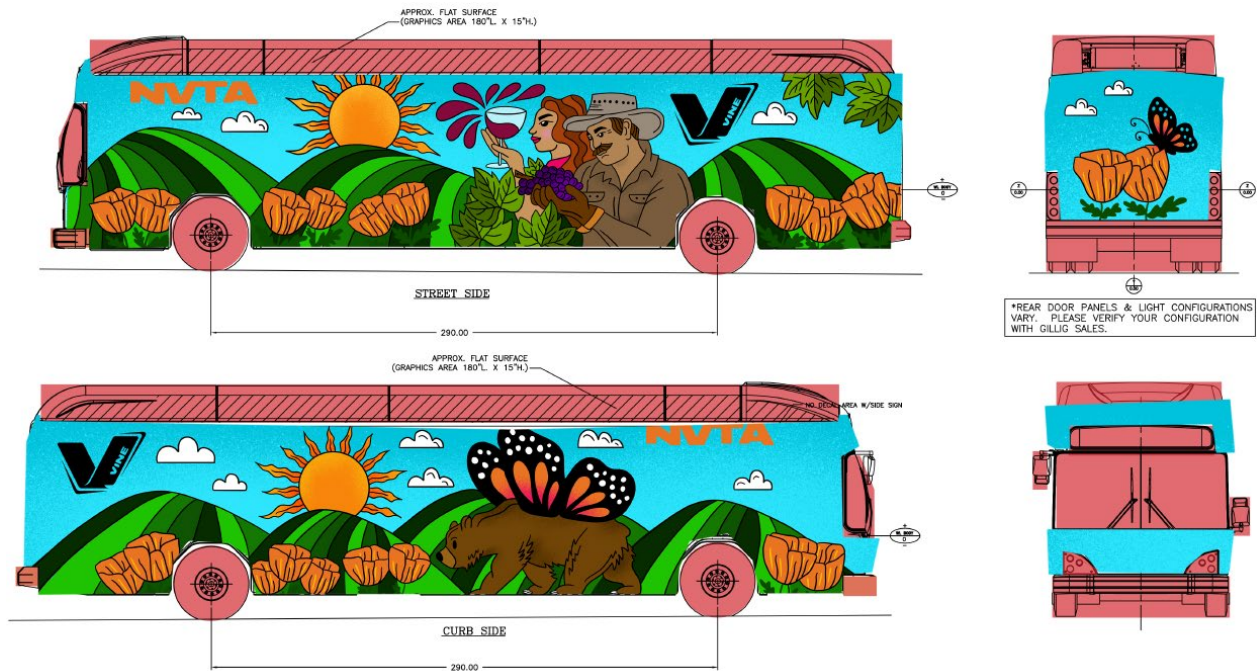
Table 7: Missed Trips in the Third Quarter of FY 2024-2025

| | Regular Missed Trips | On-Demand Missed Trips |
|-----------------|-----------------------------|-------------------------------|
| January | 8 | 0 |
| February | 6 | 0 |
| March | 4 | 0 |
| Total | 18 | 0 |

Marketing Efforts

The most significant marketing campaign Vine Transit is actively promoting is the “Design a Bus” contest. Earlier this year, Vine Transit invited artists from across the North Bay to design a rolling work of art on one of our new 40 foot electric Gillig buses (currently slated to arrive in June). Entries celebrated zero-emission transportation and/or Napa County

and were reviewed by a panel of judges. The winning artist, Blanca Molina, and her design was announced as the winner in late April. As the winner, Blanca will receive \$5,000 and NVTA is planning an unveiling event in the coming months.



Bottlerock & La Onda

To accommodate festival attendees, Vine Transit will once again offer free rides all weekend long during both Bottlerock (May 23-May 25) and La Onda (May 31 – June 1). These free rides are available to all riders and routes, regardless of trip purpose courteous of BottleRock and Visit Napa Valley. This includes all VineGo rides and community shuttles. Additionally, Vine Transit will offer free late-night rides after the conclusion of the concert each night at the Soscol Gateway Transit center, which is located right across from the festival grounds.

Route Costs and Revenues

Given the slow increase ridership since 2021-2022, NVTA staff took a comprehensive look at the costs, revenues, and subsidies by route and service to help evaluate the trade-offs between increasing ridership and maintaining service coverage starting in August 2025 and beyond.

Tables 8 and 9 breakdown the operating costs for all routes and list them from lowest to highest. The operating costs include contracted services, fuel and overhead costs. The greatest number of hours over the longest distance results in the highest cost.

Table 8: Fixed Route Costs

| Route | Operating Costs Q2 FY 24/25 |
|--------------|------------------------------------|
| Route D | \$75,304 |
| Route G | \$118,738 |
| Route 11X | \$120,473 |
| Route F | \$138,933 |
| Route E | \$144,617 |
| Route 21 | \$227,667 |
| Route B | \$239,188 |
| Route C | \$247,316 |
| Route 29 | \$373,029 |
| Route 11 | \$698,435 |
| Route 10 | \$824,245 |
| TOTAL | \$3,207,945 |

Table 9: On Demand Costs

| Route | Operating Costs Q2 FY 24/25 |
|-------------------------|------------------------------------|
| St Helena Shuttle | \$83,737 |
| Yountville Bee | \$88,544 |
| Calistoga Shuttle | \$119,662 |
| American Canyon Transit | \$147,119 |
| VineGo* | \$382,260 |
| TOTAL | \$821,321 |

**VineGo by federal law goes $\frac{3}{4}$ mile around fixed route, excluding commute routes (11X, 21 and 29)*

The next two tables, Table 10 and 11, look at the other side of the equation, revenues, and then calculate the farebox recovery ratio (proportion of operating costs recouped by farebox revenue) and the subsidy per passenger (subsidy per passenger is the operating cost, minus fare revenue, divided by the number of riders). The more productive the service the lower the subsidy per passenger number becomes.

Table 10: Fixed Route Fares and Subsidies

| Route | Revenues* Q2 FY 24/25 | Farebox Recovery Ratio Q2 FY 24/25 | Subsidy per Passenger Q2 FY 24/25 |
|------------------|------------------------------|---|--|
| Route C | \$9,602.42 | 3.88% | \$16.52 |
| Route 10 | \$25,236.24 | 3.06% | \$20.62 |
| Route 11 | \$18,313.83 | 2.62% | \$21.14 |
| Route D | \$2,416.65 | 3.21% | \$30.87 |
| Route F | \$3,873.33 | 2.79% | \$32.84 |
| Route G | \$4,267.00 | 3.59% | \$34.83 |
| Route B | \$7,845.83 | 3.34% | \$38.21 |
| Route 29 | \$8,226.92 | 2.21% | \$42.20 |
| Route E | \$3,836.23 | 2.65% | \$46.01 |
| Route 21 | \$6,079.38 | 2.67% | \$65.58 |
| Route 11X | \$2,537.42 | 2.11% | \$102.46 |

Table 11 On Demand Route Fares and Subsidies

| Route | Revenues* Q2 FY 24/25 | Farebox Recovery Ratio Q2 FY 24/25 | Subsidy per Passenger Q2 FY 24/25 |
|--------------------------------|------------------------------|---|--|
| American Canyon Transit | \$18,248 | 12.40% | \$24.86 |
| Calistoga Shuttle | \$12,560 | 10.50% | \$32.70 |
| St. Helena Shuttle | \$10,331 | 12.34% | \$49.70 |
| Yountville Bee | \$10,560 | 11.93% | \$81.61 |
| VineGo | \$15,818 | 4.14% | \$87.86 |

*Includes Jurisdiction Contribution. Does not include fares which are accounted for in Q4

Based upon the subsidy per passenger information presented above and the performance of given routes post-COVID, at the Board meeting NVTa staff will discuss tradeoffs to shift service hours between routes. Staff will also present options for seeking additional funds from the City and County of Napa to run 9-month pilots to increase service on the Route C in the City of Napa and on Route 10 on Weekdays and Route 29 on Saturdays traveling through Napa County.

ATTACHMENTS

- (1) Progress on Short-Term Goals for 2025

Progress on Short-Term Goals For 2025

01

Vine Go

- 1. Participate in One Seat Ride Program**
Decrease need drivers/vehicles
- 2. Trapeze**
Make view only available to a pilot group and facilitate Clipper 2 Integration
- 3. Complete Accessible Transportation Needs Assessment**
Implement at least one recommendation

02

Vine

- 1. CAD/AVL** Increase accuracy of real-time data and explore alternatives
- 2. Increase Frequency - Routes 10 & 11**
Explore funding opportunities
- 3. Lower Operating Costs**
Decrease deadhead and route length
- 4. Reinstitute Fixed Route A and Start Saturday Service on Route 29**
January 2025 and August 2025
- 5. On-Demand Late Night Service**
Approach partners about funding

03

Marketing /Planning

- 1. Bus Wrap and Naming Contest**
Install wraps on two of the new Gillig buses
- 2. BARTable**
Listing for BottleRock & La Onda
- 3. Increase Visibility in Spanish Speaking Population**
Hire Full-Time Bilingual Outreach Coordinator
- 4. Work with Jurisdictions to create Transit First Policies**
- 5. Complete Community Based Transportation Plan**

04

Capital Projects

- 1. Solar Canopy**
Commission in Feb 2025
- 2. Bus Stops**
Lighting at stops along SR 29
- 3. Redwood PR Improvements**
IFB issue and awarded
- 4. Install Additional Chargers at Bus Maintenance Facility**
For Buses and personal vehicles
- 5. Real-time Signage**
At up to 5 Additional Location

05

Bus Upgrades

- 1. New Electric Buses**
Deploy 14 EV buses in 2025 and look for funding for four additional buses.
- 2. 'New' Shared Vehicles**
Use retired Calistoga vehicles by January 2025
- 3. Continue to Research Hydrogen Fuel Options**
Apply for LoNo Funding
- 4. New Paratransit Vehicles**
Deploy 4 5310 vehicles and look to fund 4 more including purchase of ADA Accessible Minivans for Shared Vehicle Program

ACTION PLAN

| PROJECT NAME |
|------------------|
| Vine Vision 2025 |

| | CHANCE OF SUCCESS | DESIRED IMPACTED | ESTIMATED \$ VALUE | MEASUREMENT OF SUCCESS | START | END | NOTES |
|--|-------------------|------------------|---|---|-------------|--------------|---|
| Goal #1: Vine Go | | | | | | | |
| Participate in One Seat Ride Program | Low | Low | Up to \$100,000 mainly coming from existing VineGo budget FY 24/25 with reimbursement coming from pending MTC Agreement | Free up VineGo resources timely trips in Napa County. Customer satisfaction | 7/1 | 12/31 | Requires Contra Costa County willingness to extend the program to other counties and Solano County's willingness to participate. Easier trip for passengers traveling far distances into central Bay Area |
| Trapeze - Make view only available to a pilot group and facilitate Clipper 2 Integration | Medium | Medium | \$75,000 Hardware cost for VineGo Vehicles FY24/25 | Less calls into Dispatch asking about trip status. Customer satisfaction | 3/1 | 12/31 | Need to install GMV system on all VineGo vehicles and then can start pilot. Clipper 2.0 integration is dependent on MTC. Napa already has done its Trapeze upgrade. Riders or their caregivers can track VineGo rides |
| Complete Accessible Transportation Needs Assessment Implement at least one recommendation | Medium | Low | Unknown since recommendation unknown at this time | Ability to implement recommendation and see riders be able to take new types of trips | 3/1 | 12/31 | Need Nelson Nygard to complete the study and then figure out what is easy win. |
| Goal #2: Vine | | | | | | | |
| CAD/AVL - Increase accuracy of real-time data and explore alternatives | Medium | Low | Start with \$100,000 to purchase Craddepoint routers from FY24/25 under Transit Equipment Upgrades line item | Customer satisfaction | 3/1 | 12/31 | If change to Cradlepoint routers does not lead to better accuracy then explore alternative CAD/AVL systems. More riders know where their bus is located in real-time |
| Increase Frequency - Routes 10 & 11. Explore funding opportunities | Low | High | \$1 Million Annually for 30 minute service, no funding currently designated | Increased Ridership | 8/12 | 12/31 | While this is identified as a need in Transit 2050+ funding would generally be dependent on a tax measure. Could also seek local funding from County of Napa, but not a history of transit funding |
| Lower Operating Costs Decrease deadhead and route length | Medium | High | (\$50,000) | Lower operation costs and shorter trip length | 6/15 | 12/31 | Shorten Route 11 and eliminate low ridership stops |
| Reinstitute Fixed Route A and Start Saturday Service on Route 29 January 2025 and August 2025 | High | High | Increase in Fixed Route A is \$10 per service hour. Route 29 Saturday is estimated at \$75,000 | Increased ridership | 1/12 | 12/31 | More reliable service from Browns Valley neighborhood. Allows for better San Francisco and Oakland Access on the Weekends |
| On-Demand Late Night Service Approach partners about funding | Medium | High | 50000 in Vcommute funding plus \$10,000 from TID, DNA and/or Visit Napa Valley | Four measures 1) Uber voucher established 2) funding part of program from outside 3) have an increasing number of riders over a 6 month period 4) Increase City of Napa ridership between 12pm and 6pm. | 3/1 | 12/31 | Make it easier to be car free in Napa. Look at options to fund a portion of rides home within the City of Napa aimed at workers between 7pm and 11pm. Looking for matching funds from Downtown Business District and/or Visit Napa Valley |
| Goal #3: Marketing/Planning | | | | | | | |

| | | | | | | | |
|--|-------------|-------------|--|--|------------|--------------|---|
| Install wraps on two of the new Gillig buses | High | Low | \$40,000 Vine Marketing Budget FY 24/25 for artist and Rolling Stock funds | Unique wrap installed on two buses | 6/1 | 9/1 | Cost of artist and wrap. Under NVTA staff control to get the RFP out and select an artist. Cost mostly in Gillig bus budget already. Gather attention for the transit system |
| BARTable Listing for BottleRock and LaOnda | Medium | Medium | \$2,000 from FY 24/25 Marketing Budget | Increased BART and LaOnda Ridership on Route 29 | 5/20 | 6/8 | More people with BottleRock tickets know about the service. BART has agreed to help with marketing. Increase Route 29 ridership on those weekend and will need to run a third bus to the concert |
| Increase Visibility in Spanish Speaking Population Hire FT Bilingual Outreach Coordinator | High | High | Cost of one FTE already approved by the Board | More feedback and ridership from the Spanish speaking community | 1/6 | 12/31 | Already approved by NVTA Board. Needs of Spanish speaking riders are met |
| Work with Jurisdictions to create Transit First Policies | Low | Low | Unknown | | 1/1 | 12/31 | Planning team would review and comment on all jurisdiction and Caltrans plans |
| Complete Community Based Transportation Plan | Medium | Low | Already underway | Prioritizes list of transit infrastructure priorities | 1/1 | 12/31 | MIG is under contract to complete the plan so NVTA just needs to hold them to their schedule |
| Goal #4: Capital Projects | | | | | | | |
| Solar Canopy Commission in Feb 2025 | High | Low | Already underway. Costs about \$400,000 from NVTA. Already Board Approved | Decrease in building electrical costs | 1/1 | 2/28 | Project is well underway. Has been pushed from December to February, but anticipate it finishing by February 28th. NVTA costs are related to oversight, Temporary lights and conduit reroutes. End result is less electricity from the grid |
| Bus Stops Lighting at stops along SR 29 | Low | Medium | 50000, no funding yet identified | Riders are more confident that they will be picked up riding at night | 6/1 | 12/31 | Drivers would be able to clearly see riders. Would need to convince Caltrans to allow it, but hoping to team up with MTC on a regional funded pilot that makes Napa County as a pilot for the region. |
| Redwood PR Improvements IFB issue and awarded | High | Medium | TPI Grant Funded, NVTA providing 20% match | Decrease chance of bike and bus conflicts | 3/1 | 12/31 | Signage and striping making it clear where buses and bikes should be. TyLin is already working on the design and is expected to be completed in March 2025. Will design to the TPI budget so should be able to get it out to bid |
| Install Additional Chargers at Bus Maintenance Facility For Buses and personal vehicles | High | Low | TPI Grant Funded, NVTA providing 20% match | ChargePoint usage and revenue increase | 3/1 | 7/31 | TYLin is already working on design. Bus chargers on our and vehicle charger PO pending. Should be able to get out to bid in early 2025. TransDev employees and visitors charge their vehicles |
| Real-time Signage at up to 5 Additional Location | Low | Low | 200000 FY24/25 Transit Equipment Upgrades | Customer Satisfaction | 5/1 | 12/31 | Readily available real-time information. Should get a least three installed - 2 Imola Park and Ride and 1- Redwood Park and Ride. Other locations unknow at this point. |