

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Wednesday, May 7, 2025
5:00 PM

JoAnn Busenbark Boardroom

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 both in person and remotely via Zoom. The Zoom option will be available for members of the public to participate, however all committee members are expected to be in person and following the traditional Brown Act rules.

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 94573100120
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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.

Instructions for submitting a Public Comment are on the next page.

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.

1. To comment via Zoom, click the "Raise Your Hand" button (click on the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to "Raise Your Hand" are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

2. To comment by phone, press "*9" to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself by pressing "*6" when it is your turn to make your comment, for up to 3 minutes. After the allotted time, you will be re-muted.

Instructions on how to join a Zoom video conference meeting are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

Instructions on how to join a Zoom video conference meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

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.

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

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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 **Transit Priority for Roadways (Mika Miyasato and Joel Shaffer, MTC)**

Estimated Time: 5:10 p.m.

- 6.2 **NVTA Project Update (Grant Bailey)**

Estimated Time: 5:30 p.m.

7. CONSENT AGENDA

- 7.1 **Meeting Minutes of March 5, 2025 (Laura Sanderlin) (Pages 7-8)**

Recommendation: CAC action will approve the meeting minutes of March 5, 2025.

Estimated Time: 6:00 p.m.

Attachments: [Draft Minutes](#)

8. REGULAR AGENDA ITEMS

8.1 Executive Director Report (Kate Miller) (Pages 9-11)

Recommendation: That the Napa Valley Transportation Authority (NVTa) Citizen Advisory Committee receive the Executive Director Report.

Estimated Time: 6:05 p.m.

Attachments: [Staff Report](#)

8.2 Vine Transit Update (Libby Payan) (Pages 12-20)

Recommendation: That the Napa Valley Transportation Authority (NVTa) Citizens Advisory Committee receive the third quarter Fiscal Year (FY) 2024-25 Vine Transit update.

Estimated Time: 6:15 p.m.

Attachments: [Staff Report](#)

8.3 Countywide Transportation Plan and Supporting Plans Update (Diana Meehan) (Pages 21-26)

Recommendation: Information only

Estimated Time: 6:30 p.m.

Attachments: [Staff Report](#)

8.4 Farewell to Executive Director Miller (Chair Michael Baldini)

Estimated Time: 6:45pm p.m.

9. FUTURE AGENDA ITEMS**10. ADJOURNMENT****10.1 The next Regular Meeting is July 2, 2025.**

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 Thursday, May 1.

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, March 5, 2025

5:00 PM

JoAnn Busenbark Boardroom

1. Call To Order

Chair Baldini called the meeting to order at 5:02pm.

2. Roll Call

Present: 8 - Ron Richardson
Larry Kromann
Michael Baldini
Jean Vincent Deale
Patricia Lynch
Vincent Courtney
Tom Kambe
Hans Korve
Absent: 2 - Alex Crown
Ashley Tenscher

3. Public Comment

None

4. Committee Member Comments

None

5. Staff Comments

Deputy Executive Director Schmitz introduced new NVTa staff member, Ximena Espinosa, Bilingual Outreach Coordinator.

6. PRESENTATIONS

6.1 Napa River Line (Brendan Hurley, City of Napa)

Project overview presented by Brendan Hurley, Economic Development Coordinator.

Committee requested staff to have Flood Control Department of Napa attend future meeting.

6.2 Vine Trail Project Yountville to St Helena Segment (Graham Wadsworth, County of Napa)

Project updates presented by Graham Wadsworth, Engineering Supervisor and Shawn Casey-White, NVVTC Executive Director.

Public comment by Gary Woodruff regarding the County Economic Report.

7. CONSENT AGENDA

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

Aye: 8 - Richardson, Kromann, Baldini, Deale, Lynch, Courtney, Kambe, and Korve

Absent: 2 - Crown, and Tenscher

7.1 Meeting Minutes of February 5, 2025 (Laura Sanderlin) (Pages 8-9)

Attachments: [Draft Minutes](#)

8. REGULAR AGENDA ITEMS

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

Attachments: [Staff Report](#)

Information only/No action taken

8.2 Accessible Transportation Needs Assessment Draft Plan (Diana Meehan) (Pages 13-14)

Attachments: [Staff Report](#)

Information only/No action taken

9. FUTURE AGENDA ITEMS

-Flood Control project update
-Highway 37 project update

10. ADJOURNMENT

Chair Baldini adjourned the meeting at 6:35pm.

10.1 The next Regular Meeting is May 7.

Laura Sanderlin, NVTB Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Citizen Advisory Committee Agenda Memo

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

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Citizen Advisory Committee receive the Executive Director Report.

BACKGROUND

Regional Update

- The Metropolitan Transportation Commission approved an allocation of \$1.33 million to American Canyon from the Housing Incentive Program. The Program awards the top 15 highest housing production/preservation jurisdictions in the region. American Canyon's grant award is for pavement rehabilitation on Poco Way, Melvin Road, and James Road.
- The Commission approved \$40.7 million in grants to local jurisdictions, as part of the regional One Bay Area Grant Program (OBAG 3) which includes funding for several initiatives to support local implementation of key Plan Bay Area 2050 (PBA 2050) strategies. The City of Napa received two grants- \$975,000 for charging infrastructure and \$500,000 for parking management.
- MTC adopted principles for the Transportation Revenue Measure that will be moving through the current legislative session (Senate Bill 63 (Wiener/Arreguin)). The principles include:
 - Measure must be passable:
 - Limiting the sales tax to ½ cent
 - Keep it simple

- Citizen's initiative to enable passage by a simple majority
 - Garner political support
 - Measure must prevent Major Transit Service Cuts
 - Measure must take Local Transportation Needs into Consideration (not just transit)
 - Measure must ensure Fairness (equity between operators)
 - Measure must include Meaningful Accountability Provisions
- State legislators are beginning to discuss the extension of the Cap and Trade program. NVTa currently receives revenues for both transit capital and operating funds from this program, and staff is hopeful that the program renewal will include a robust funding package to expand transit operations. At its March meeting, MTC Adopted the following advocacy principles:
 - Support long-term extension of the program
 - Sustained investments in transportation and affordable housing
 - Fair share for the Bay Area
 - Equitable distribution of resources
 - Increased funding for transit operations
 - Protect affordable housing production funding levels
 - Assist with implementation of Sustainable Communities Strategies (SCS)
 - Enhance resilience to climate-fueled natural hazards

Local Update

- NVTa held a retreat in lieu of its standing Board meeting on April 16th. The Retreat also served as the kickoff for the Countywide Transportation Plan. It was well attended by members of the public, and by several members of the CAC (thank you). The Board and members of the public provided a lot of great feedback, and staff is looking forward to working with this committee on developing the plan over the next year.
- NVTa is holding a community outreach meeting to elicit feedback about improvements on SR 29 in American Canyon to inform the project environmental document. The meeting is on April 30 at the American Canyon City Hall from 5:30 to 7 PM.
- NVTa is a sponsor and is tabling at the May 4th Bikefest event which will be held at the South Napa Marketplace from 9 AM to 3 PM. We encourage CAC members to drop by NVTa's booth.
- May 16th is Bike to Wherever Day around the Bay Area, and here in Napa. NVTa will sponsor a morning energizer station near the Vine Trail on Soscol at Vallejo Street.
- NVTa is planning a number of meetings as part of the Community Based Transportation Plan (CBTP) outreach. The CBTP is an effort that NVTa

completes about every 4-5 years that focuses on Equity Priority Communities to better understand the specific transportation needs of these communities. Equity Priority Communities are defined by MTC as communities with high percentages of either/and: people of color, low income, limited English proficiency, zero vehicle household, seniors 75 years and over, people with disabilities, single parent families, and rent burdened households. The location and dates of the outreach meetings are:

- Rohlf's Manor, Napa, Tuesday April 29th 2-4pm
- Calistoga Community Center, Up Valley Family Centers
Lunch & Learn, Wednesday May 21st 12-2pm
- NVTa staff will be tabling at the Farmers Market Downtown Napa, Saturday May 24 and Saturday August 2nd 8am- 12pm to promote the Vine Summer Youth Pass. The Summer Youth Pass provides a summer-long pass to youth for just \$20.
- NVTa is rolling out a new 6-month pilot program on May 1st. Vine Late Night is a partnership with Uber funded in part by Visit Napa Valley. For employers that sign up for the program, their employees will be eligible for a \$10 Uber ride to get home when they use transit to get to work. The program will be geo-fenced for employers located between Oak to Lincoln and Silverado to Jefferson in the City of Napa as well as a few select hotels in/around the Napa area. I'd like to acknowledge the work of Danielle Schmitz and Rebecca Schenck who worked with Uber to develop the idea and for reaching out to business organizations in Napa to raise revenues to support the program. I'd also like to thank Linsey Gallagher and her team at Visit Napa Valley.
- NVTa is currently recruiting for two positions: accountant and planner-project manager.
- The recruitment for the Executive Director position has closed, interviews have been held, and staff anticipate there will be an update at the May 21st NVTa Board meeting.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Citizens Advisory Committee Agenda Memo

TO: Citizens 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) Citizens Advisory Committee receive 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 weekday and to 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

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 Soscot 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 time period one year ago (5.0)

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

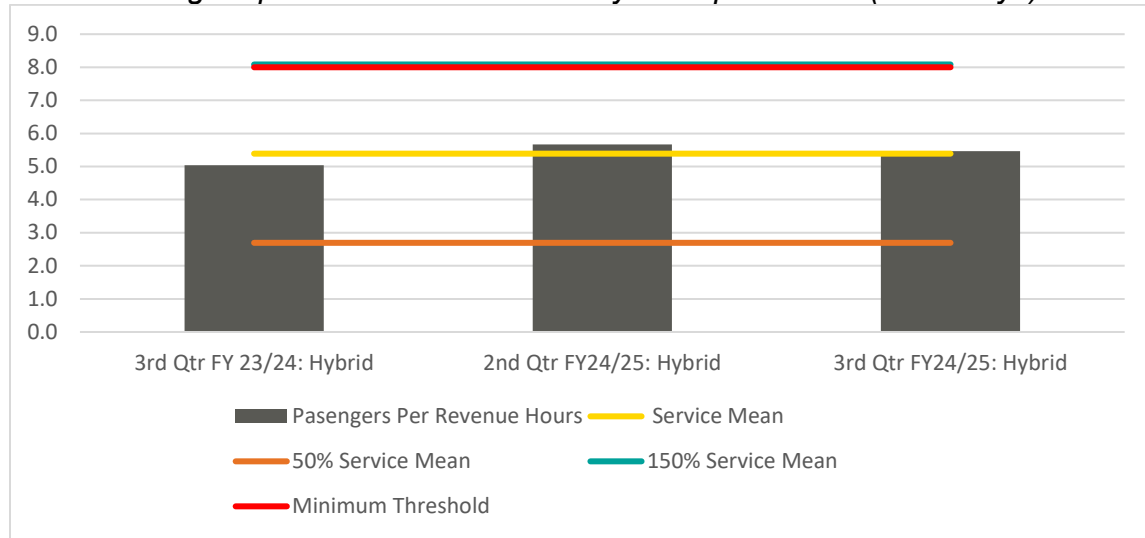


Chart 2 shows that the passengers per revenue hour vary by each individual local route. The Route C passengers per revenue hour is the only local route above the pre-COVID 8.0 minimum threshold measuring at 9.1. All other fixed routes were in the 2.9 to 6.4 range. Route A transitioned from an on-demand 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)

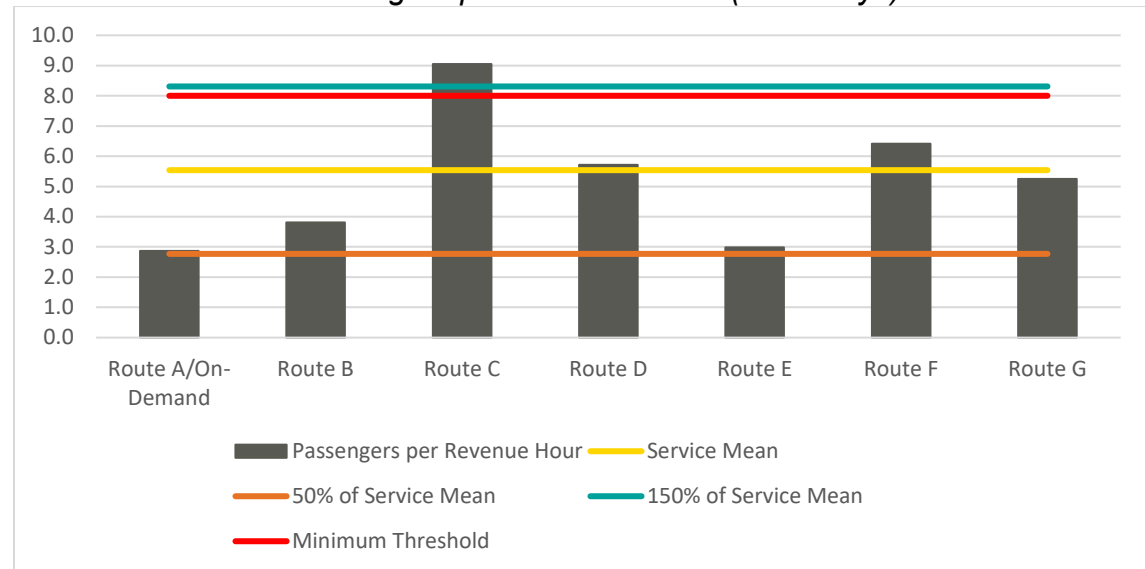


Table 2 shows overall ridership remained relatively stagnant with growth of 2.83% for the quarter on regional routes. Lower ridership on Route 21 may be due to considerable delays on multiple trips as Vine buses are being subjected to random California Highway Patrol Inspection with passengers on board at the weigh station on Interstate 80. NVRTA and Soltrans are working with the California Transit Association and CHP to have the additional inspections done at NVRTA'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 discounting it. This route, along with the system as a whole, will be evaluated and discussed at the next Board of Directors meeting on Wednesday May 21, 2025.

Chart 3: Regional Service Passengers per Revenue Hour

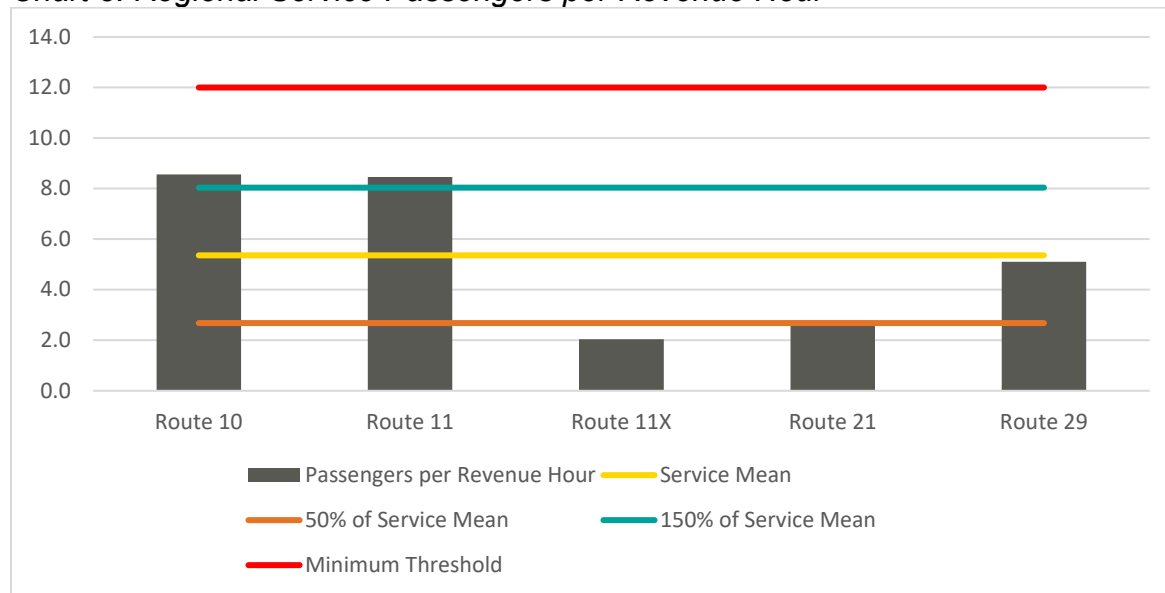


Table 3 shows ridership slightly decreased on the community shuttles overall by about 6% compared to the same quarter last year. The Yountville Bee experienced the highest decline at nearly 22% while Calistoga and American Canyon transit also experienced declines. The new Calistoga shuttles that will 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

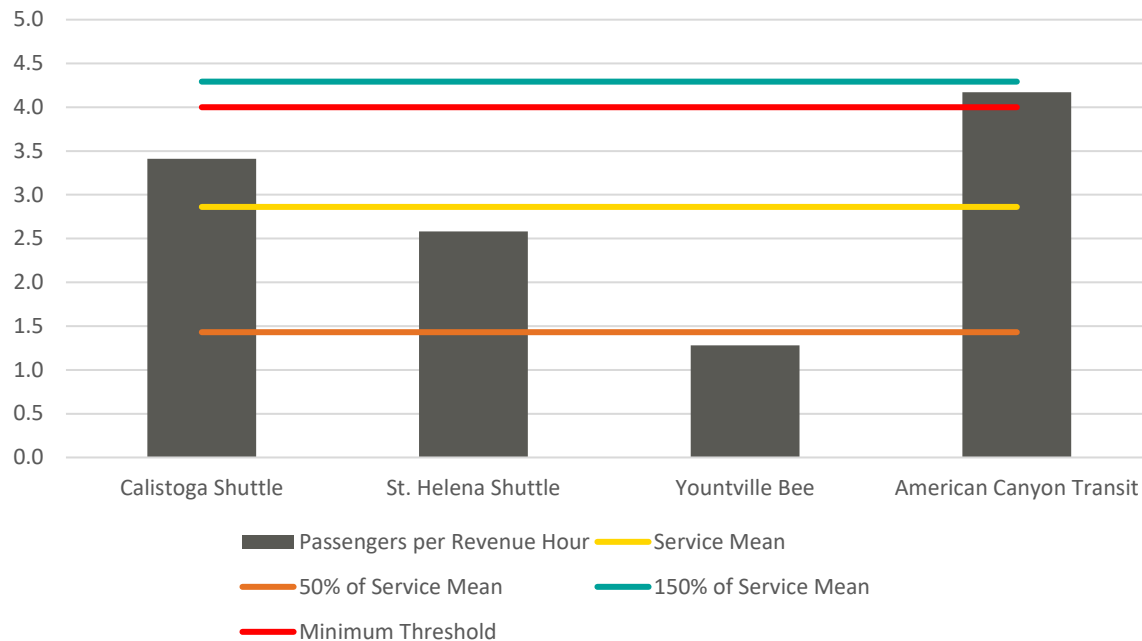
Chart 4 on the next page shows the passengers per revenue hour on the local community shuttles. American Canyon Transit continues to show the strongest ridership of the community shuttles by meeting the passengers per revenue hour minimum threshold of at least four passengers. Given its popularity, staff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

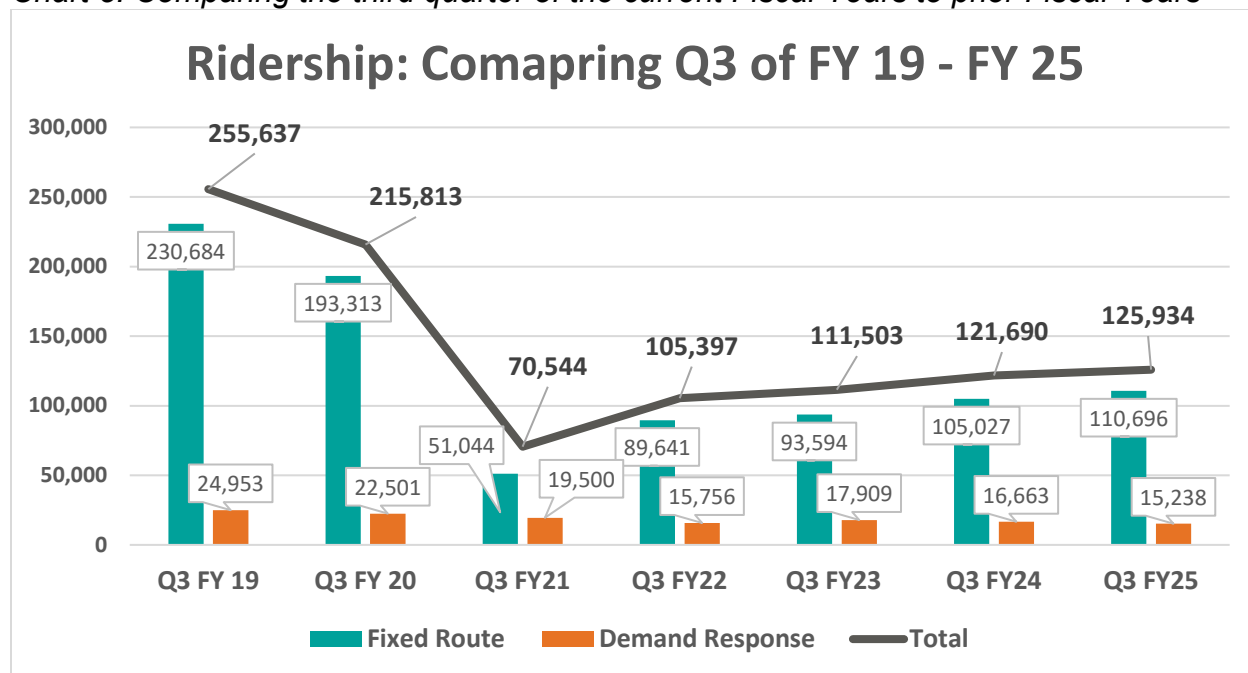
Table 5 and Chart 5 compares the time period of January – March of the current Federal Fiscal Year to the same time period over the previous six fiscal years to provide additional context to current ridership trends and how they compare over time pre and post COVID.

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

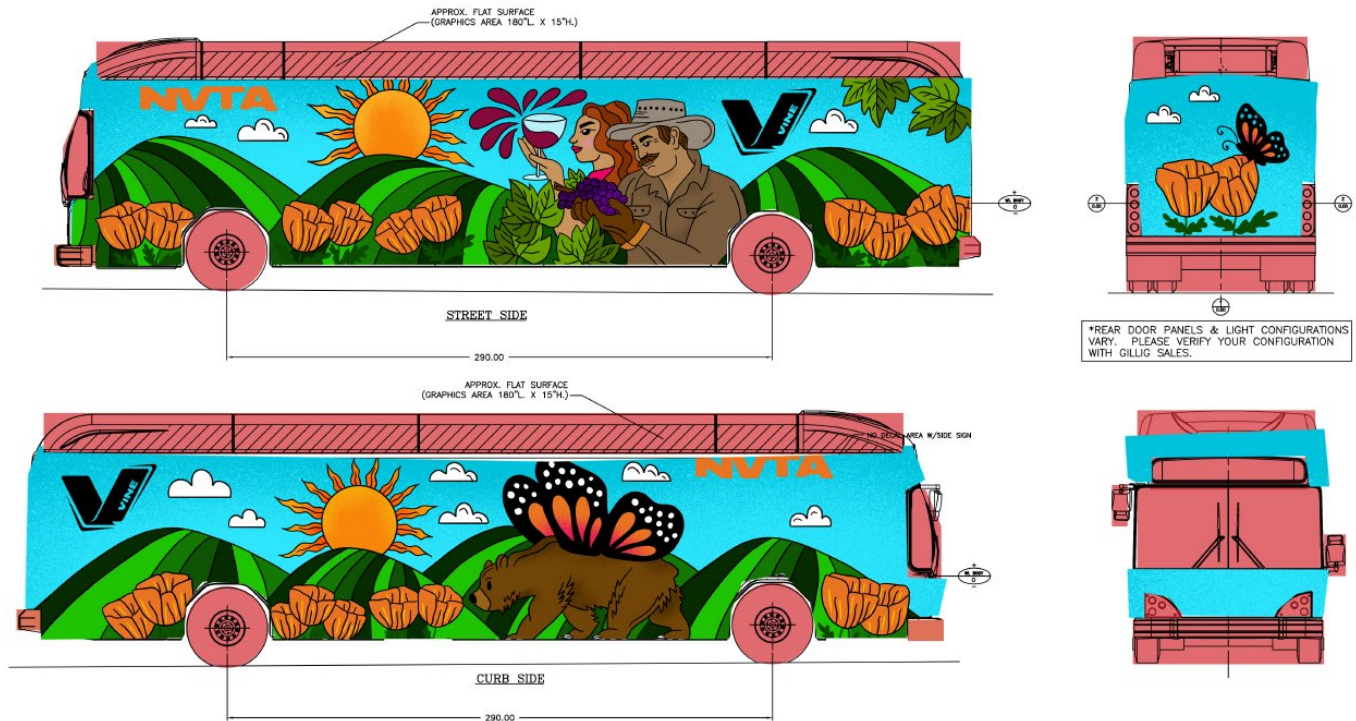
	Regular Missed Trips	On-Demand Missed Trips
January	8	0
February	6	0
March	4	0
Total	18	0

Marketing Efforts

As the weather warms up and Spring commences, more events are held throughout the valley and NVTa is working to increase its presence out in the community to help raise awareness of all the services we provide and solicit feedback on different planning efforts. Events attended during the third quarter of the current Federal Fiscal Year include:

- Culinary Institute of America's Health and Wellness Fair (February 12)
- Bel Aire Elementary School Presentations to a pair of kindergarten classes (February 26)
- 8th Grade Career Fair (March 13)
- Browns Valley Career Fair (March 21)

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 NVRTA 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 festivals at the Soscol Gateway Transit center, which is located right across from the festivals.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Letter

TO: Citizens Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Planner
(707) 259-8321 / Email: dmeehan@nvta.ca.gov
SUBJECT: Countywide Transportation Plan and Supporting Plans Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Staff will provide an overview of the various countywide plans/studies underway. This recurring agenda item serves to provide timely updates on each effort, inform CAC members of opportunities for input or feedback, and to stay abreast of high-level milestones and decision points.

BACKGROUND AND DISCUSSION

Countywide Transportation Plan

The Metropolitan Transportation Commission (MTC) requires Bay Area County Transportation Agencies (CTAs) to develop long-range transportation plans (typically spanning 25 years) that align with the region's broader long-range transportation strategy—now in its third iteration, known as Plan Bay Area 2050+.

A minor update to the regional plan's Blueprint was completed in 2024, refining the framework and vision for the Bay Area's climate and equity goals. The Blueprint includes:

- Forecasts and assumptions about the Bay Area's future, such as population growth, job trends, sea-level rise, financial needs, and revenue projections.
- Strategies for public investment and policy reforms.
- Guidance on geographic focus areas for future housing and job growth in alignment with the plan's strategies.

Current CTP & Performance Review

NVTA's current Countywide Transportation Plan (CTP), Advancing Mobility 2045, was adopted in May 2021. It was the first CTP to incorporate performance metrics based on the plan's key priorities: equity, safety, congestion, economic stability, sustainability, and maintenance.

A mid-plan performance review conducted in 2023 assessed progress on 14 key metrics. Since the plan's adoption, five metrics have been achieved, mainly due to changing travel conditions resulting from the COVID-19 pandemic.

Upcoming CTP Update & Alignment with Plan Bay Area 2050+

In preparation for the next iteration of Plan Bay Area, OBAG 4—launching in early 2026—NVTA is updating its CTP to align with new target forecasts for 2050. NVTA has contracted with Fehr & Peers to assist with this update. The project team kicked off the 14-month planning process with an initial meeting on February 4th.

NVTA Board Retreat: Intersections: Land Use, Transportation and Community

NVTA held a Board Retreat on April 16 focused on the CTP update, with an emphasis on the connections between land use, transportation, and community. Dave Vautin, the Director of Regional Planning with MTC provided the keynote presentation with details addressing why we develop long range plans and the impacts and benefits long range planning can have on the community. Some key takeaways regarding the development and usefulness of successful plans are:

- Provide a clear vision and objectives
- Be willing to wrestle with trade-offs
- Link priorities to implementation
- Ensure that all linkages beyond transportation (land uses, housing, economic development etc.) are being addressed
- Connect policy to budgets

The Retreat was facilitated by the Fehr & Peers team, and included overviews of:

- Transportation funding complexities
- Travel behavior
- What has changed since 2021
- Aligning links between Land Use and Transportation
- Shifts in regional policies affecting land use and transportation
- A review of the current plan Vision & Goals

The Board was asked to participate in a voting exercise related to a series of themes and asked to rate the importance of those things using high, moderate or low priority color cards. The majority of the Board was in agreement across most themes rating many as high or moderately important.

A discussion among the Board, staff, and attendees brought forth suggestions for improving the goals and objectives for the plan. Staff will bring a revised set of goals and objectives to the Board for review at the May meeting.

Travel Behavior Study

The Travel Behavior Study will build upon data collected in the 2020 Travel Behavior Study as well as present new ideas/technologies to identify different data points to inform various upcoming planning efforts. The travel behavior study will focus on work/school, non-work, and visitor trips in Napa Valley, identify entry and exit points, number of trips, and destinations, and evaluate predominant modes of travel, vehicle occupancies, and times of day/week when the system is most used. The study will take seasonal variations into consideration, and trips related to visitors, workers and students, and will include weekday and weekend travel.

NVTA distributed an employer survey to study travel patterns across Napa County, focusing on travel days, times, and routes, while comparing the findings to pre-pandemic trends. The survey was promoted through multiple channels, including the V-Commute Employer List, the County's Chardonnay site, Napa Valley College, Visit Napa Valley newsletters, Chambers of Commerce, and direct outreach to individual employers. We ended with 684 responses in English and 18 responses in Spanish for a total of 702 responses. The survey is now closed. The survey team is beginning to summarize the results.

In addition, RSG, collected traffic count data in early November at key gateway intersections, along various roadway segments throughout the County, and utilized data from the City of Napa's Miovision-equipped intersections. Additional data from Replica and StreetLight has been gathered and is currently under analysis. More detailed updates on the Travel Behavior Study will be provided at future TAC meetings as the study progresses.

Community Based Transportation Plan (CBTP)

The CBTP is a community-driven process which engages residents and community organizations in shaping recommendations. The focus will be to identify transportation solutions that will improve mobility within Equity Priority Communities (EPCs).

Objectives include:

- Improving mobility and access for historically underserved communities
- Identifying resident-perceived transportation gaps or needs
- Transportation project or programmatic improvements that focus on affected communities, such as carshare, bikeshare or a bike loaner program, rideshare

and/or carpooling and on-demand/flex-route transit, pedestrian or bicycle safety improvements near schools or jobs.

Currently, there are five EPCs in Napa County identified by MTC, as highlighted on Table 1. Since 2001, MTC has been using data from the American Community Survey to identify communities (census tracts) that may have historically faced disadvantage and underinvestment due to their background or socioeconomic status. MTC used Bay Area-wide regional data to identify the five census tracts listed below.

Table 1: MTC-Identified Napa Equity Priority Communities (EPCs)

Census Tract	Neighborhood Name
2002.02	South Downtown Napa
2003.01	Southeast Downtown Napa
2008.04	Westwood Neighborhood
2009.00	East Imola
2020.00	Calistoga

In addition to these five MTC-identified EPCs, staff evaluated recent Napa County data provided by MIG to identify four additional census-tracts that have high concentrations of low-income and at least three other demographics that have higher concentrations than Napa County's average in specific underserved populations. The four locally identified census tracts are listed in Table 2 on the next page.

Table 2: Locally-Identified Census Tracts

Census Tract	Neighborhood Name
2016.01	South St. Helena
2012.00	Unincorporated area near Yountville
2007.04	City of Napa/Pueblo Park
2010.04	American Canyon (Southeast)

MIG reviewed related planning documents and projects in the EPCs and drafted a Community Profiles Report that examines each of the nine identified EPCs and highlights key findings, means of transportation to work, key data points and a community profile that highlights traits including: population, income, rent burden, race & ethnicity, age, residents with disabilities, language proficiency, vehicle ownership, travel mode to work and work locations and commute times.

Additionally, MIG conducted nine interviews with key stakeholders to help inform the CBTP:

- Napa County Housing and Homeless Services
- Community Action of Napa Valley
- Napa Valley Farmworker Foundation
- Molly's Angels

- Rianda House
- UpValley Family Centers
- Napa Valley Vine Trail Coalition
- Napa County Bike Coalition
- Puertas Abiertas

MIG and NVTa are in the process of scheduling and attending outreach events with a focus on locations within each EPC. The list below contains the currently planned locations to conduct outreach:

- Napa Valley College Events & an event directly at the student housing complex
- Attending UpValley Family Center's Adult Education Programs
- Conducting a focus group with Molly's Angels Drivers to gain a sense of the most common locations seniors go to and from (This outreach event occurred on March 14, 2025)
- Attending Rianda House's Lunch & Learn (Scheduled for May 21)
- Focus Groups with the Farmworker Foundation
- Pop-up events at the Soscol Gateway Transit Center to directly engage with bus riders who may reside in an EPC
- Direct outreach events at mobile home parks in the EPCs
 - Outreach event at Las Casitas Mobile Home Park in American Canyon occurred on March 26, 2025 & April 15, 2025
- Direct outreach events at low-income housing complexes in the EPCs
- Rohlf's Manor direct outreach (Scheduled for April 29)
- Veteran's Home direct outreach
- Napa County Hispanic Chamber of Commerce Mixers
- Puertas Abiertas Community Events
- Community markets & laundromats (such as La Tapatia Market, Lola's Markets, My Familia Market, etc.) directly in EPCs

The bulk of the outreach is expected to continue through this Spring and is targeting completion by late spring/early summer. The outreach plan for these events is to take poster boards that contain maps of the EPC and Napa County at large and ask residents to place stickers or talk about areas that they experience transportation barriers and what projects can be initiated to help close those barriers. The events will be open house style, so residents can visit us at any time during the 1-3 hour blocks we will be there. To help entice attendance, staff will strive to bring food/refreshments when applicable.

Once the outreach has concluded, MIG will gather all feedback, summarize it, and incorporate it into the draft plan which is tentatively slated for release in late Summer, therefore setting up the approval of the final plan around early Fall.

Active Transportation Plan (AT Plan)

Development of a countywide Active Transportation Plan is proceeding on-schedule. Current priority tasks include public outreach, policy and program framework development, and analysis of active transportation trip origins/destinations utilizing advanced data modeling.

The following table represents the status of each task of the project:

Task	Status	Target Completion
Project Kickoff	Complete	Fall 2024
Existing Conditions Assessment	Complete	Winter 2024
Treatment Toolkit	Near Complete	Spring 2025
Future Demand Assessment	In Progress	Spring 2025
Public Outreach/Engagement	In Progress	Fall 2025
Policy Framework	In Progress	Spring 2025
Proposed Facilities	Not Started	Summer 2025
Proposed Policies & Programs	Not Started	Summer 2025
Implementation & Funding Plan	Not Started	Fall 2025
Final Document for Adoption	Not Started	Fall/Winter 2025

Examples of upcoming AT Plan events and public engagement activities include:

- Up Valley Farmers Market – To support greater engagement and public input on possible projects in the AT Plan from residents of smaller jurisdictions, the project team will be tabling at both St Helena and Calistoga Farmers Markets this Spring and Summer.
- Napa BikeFest – The project team will be tabling at the event, as well as leading a 7-mile bicycle ride of past and future active transportation improvements in the vicinity of South Napa. The ride seeks to more deeply engage with the bicyclist community and share insights regarding how projects are developed and implemented.
- Planning Commission & Council/Board Presentations – Several jurisdictions have responded favorably to offers to provide updates on development of the AT Plan at meetings later this Summer. NVTA staff will be coordinating directly with jurisdictions to provide relevant and timely updates, to ensure that decision makers are aware of the plan, and can get questions answered early in the process.

ATTACHMENTS

None