

Napa Valley Transportation Authority



Agenda - Final

Wednesday, September 4, 2024
5:00 PM

****REGULAR MEETING - SPECIAL LOCATION****

****Vine Bus Maintenance Facility 101 Sheehy Court Napa CA 94559**

Citizen Advisory Committee (CAC)

All materials relating to an agenda item for an open session of a regular meeting of the Citizen Advisory Committee (CAC) are posted on the NVTA website at: <https://nctpa.legistar.com/Calendar.aspx>

Napa Valley Transportation Authority (NVTA) Citizen Advisory Committee (CAC) meeting will be held in person only. The Zoom option will not be available for members of the public to participate. All committee members are expected to be in person and following the traditional Brown Act rules.

Public Comments

Members of the public may comment on matters within the purview of the Committee that are not on the meeting agenda during the general public comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. Members of the public are welcome to address the Committee, however, under the Brown Act Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 12:00 p.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 12 p.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

All materials relating to an agenda item for an open session of a regular meeting of the NVTA CAC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

Materials distributed to the members of the Committee present at the meeting will be available for public inspection after the meeting. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Laura Sanderlin, NVTA Board Secretary, at (707) 259-8633 during regular business hours, at least 48 hours prior to the time of the meeting.

Note: Where times are indicated for agenda items, they are approximate and intended as estimates only, and may be shorter or longer as needed.

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8633. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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1. Call To Order
2. Roll Call
3. Public Comment
4. Committee Member Comments
5. Staff Comments

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

6. PRESENTATIONS

- 6.1 Tour of the Vine Bus Maintenance Facility (Kate Miller)
- 6.2 Transit-Oriented Development (TOD) Presentation (Kate Miller)
- 6.3 NVTA Project Update (Danielle Schmitz)

7. CONSENT AGENDA

- 7.1 **Meeting Minutes of July 10, 2024 (Laura Sanderlin) (Pages 7-9)**

Recommendation: CAC action will approve the meeting minutes of July 10, 2024.

Estimated Time: 6:15 p.m.

Attachments: [Draft Minutes](#)

8. REGULAR AGENDA ITEMS

- 8.1 **Executive Director Report (Kate Miller) (Pages 10-12)**

Recommendation: Information only

Estimated Time: 6:30 p.m.

Attachments: [Staff Report](#)

8.2 Vine Transit Update (Libby Payan) (Pages 13-20)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Citizen Advisory Committee (CAC) receive the fourth quarter Fiscal Year (FY) 2023-24 Vine Transit update.

Estimated Time: 6:45 p.m.

Attachments: [Staff Report](#)

9. FUTURE AGENDA ITEMS**10. ADJOURNMENT****10.1 The next Regular Meeting is Wednesday, November 6th.**

I, Laura M. Sanderlin, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Friday, August 30th.

Laura Sanderlin

Laura M. Sanderlin, NVTA Board Secretary

Glossary of Acronyms

AB 32	Global Warming Solutions Act	FAS	Federal Aid Secondary
ABAG	Association of Bay Area Governments	FAST	Fixing America's Surface Transportation Act
ACFR	Annual Comprehensive Financial Report	FHWA	Federal Highway Administration
ADA	American with Disabilities Act	FTA	Federal Transit Administration
APA	American Planning Association	FY	Fiscal Year
ATAC	Active Transportation Advisory Committee	GHG	Greenhouse Gas
ATP	Active Transportation Program	GGRF	Greenhouse Gas Reduction Fund
BAAQMD	Bay Area Air Quality Management District	GTFS	General Transit Feed Specification
BAB	Build America Bureau	HBP	Highway Bridge Program
BART	Bay Area Rapid Transit District	HBRR	Highway Bridge Replacement and Rehabilitation Program
BATA	Bay Area Toll Authority	HIP	Housing Incentive Program
BIL	Bipartisan Infrastructure Law (IIJA)	HOT	High Occupancy Toll
BRT	Bus Rapid Transit	HOV	High Occupancy Vehicle
CAC	Citizen Advisory Committee	HR3	High Risk Rural Roads
CAP	Climate Action Plan	HSIP	Highway Safety Improvement Program
CAPTI	Climate Action Plan for Transportation Infrastructure	HTF	Highway Trust Fund
Caltrans	California Department of Transportation	HUTA	Highway Users Tax Account
CASA	Committee to House the Bay Area	HVIP	Hybrid & Zero-Emission Truck and Bus Voucher Incentive Program
CBTP	Community Based Transportation Plan	IFB	Invitation for Bid
CEQA	California Environmental Quality Act	ITIP	State Interregional Transportation Improvement Program
CIP	Capital Investment Program	ITOC	Independent Taxpayer Oversight Committee
CMA	Congestion Management Agency	IS/MND	Initial Study/Mitigated Negative Declaration
CMAQ	Congestion Mitigation and Air Quality Improvement Program	JARC	Job Access and Reverse Commute
CMP	Congestion Management Program	LCTOP	Low Carbon Transit Operations Program
CalSTA	California State Transportation Agency	LIFT	Low-Income Flexible Transportation
CTA	California Transit Association	LOS	Level of Service
CTP	Countywide Transportation Plan	LS&R	Local Streets & Roads
CTC	California Transportation Commission	LTF	Local Transportation Fund
CY	Calendar Year	MaaS	Mobility as a Service
DAA	Design Alternative Analyst	MAP 21	Moving Ahead for Progress in the 21 st Century Act
DBB	Design-Bid-Build	MPO	Metropolitan Planning Organization
DBE	Disadvantaged Business Enterprise	MTC	Metropolitan Transportation Commission
DBF	Design-Build-Finance	MTS	Metropolitan Transportation System
DBFOM	Design-Build-Finance-Operate-Maintain	ND	Negative Declaration
DED	Draft Environmental Document	NEPA	National Environmental Policy Act
EIR	Environmental Impact Report	NOAH	Natural Occurring Affordable Housing
EJ	Environmental Justice	NOC	Notice of Completion
EPC	Equity Priority Communities	NOD	Notice of Determination
ETID	Electronic Transit Information Displays		

Glossary of Acronyms

NOP	Notice of Preparation	SHA	State Highway Account
NVTA	Napa Valley Transportation Authority	SHOPP	State Highway Operation and Protection Program
NVTA-TA	Napa Valley Transportation Authority-Tax Agency	SNTDM	Solano Napa Travel Demand Model
OBAG	One Bay Area Grant	SR	State Route
PA&ED	Project Approval Environmental Document	SRTS	Safe Routes to School
P3 or PPP	Public-Private Partnership	SOV	Single-Occupant Vehicle
PCC	Paratransit Coordination Council	STA	State Transit Assistance
PCI	Pavement Condition Index	STIC	Small Transit Intensive Cities
PCA	Priority Conservation Area	STIP	State Transportation Improvement Program
PDA	Priority Development Areas	STP	Surface Transportation Program
PID	Project Initiation Document	TAC	Technical Advisory Committee
PIR	Project Initiation Report	TCM	Transportation Control Measure
PMS	Pavement Management System	TCRP	Traffic Congestion Relief Program
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TDA	Transportation Development Act
PSE	Plans, Specifications and Estimates	TDM	Transportation Demand Management Transportation Demand Model
PSR	Project Study Report	TE	Transportation Enhancement
PTA	Public Transportation Account	TEA	Transportation Enhancement Activities
RACC	Regional Agency Coordinating Committee	TEA 21	Transportation Equity Act for the 21 st Century
RAISE	Rebuilding American Infrastructure with Sustainability and Equity	TFCA	Transportation Fund for Clean Air
RFP	Request for Proposal	TIP	Transportation Improvement Program
RFQ	Request for Qualifications	TIFIA	Transportation Infrastructure Finance and Innovation Act
RHNA	Regional Housing Needs Allocation	TIRCP	Transit and Intercity Rail Capital Program
RM 2	Regional Measure 2 Bridge Toll	TLC	Transportation for Livable Communities
RM 3	Regional Measure 3 Bridge Toll	TLU	Transportation and Land Use
RMRP	Road Maintenance and Rehabilitation Program	TMP	Traffic Management Plan
ROW (R/W)	Right of Way	TMS	Transportation Management System
RTEP	Regional Transit Expansion Program	TNC	Transportation Network Companies
RTIP	Regional Transportation Improvement Program	TOAH	Transit Oriented Affordable Housing
RTP	Regional Transportation Plan	TOC	Transit Oriented Communities
SAFE	Service Authority for Freeways and Expressways	TOD	Transit-Oriented Development
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	TOS	Transportation Operations Systems
SB 375	Sustainable Communities and Climate Protection Act 2008	TPA	Transit Priority Area
SB 1	The Road Repair and Accountability Act of 2017	TPI	Transit Performance Initiative
SCS	Sustainable Community Strategy	TPP	Transit Priority Project Areas
		VHD	Vehicle Hours of Delay
		VMT	Vehicle Miles Traveled

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes Citizen Advisory Committee (CAC)

Wednesday, July 10, 2024

5:00 PM

JoAnn Busenbark Boardroom

1. Call To Order

Chair Baldini called the meeting to order at 5:00pm.

2. Roll Call

Present: 9 - Gary Woodruff
Ron Richardson
Larry Kromann
Michael Baldini
Alex Crown
Jean Vincent Deale
Patricia Lynch
Aisha Nasir
Ashley Tenscher

Absent: 3 - Vincent Courtney
Tom Kambe
Hans Korve

3. Public Comment

None

4. Committee Member Comments

Member Tenscher provided comment about collected bus visibility data from her experience riding The Vine.

Member Crown acknowledged staff promotions.

5. Staff Comments

Staff member, Diana Meehan reported a recent survey by Caltrans District 4 to improve transit on the state highway network.

Staff member, Rebecca Schenck reported upcoming transit schedule change on August 12.

6. PRESENTATIONS

6.1 Jurisdiction Project Update (City of American Canyon Staff)

Information only/No action taken

Presentation by Erica Ahmann Smithies, City of American Canyon.

6.2 Vine Informational Videos (Transit Staff)

Information only/No action taken

{Member Nasir entered meeting at 5:32pm}

7. CONSENT AGENDA

Motion MOVED by RICHARDSON, SECONDED by KROMANN to APPROVE Consent Agenda item 7.1. Motion passed unanimously.

Aye: 9 - Woodruff, Richardson, Kromann, Baldini, Crown, Deale, Lynch, Nasir, and Tenscher

Absent: 3 - Courtney, Kambe, and Korve

7.1 Meeting Minutes of May 1, 2024 (Laura Sanderlin) (Pages 8-10)

Attachments: [Draft Minutes](#)

8. REGULAR AGENDA ITEMS

8.1 Executive Director Report (Kate Miller) (Pages 11-13)

Attachments: [Staff Report](#)

Information only/No action taken

Member Lynch requested to be part of the agency's month of movement team in the future and staff will send out invites to committee members for 2025 registration.

8.2 Countywide Transportation Plans Overview (CTP) (Diana Meehan) (Pages 14-17)

Attachments: [Staff Report](#)

Information only/No action taken

Member Kromann requested for data to be shared from the Travel Behavior Study and staff participation in upcoming meeting for strategic group meeting to improve housing in Angwin.

Member Tenscher commented on the feasibility of on-time performance goals and identifying ways to improve GPS visibility.

Public comment by Justin Hole.

9. FUTURE AGENDA ITEMS

- Location for next meeting: Vine Bus Maintenance Facility
- Vine Transit update to include 4th quarter of FY24

10. ADJOURNMENT

Chair Baldini adjourned the meeting at 6:35pm.

10.1 The next Regular Meeting is Wednesday, September 4th.

Laura Sanderlin, NVTB Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Memo

TO: Citizen Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
kmiller@nvta.ca.gov (707) 259-8634
SUBJECT: Executive Director Report

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The following summarizes NVTA and NVTA-TA events and activities since the CAC's last meeting.

BACKGROUND AND DISCUSSION

NVTA Activities

Vine Trail Ribbon Cutting

On August 16, 2024, NVTA joined the Napa Valley Vine Trail Coalition, the County of Napa and the Cities of St. Helena and Calistoga, and amazing turnout from the public and NVTA's funding partners to cut the ribbon on the northern most segment of the Napa Valley Vine Trail. The event opened up the 8.2 mile, \$19 million dollar segment between St. Helena and Calistoga.

Soscol Junction Ribbon Cutting

NVTA and Caltrans will be holding a ribbon cutting ceremony for the Soscol Junction Interchange project on Friday, September 13th at the Meritage Resort. Details of the event will be shared with committee members once details have been ironed out.

Project Updates

Soscol Junction

In August the SR 221 roundabouts under the Soscol Junction overpass were opened to vehicles. The remaining connection from Soscol Ferry Road north to SR 221 is

scheduled to be opened by September 27th. Once open, the project will be operating as intended.

Transit Signal Priority

NVTA activated a Transit Signal Priority system along SR 29 in American Canyon in August. This will allow transit vehicles that are behind schedule in the vicinity of the signals to extend the signal time to allow Vine buses to travel through the intersection unimpeded by a red light.

Napa Valley College Bus Stop

In August NVTA completed construction of the northbound bus stop on the Napa Valley College campus. The construction of the bus stop will shave 10 minutes off the routes 10 and 11 saving 200 plus hours/year of operating time.

Soscol Gateway Transit Oriented Development

In 2005 NVTA completed the Napa Intermodal Transit Center in the hopes to develop the Soscol Gateway Transit Center site into a multi-use transit-oriented development (TOD) with retail and residential units developed around the transit center. When NVTA purchased the Burnell property to build the transit center, it was not able to purchase the south parcel (Bell Products) at the time for build-out of the commercial and residential units. Recently Bell Products has approached NVTA about acquiring the property. The NVTA Board has approved an initial review and environmental analysis of the Bell Products site, for potential purchase and development of affordable housing and retail to compliment the transit system.

Regional Activities

On August 14, 2024 the Bay Area Housing Finance Authority (BAHFA) withdrew the \$20 billion general obligation bond measure from the November 5th ballot. The Measure would have funded production and preservation of affordable housing. Citing concerns about voter support and possible litigation, BAHFA decided to pursue the housing measure at a future election when there was more certainty around voter approval.

Legislative Update

Federal

The House Appropriations Transportation, Housing and Urban Development (THUD) subcommittee released its Fiscal Year (FY) 2025 spending bill which includes \$90.4 billion in spending – 7.3% lower than FY 24 spending levels. Transit is the biggest target for the cuts including proposed cuts to Amtrak of roughly 12%. Congressman Thompson's \$850,000 congressional directed funding proposal remains in the bill which would go towards the design for the St. Helena to Yountville Vine Trail segment.

The Senates Appropriations Subcommittee held a hearing entitled "Unlocking Department of Transportation Financing for More Transit-Oriented Housing Development" to understand federal funding obstacles to fund such developments.

Staff will be watching to see how this might evolve into funding opportunities for the Soscol Gateway TOD.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY Citizen Advisory Committee Agenda Memo

TO: Citizen Advisory Committee (CAC)
FROM: Kate Miller, Executive Director
REPORT BY: Libby Payan, Senior Program Planner Administrator
(707) 259-8782 / Email: lpayan@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Citizen Advisory Committee (CAC) receive the fourth quarter Fiscal Year (FY) 2023-24 Vine Transit update.

BACKGROUND

Recent Schedule & Fare Changes

The first recent schedule change commenced on Sunday June 16, 2024, to coincide with the conclusion of the 2023-2024 school year. The following changes went into effect:

- Paused the school trippers in American Canyon and St. Helena during summer break
- All Route 10 trips after 9AM serve the Veteran's Home
- Change the direction of Route F around Gasser/Kansas from clockwise to counterclockwise to enable the use of the shelter in front of the movie theater.
- Increase the time on Route B to 60 minutes to minimize delays and increase on-time performance.
- Stop directly on the Health & Human Services campus for northbound and southbound pickups on weekdays
- Minor timepoint changes on Routes 10 and 11 based upon actual trip times over the last four months.

Additionally, on July 1, 2024, Vine Transit's approved fare increase went into effect.

The most recent schedule change commenced on Sunday August 11, 2024, to coincide with the start of the 2024-2025 school year. The following changes went into effect:

- Adjustment of the Route 29 runtimes to better meet the San Francisco-bound BART trains at the El Cerrito Del Norte station and meet the Route 10 bus at the Redwood Park & Ride as part the Regional Transfer Plan
- Extended the local City of Napa Route G southward to serve Napa Valley College and the Napa County Health & Human Services campus
- Schedule adjustments to use the newly installed sidewalk & bus stops on the east side of Laurel Street in the City of Napa on Route B
- Schedule adjustments to factor in reduced time to serve the newly installed northbound shelter at the Napa Valley College
- Moved the northbound bus stop from Hwy 29 at Lodi Ln (in front of Freemark Abbey) in St. Helena approximately 1,500 feet north near Trincherro Winery due to Vine Trail construction
- Resumed the school trippers in American Canyon and St. Helena
- Added a Route 11X stop on Devlin Road in American Canyon

Ridership

Table 1 compares the annual difference between fourth quarter of FY 2022-2023 to fourth quarter of FY 2023-2024 to show the year-over-year ridership increase of 19.06% in the City of Napa. The increase is attributable to our increase in fixed routes from four to six fixed routes as well as ridership during La Onda weekend.

Table 1: City of Napa Ridership - Comparing Q4 of FY23 & FY24

	Q4 FY23	Q4 FY24	% Difference	Numerical Difference
Napa Local On Demand	3,979	980	-75.37%	-2,999
Fixed Route	23,379	31,592	35.13%	8,213
Total	27,358	32,572	19.06%	5,214

**In FY 2023, there were two or three vehicles providing on demand service in multiple locations. In FY 2024, there is one vehicle serving on-demand in the Browns Valley neighborhood (Route A) & bus stops along California Blvd. In FY 2023 there were only four (4) fixed routes and in FY 2024 there are six (6) fixed routes.*

Looking at the prior quarter, when there were also six fixed routes there is an overall increase of 8.24%, but some fluctuations between routes.

Table 2: City of Napa Ridership – Comparing Q3 to Q4 of FY 24

	Q3 FY24	Q4 FY24	% Difference	Numerical Difference
Napa On-Demand (Route A)*	1,050	980	-6.67%	-70
Route B	5,289	6,581	24.43%	1,292
Route C	13,636	14,683	7.68%	1,047
Route D	1,564	1,962	25.45%	398
Route E	2,235	2,816	26.00%	581
Route F	3,909	3,534	-9.59%	-375
Route G	2,409	2,016	-16.31%	-393
Total	30,092	32,572	8.24%	2,480

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, which includes data on weekdays, you can see that passengers per revenue hour (the grey bars) slightly increased from 5.0 to 5.4 when compared to Q4 of the previous fiscal year. The number of hours operated rose between Q4 FY 23 and Q4 FY 24 after implementing new routes in August 2023.

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

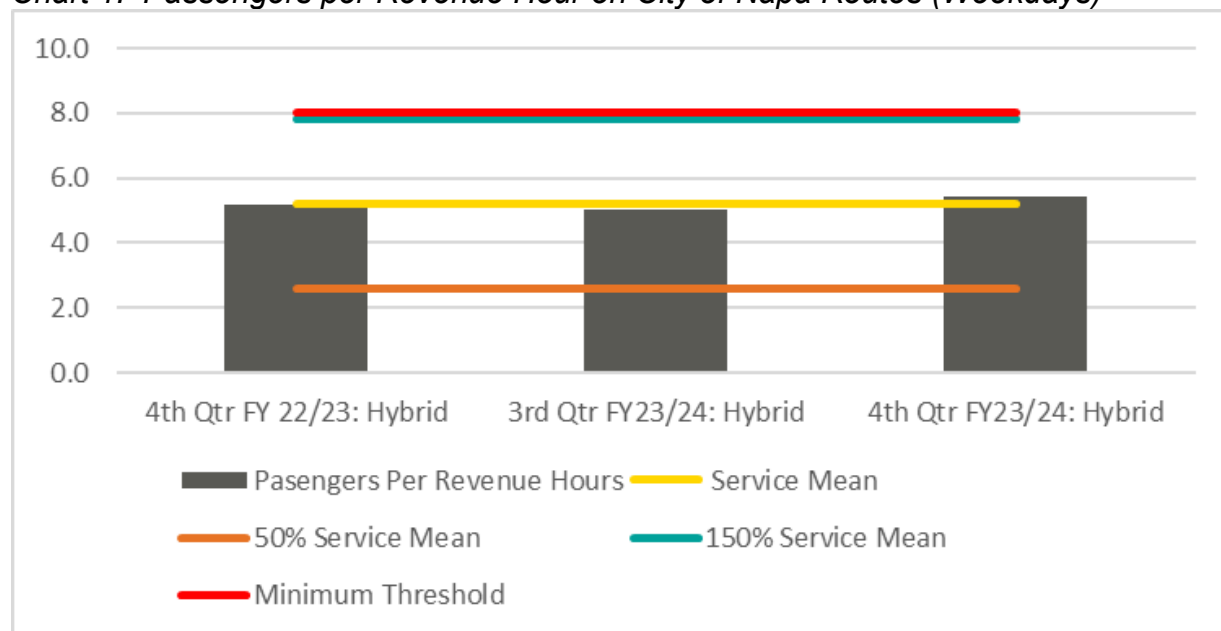


Chart 2 shows that the passengers per revenue hour vary a lot by route. The Route C passengers per revenue hour is the only local route above the pre-COVID 8.0 minimum

threshold. All other fixed routes were in the 1.5 to 5.0 range with Route A on-demand coming in just below 2 passengers per revenue hour. This isn't surprising given the nature of on-demand service versus fixed route service.

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

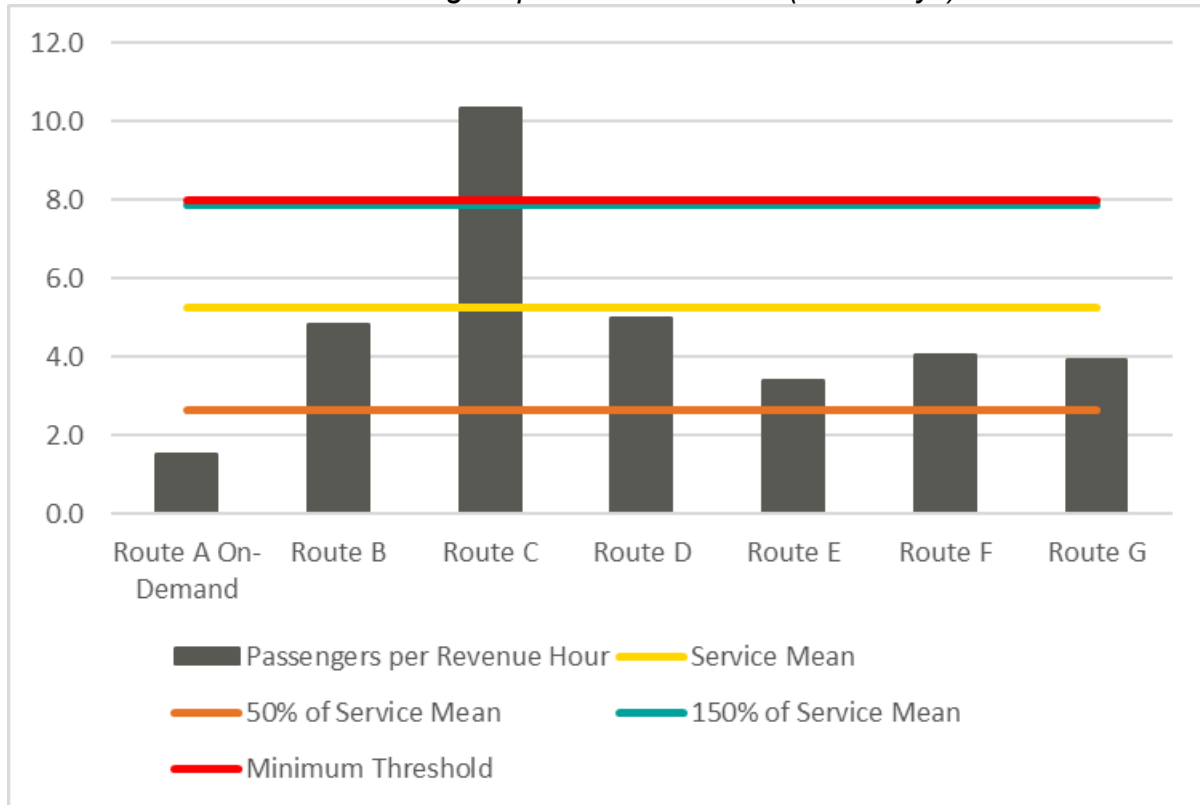


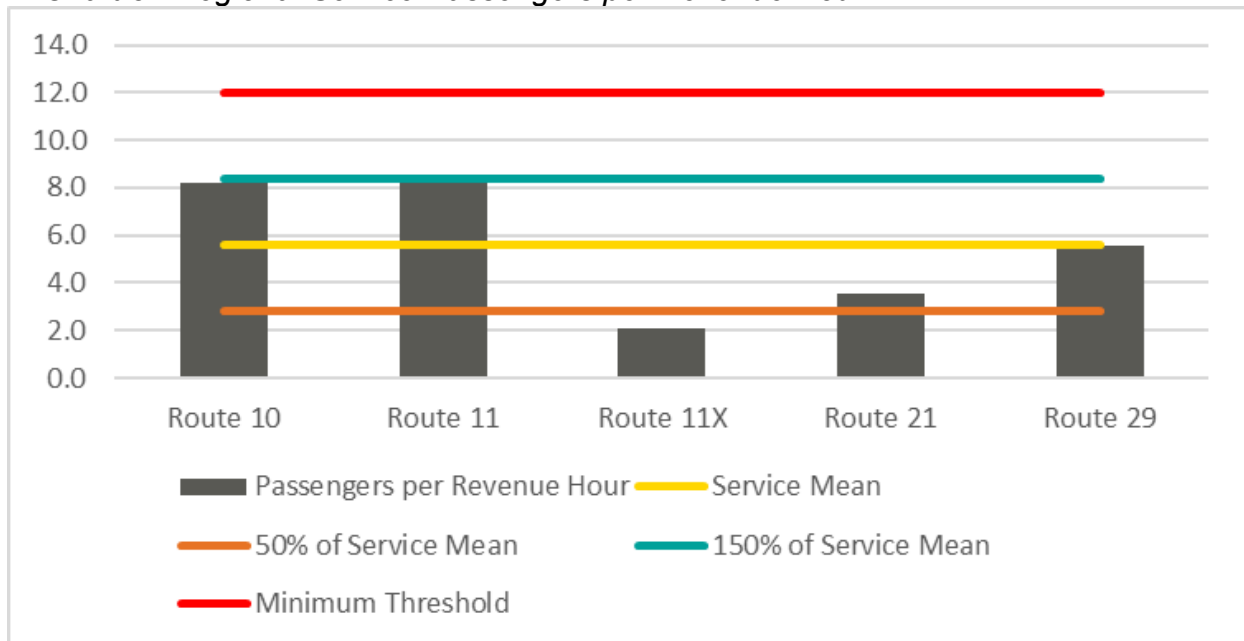
Table 3 shows steady overall ridership growth of approximately 11.95% for the quarter. The route showing the largest percentage improvement in ridership is Route 11X at 57%, followed by Route 21 at 20.16%. All regional routes saw growth compared to the same time last year. A few of the reasons for this increase include the four additional trips per day on the Route 10, a decrease in the number of missed trips specifically on the Route 11X and longer day lights hours.

Table 3: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q4 of FY23 & FY24

	Q4 FY23	Q4 FY24	% Difference	Numerical Difference
Route 10	36,103	39,363	9.03%	3,260
Route 11	29,405	34,038	15.76%	4,633
Route 11X	673	1,056	56.91%	383
Route 21	3,482	4,184	20.16%	702
Route 29	9,226	9,674	4.86%	448
Total	78,889	88,315	11.95%	9,426

Passenger per revenue hour data on the weekdays shows that Routes 10 and 11 continue to be our most efficient regional routes. As shown on Chart 3, the Routes 10 and 11 have identical passengers per revenue of 7.7, but are still below the pre-COVID minimum threshold of 12 passengers per revenue hour. The least productive route remains the Route 11X, which is geared towards Ferry commuters. To help entice ridership, staff lowered the fare during the July 1 fare increase to match the local fare price. Instead of paying \$3.00, the express bus price, passengers now only have to pay \$2.00 for the route. Additionally, staff is exploring the option of making alterations to the route.

Chart 3: Regional Service Passengers per Revenue Hour



Ridership decreased on the community shuttles overall by about 1% compared to the same quarter last year as shown in Table 3. Only the Yountville Bee experienced a significant ridership increase. There were nominal changes in Calistoga and American Canon and only St. Helena had a significant decrease. Part of the change in St Helena data is attributed to issues collecting the data on the St. Helena fixed route bus run during school hours. Up until April of 2024, the St. Helena shuttle driver did a daily manual count on the number of riders on each school trip, but TransDev operations staff inadvertently instructed drivers to stop collecting this data as they believed it was being captured in the on-demand platform. NVTA staff did not recognize the error until reviewing the quarterly data, and instead used farebox data to approximate the ridership on the daily school trip for the fourth quarter of FY 2024.

Table 4: Community Shuttles– Comparing Q4 of FY23 & FY24

	Q4 FY23	Q4 FY24	% Difference	Numerical Difference
Calistoga Shuttle	3,545	3,455	-2.54%	-90
St. Helena Shuttle	1,588	1,319	-16.94%	-269
Yountville Bee	1,087	1,394	28.24%	307
American Canyon Transit	4,922	4,887	-0.71%	-35
Total	11,142	11,055	-0.78%	-87

*Q4 2024 includes estimate of average ridership on St Helena fixed route of 135 riders per month. Data on this route was limited over the period. The reporting failure has been remedied and a full set of data will be available again starting July 1st

VineGo ridership rose by about 9% over the last year as seen in Table 5.

Table 5: VineGo Ridership – Comparing Q4 of FY23 & FY24

	Q3 FY23	Q3 FY24	% Difference	Numerical Difference
VineGo	3,934	4,288	9.00%	354

Table 6 shows annual ridership over the past five fiscal years to provide an even broader context on the fluctuations of ridership pre-and post-COVID. The data shows continued progress from FY 19 through FY 24. It shows the system gaining ridership each fiscal year since FY 21, but at a slow rate with a 7.3% ridership gain from FY 23 to FY 24.

Table 6: Ridership – Comparing Fiscal Years 19, 20, 21, 22, 23, 24

	FY19	FY20	FY21	FY22	FY23	FY24
Fixed Route	957,403	640,342	236,775	369,444	413,166	453,972
Demand Response	103,701	88,485	78,711	71,821	74,829	69,787
Total	1,061,104	728,827	315,486	441,265	487,995	523,759

Chart 4 breaks down the fixed route data by route across the fourth quarter and also adds in the prior quarter (January – March 2024) to visually show the changes over time. The narrative differs by route. For routes 10 and 11 there has been an increase in ridership when comparing the fourth quarter of FY21, FY22 and FY23 to the most recent quarter. The local City of Napa Routes are generally trending upward. For commuter routes 11X, 21 and 29, ridership has remained consistently low and stagnant since the onset of COVID.

Chart 4: Total Fixed Route Ridership Change

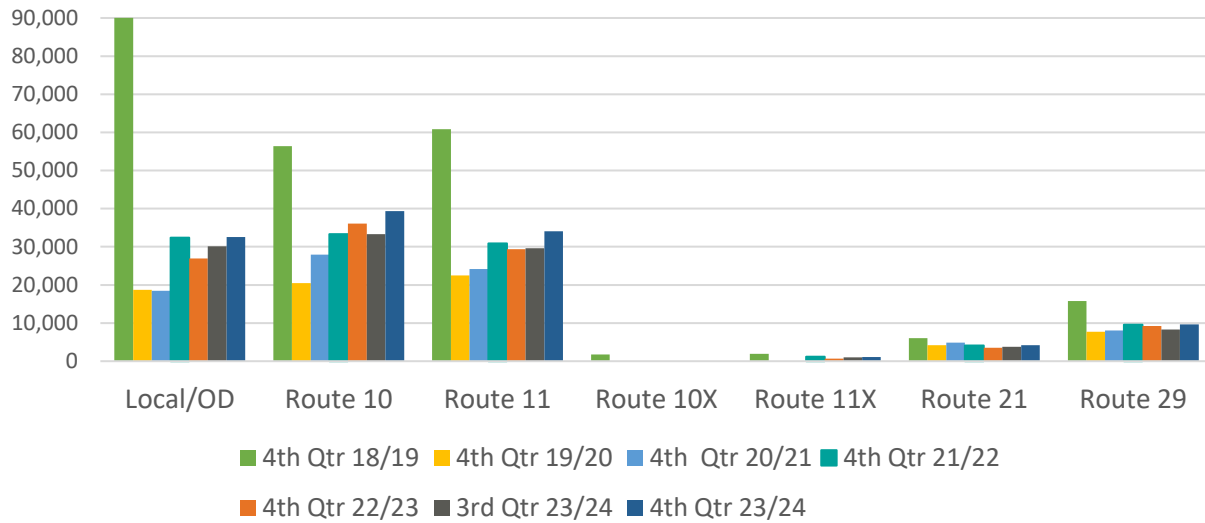
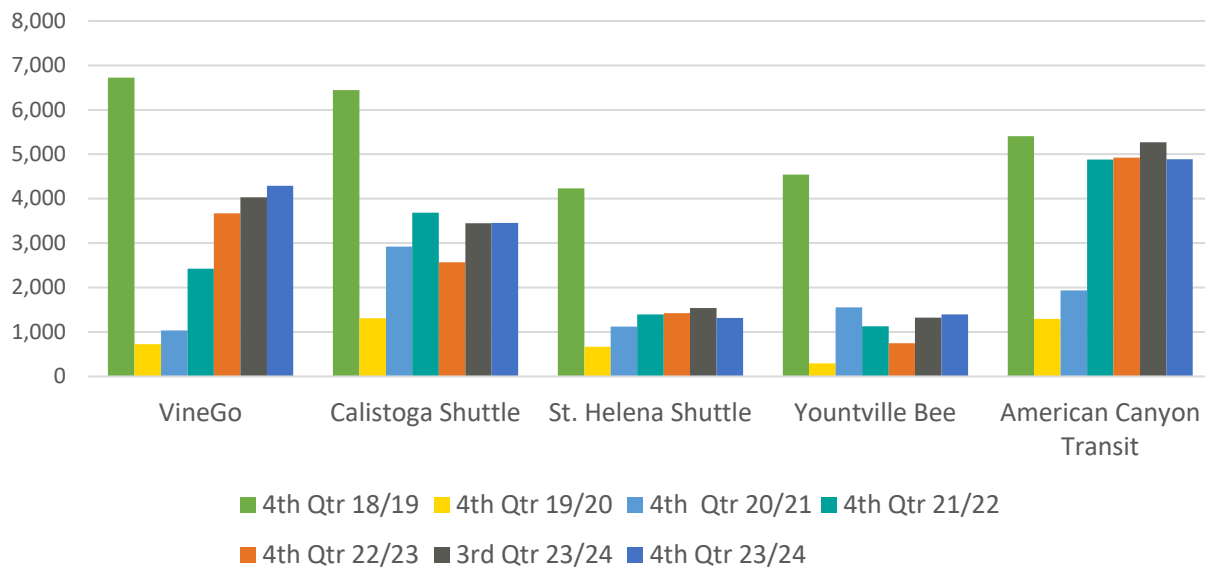


Chart 5 below takes the demand response data and segments it across the different services. Once again, there are differences across the jurisdictional services. St. Helena Shuttle and the Yountville Bee remain below 50% of pre-COVID levels while American Canyon Transit is inching closer to pre-COVID ridership levels. However, all services have been trending upward since the height of the COVID-19 pandemic.

Chart 5: Total Demand Response Ridership Change



Finally, Table 7 shows the missed trips during the fourth quarter of the current fiscal year compared to the fourth quarter of last Fiscal Year. NVTA’s aging fleet has experienced some mechanical issues that have resulted in missed trips. Currently, NVTA has 14 electric buses on order with Gillig, but those aren’t expected to arrive until 2025. In the meantime, Vine Transit will be receiving six new-to-us used Compressed Natural Gas (CNG) buses in August that will replace older vehicles that have surpassed their useful lives. Additionally, Vine Transit is exploring the option of leasing four 2019 Gillig hybrid buses from Golden Gate Transit (GGT). GGT currently has a fleet spare ratio of over 100%, so they are open to leasing some of their excess vehicles to NVTA. These additional newer buses should help decrease the number of missed trips caused by mechanical issues.

Table 7: Missed Trips During Q3 of FY 2023 and FY 2024

	Regular Missed Trips		On-Demand Missed Trips	
	Q4 FY 23	Q4 FY 24	Q4 FY 23	Q4 FY 24
April	14	84	12	4
May	14	32	12	0
June	9	37	14	1
Total	37	153	38	5

Upcoming Marketing Efforts

The three new informational videos covering how to Ride the Vine, VineGo, and the Vine Transit Maintenance Facility shown at the last CAC meeting are now on the Vine Transit website. Additionally, new brochures for community shuttles in American Canyon and Calistoga, modeled after those for Yountville and St. Helena, are being created. We included mobility brochures and VineGo information in a Meals on Wheels delivery in July to seniors.

Recently, NVTA staff attended Meet Me In The Streets (American Canyon) in July & August, National Night Out on August 6th in the City of Napa, with plans to visit more resource fairs in the near future. September is transit month, and NVTA is planning the following events to celebrate:

- Free day on Friday, September 27th, with giveaways at some of our key transit hubs (including the Vallejo Ferry, which we hope to cross-promote with the Ferry)
- Photo game – take a picture from a transit bus or stop and post it to win a prize
- Cross-promotion with our V-Commute Fall Commute Challenge
- Bus visits at local schools
- Participating in a Napa by Transit Adventure Event (exact name of the event is still in the works) being spearheaded by the Transbay Coalition. The event would encourage folks from outside of Napa to take public transit into the Valley and would include a winery tasting.

ATTACHMENT(S)

None