

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, May 4, 2023
2:00 PM

JoAnn Busenbark Boardroom

Technical Advisory Committee (TAC)

The Napa Valley Transportation Authority (NVTA) Technical Advisory Committee (TAC) meeting will be held in person. A Zoom option will be available for members of the public to participate. All committee members are expected to participate in person and follow the traditional Brown Act rules.

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

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 97545900346
- 2) To join the Zoom meeting by phone dial 1-669-900-6833, enter meeting ID: 975 4590 0346 If asked for the participant ID or code, press #.

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 in writing are on the next page.

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov 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 9 a.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 during a virtual meeting (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>

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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 TAC 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.a Call To Order

1.b Appointment of Acting Chair for the May 4, 2023 TAC Meeting - Action Item

2. Roll Call

3. Public Comment

4. Committee Member Comments

5. Staff Comments

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Danielle Schmitz)

6.2 Project Monitoring Funding Programs* (Alberto Esqueda)

6.3 Caltrans' Report* (Amani Meligy)

6.4 Vine Trail Update (Eric Janzen)

6.5 Measure T Update (Alberto Esqueda)

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.

7. PRESENTATIONS

7.1 NVTA Project Update (Grant Bailey)

Recommendation: The TAC will receive an update on NVTA projects. Information only

Estimated Time: 2:40 p.m.

8. CONSENT AGENDA

8.1 Meeting Minutes of March 2, 2023 Technical Advisory Committee (TAC) Meeting (Kathy Alexander) (Pages 8-11)

Recommendation: TAC action will approve the March 2, 2023 Meeting Minutes.

Estimated Time: 2:55 p.m.

Attachments: [Draft Minutes.pdf](#)

9. REGULAR AGENDA ITEMS

**9.1 Countywide Vision Zero Plan Progress Update (Diana Meehan)
(Pages 12-14)**

Recommendation: The TAC will receive an update on the Countywide Vision Zero Plan.
Information only

Estimated Time: 2:55 p.m.

Attachments: [Staff Report.pdf](#)

9.2 Vine Transit Quarterly Update (Libby Payan) (Pages 15-21)

Recommendation: The TAC will receive an update on Vine Transit operations.

Estimated Time: 3:05 pm

Attachments: [Staff Report.pdf](#)

9.3 Measure T Reform Update (Kate Miller) (Pages 22-23)

Recommendation: Information only

Estimated Time: 3:15 p.m.

Attachments: [Staff Report.pdf](#)

9.4 Legislative Update* (Kate Miller)

Recommendation: Information only

Estimated Time: 3:25 pm

**9.5 May 17, 2023 NVTA-TA and NVTA Board Meeting Draft
Agendas* (Kate Miller)**

Recommendation: The TAC will receive the May 17, 2023 NVTA-TA and NVTA Board
Meeting Draft Agendas. Information only

Estimated Time: 3:30 p.m.

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

**11.1 The next regularly scheduled meeting for the Napa Valley Transportation
Authority Technical Advisory Committee is June 1, 2023 at 2:00 p.m.**

I, Kathy Alexander, 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 April 27, 2023.

Kathy Alexander

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

AB 32	Global Warming Solutions Act	FAST	Fixing America's Surface Transportation Act
ABAG	Association of Bay Area Governments	FHWA	Federal Highway Administration
ACFR	Annual Comprehensive Financial Report	FTA	Federal Transit Administration
ADA	American with Disabilities Act	FY	Fiscal Year
APA	American Planning Association	GHG	Greenhouse Gas
ATAC	Active Transportation Advisory Committee	GGRF	Greenhouse Gas Reduction Fund
ATP	Active Transportation Program	GTFS	General Transit Feed Specification
BAAQMD	Bay Area Air Quality Management District	HBP	Highway Bridge Program
BAB	Build America Bureau	HBRR	Highway Bridge Replacement and Rehabilitation Program
BART	Bay Area Rapid Transit District	HIP	Housing Incentive Program
BATA	Bay Area Toll Authority	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	NOP	Notice of Preparation
FAS	Federal Aid Secondary		

Glossary of Acronyms

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
SHA	State Highway Account	VHD	Vehicle Hours of Delay
		VMT	Vehicle Miles Traveled

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

May 4, 2023
TAC Agenda Item 8.1
Continued From: New
Action Requested: Approve

Meeting Minutes - Draft Technical Advisory Committee (TAC)

Thursday, March 2, 2023

2:00 PM

JoAnn Busenbark Boardroom

1. Call To Order

Chair Ramirez called the meeting to order at 2:07 p.m.

2. Roll Call

Quorum was confirmed.

Present: 10 - Chairperson Ramirez
Ahmann Smithies
Rayner
Lucido
Clark
Arias
Lederer
Hecock
Janzen
Leach

Non-Voting: 3 - Lu
Chang
Meligy

Absent: 3 - Cooper
Levine
Mitchem

3. Public Comment

None

4. Committee Member Comments

Erica Ahmann-Smithies, City of American Canyon - the City is holding a groundbreaking event for the Green Island Road Utility Underground Project on March 16 at 10 am.

Bobby Lu, MTC/ABAG (Metropolitan Transportation Commission/Association of Bay Area Governments) - announced that MTC/ABAG released Calls for Projects on two grant opportunities, and invited Krute Singa to provide more information.

Krute Singa, MTC/ABAG - provided a brief overview of the Parking Management Planning grant and the Regional Mobility Hubs grant, as well as information on where to view the pre-application workshop recordings.

5. Staff Comments

Danielle Schmitz provided brief updates on the Soscol Junction, Vine Bus Maintenance Facility, Calistoga to St. Helena Vine Trail segment projects.

Additionally, she announced that the MTC awarded NVTA approximately \$1 million in Transit Priority Initiative Program funds for improvements to the Redwood and Imola Park and Rides.

Ms. Schmitz noted that Caltrans approved the Project Initiation Document for the SR 29 improvements in American Canyon, which allows NVTA to start work on the environmental phase. Caltrans certified the environmental document for SR 37 from Sears Point to Mare Island, allowing the consortium to start working on the design phase.

Ms. Schmitz reported that the Supreme Court upheld the lower court's decision on the Howard Jarvis Taxpayers Association lawsuit against Regional Measure 3, effectively dismissing the suit. Details on fund distribution are forthcoming.

MTC confirmed Alfredo Pedroza as Chair for an additional 2-year term.

MTC appointed Andy Fremier as Executive Director. Mr. Fremier has been with MTC for over 15 years and most recently served as Deputy Executive Director.

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Danielle Schmitz)

Danielle Schmitz reported that Caltrans has appointed Tanzeeba Kishwarr as acting District Director for Planning.

Caltrans District 4 has released new Managed Lane System Plan (MLSP) Guidelines, which outline system objectives, multimodal considerations and performance measures for health and safety, and consistency with state policies.

The Metropolitan Transportation Commission (MTC) is working on the next generation freeway study, a requirement of Plan Bay Area 2050. The study's three main components are 1) Project planning and defining the problem; 2) Goals and pathways to development; 3) Technical analysis, pricing strategies, all lane tolling, and transit first strategies.

MTC is also updating the Lifeline Program to a Community Choice and Equity program. Staff will provide updates when available.

6.2 Project Monitoring Funding Programs (Alberto Esqueda)

The Project Monitoring Spreadsheets will be provided next month.

6.3 Caltrans' Report (Amani Meligy)

Amani Meligy reviewed the Caltrans report.

6.4 Vine Trail Update (Eric Janzen)

Shawn Casey-White provided updates on the Calistoga to St. Helena segment project, the Yountville to St. Helena segment and signage along the trail.

6.5 Measure T Update (Alberto Esqueda)

Alberto Esqueda provided an update on the March 1 Independent Taxpayer Oversight Committee (ITOC), noting the ITOC requested additional information from the City of Calistoga

and the City of St. Helena on their Maintenance of Effort items.

7. CONSENT AGENDA

7.1 Meeting Minutes of January 5, 2023 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 8-11)

MOTION by LEDERER, SECOND by AHMANN SMITHIES, to APPROVE the January 5, 2023 TAC Meeting Minutes. Motion was unanimously approved.

8. REGULAR AGENDA ITEMS

8.1 Priority Conservation Area (PCA) Re-refresh Update (Danielle Schmitz) (Pages 12-22)

Information only/No Action

8.2 Transportation Development Act Article 3 (TDA 3) Fiscal Year (FY) 2022-23 Countywide Claim and Annual Review (Diana Meehan) (Pages 23-27)

MOTION by AHMANN SMITHIES, SECOND by HECOCK to RECOMMEND the NVTA Board submit the TDA 3 FY 2022-23 Countywide Claim to MTC. Motion was unanimously approved.

8.3 Vine Transit Update (Libby Payan) (Pages 28-33)

Information Only/no Action

8.4 Transportation Fund for Clean Air (TFCA) Program Manager Fund Authorizing Issuance of a Call For Projects (Diana Meehan) (Pages 34-51)

MOTION by CLARK, SECOND by ARIAS to RECOMMEND the NVTA Board open a TFCA Call for Project for Fiscal Years Ending 2024-2026. Motion was unanimously approved.

8.5 Vision Zero Plan Update (Diana Meehan) (Pages 52-55)

Information only/No Action

8.6 Legislative Update* (Kate Miller)

Information Only/No Action

8.7 March 15, 2023 NVTA Board and NVTA-TA Board Meeting Draft Agendas* (Kate Miller)

Information Only/No Action

9. FUTURE AGENDA ITEMS

None

10. ADJOURNMENT

10.1 The next Regular Meeting is April 6, 2023.

Meeting adjourned at 3:58 p.m.

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Planner
(707) 259-8327/ Email: dmeehan@nvta.ca.gov
SUBJECT: Countywide Vision Zero Plan Progress Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Vision Zero is a transportation system safety strategy to eliminate fatal and severe injury crashes on roadways. To advance the goal of improving roadway safety for all modes countywide, and to support the requirement under multiple grant funding programs, NVTA and consultant Fehr & Peers are developing a Countywide Vision Zero plan scheduled for completion by December 2023. This effort will be data-driven and complement recent Local Roadway Safety Plans (LRSP) completed by the County, City of Napa, and the City of American Canyon, and will help meet safety plan requirements for up valley communities without an LRSP.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

Several funding sources are requiring adoption of roadway safety plans or Vision Zero plans to ensure funding for transportation projects that prioritize safety for all road users. A plan must be completed no later than December 2023 to meet requirements for several transportation funding programs, in particular the One Bay Area Grant, Cycle 3 (OBAG-3). This planning effort will assist in identifying and prioritizing safety projects and programs countywide in preparation for grant funding opportunities to make transportation

safety improvements that will help achieve the goal of zero serious and fatal roadway injuries countywide by 2030.

Progress to date includes:

Public Engagement Plan

- Stakeholder and Technical Advisory Working Groups
- Updates to NVTAs Committees/Board
- Public perception survey
- Public input through SafeTrec StreetStory

Vision Statement

Napa Valley is committed to an equity-focused, data-driven effort to eliminate traffic deaths and severe injuries on our streets by 2030.

Collision Analysis and Profiles

The Fehr & Peers team has assembled collision records in both incorporated and unincorporated areas within the county. The collision data includes injury reported collisions between 2015 and 2021. High-level trends include:

- Collision numbers have remained similar year-over-year, even during the pandemic, but show a rise in pedestrian severe and fatal injuries in 2020-21
- Different modes have different times where collisions are most prevalent:
 - Pedestrian collisions are more prevalent during weekdays
 - Bicycle collisions are more prevalent during the weekend
 - Total injury vehicle collisions were more evenly spread across the week
 - Vehicle collisions involving fatalities and severe injuries are more prevalent during the weekend
- Primary Collision Factors (PCF)
 - All collisions countywide
 - Unsafe speed-32%
 - Improper turning-20%
 - Vehicle Right of Way Violation-13%
 - Killed/Serious Injury Collisions Countywide (KSI)
 - Improper turning-28%
 - DUI-19%
 - Unsafe Speed-18%
- Share of Collisions by Collision Type
 - All collisions countywide
 - Rear-end-29%
 - Broadside-23%
 - Hit Object-21%

- KSI Collisions Countywide
 - Hit Object-31%
 - Broadside-15%
 - Head-on-13%

Most of the severe and fatal collisions in Napa County are on higher speed/higher volume roadways and are identified as part of the High Injury Network (HIN). For Vision Zero, reduction of severe and fatal injuries will be focused on the HIN.

Collision Profiles

Collision data was used to find the most common and pressing characteristics of collisions in Napa Valley. Collisions that fall into these profiles account for 77% of all collisions and 79% of KSI collisions. A countermeasure toolbox inclusive of treatments designed to reduce severity or eliminate collisions is under development and will be part of the final plan.

10 Identified Collision Profiles:

1. Unsafe Speeds on Major Rural Thoroughfares (828 total, 72 KSI)
2. Driving Under the Influence (637 total, 134 KSI)
3. Broadsides (1091 total, 90 KSI)
4. Hit Object (974 total, 175 KSI)
5. Nighttime Collisions on Major Roadways (854 total, 138 KSI)
6. People Hit in Crosswalks at Intersections (130 total, 23 KSI)
7. People Hit Crossing Outside of Crosswalks (80 total, 30 KSI)
8. Bicycle Collisions at Intersections (236 total, 35 KSI)
9. Highway Gateways Through Jurisdictions (47 total, 8 KSI)
10. Highways as Main Streets Through Downtown (99 total, 9 KSI)

Next Steps:

- Develop Countermeasure Toolbox - May
- Public meetings - May/June
- Identify Priority Project Locations - June
- Develop Funding Plan - June/July
- Draft Plan - July

ATTACHMENT

None



NAPA VALLEY TRANSPORTATION AUTHORITY

TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
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

Information only. This provides an update on the operational performance for Vine Transit services and future schedule changes.

BACKGROUND

June 18 Service Changes

The next service changes are scheduled for June 18th to correspond with the end of the school year. The changes under review and consideration are:

- Route 10 – Shortened run times on the weekend to decrease dwelling at timepoint stops and overall run time
- Route 11 - Shortened run times on the weekend to decrease dwelling at timepoint stops and overall run time
- Route 11X – Time changes to better align with the June 26th Ferry schedule change
- Route 21 – Decreasing run times on the eastbound morning trips
- Route S – Moving the route path off of Soscol Ave and placing a new stop on Peatman Drive to accommodate future housing in that area and to utilize the South Napa Shelter bus stop again
- Route E – Will operate 10 trips a day on weekdays up from the current four trips at school bell times
- Eliminating the American Canyon & St. Helena school trippers during summer break

As part of an effort to continue to provide quality transit service and to draw riders back, NVTA staff has been working to improve Vine equipment including bus replacements, electric fleet transition and the addition and/or replacement of technology and equipment:

Bus Electrification: The fifth BYD electric bus arrived in Napa on Monday, January 9, 2023. The new bus (304) was retrofitted with a custom driver barrier that allows space for a farebox - design conflicts with the farebox and driver barrier resulted in a significant delay in receiving the vehicle. A second BYD Bus (300) has been sent to BYD's manufacturing plant in San Carlos to retrofit the driver barrier. Once completed, the remaining three BYD buses will receive the same treatment.

The permanent charging station in the existing Jackson Street maintenance yard is now commissioned and functional. Additionally, the Yountville and St. Helena chargers are actively working and charging the BYD shuttle buses. NVTA staff is working with American Canyon staff to identify location to install two chargers in the City of American Canyon.

Consistency of Routers and Computer Aided Dispatch/Automatic Vehicle Locator Hardware: All Vine Transit fixed route buses are equipped with digital routers. Issues associated with the routers were uncovered when the new Computer-Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system was installed by GMV Syncromatics. There were issues with the geographic positioning system (GPS) bus tracking on the interactive map on the Vine Transit website and onboard Wi-Fi for passengers. Staff is currently working through all of the suggestions made by the Digi representative to ensure all the routers on the buses properly function which has included software upgrades, changes in hardware wiring and the purchase of a secondary set of sim cards from AT&T to provide back-up when the Verizon network is unavailable. Additionally, staff is working with GMV Syncromatics to have a representative troubleshoot their equipment and re-wire their systems per Digi's recommendations.

Vine Transit Performance

Tables 1-4 compare ridership across different services in the third quarter of Fiscal Year 2022-23 (January 2023 to March 2023) with the same period in Fiscal Year 2018-19 (January 2019 to March 2019) to gain an understanding of where current Vine ridership stands in relationship to ridership numbers prior to the effects of the COVID-19 Pandemic. The third quarter FY 2018-19 was the last time that ridership during January - March was not adversely impacted by COVID-19.

Table 1 shows that the eight fixed routes in the City of Napa in the third quarter of FY 2018-19 carried 91,752 riders compared to the 23,681 riders on the four fixed routes available in FY 2022-23, a decrease of -74.19%. The on-demand service operating in the City of Napa served 3,971 riders during the third quarter of FY 2022-23 so the overall decrease in ridership in the City of Napa was -65.49%. The on-demand service is not able to accommodate as many riders as the four pre-pandemic fixed routes.

Table 1: City of Napa - Comparing Q3 of FY19 & FY23

	FY 18/19	FY 22/23	% Difference	Numerical Difference
Napa Local On-Demand	0	3,971	N/A	3,971
Fixed Route	91,752	23,681	-74.19%	-68,071
Total	91,752	31,665	-65.49%	-60,087

Overall, Table 2 shows that the regional routes have recovered faster than the local City of Napa routes. There was a -49.68% drop in ridership on the regional routes from FY 19 to FY 23. The Route 21 is performing the best at -33.19% below pre pandemic ridership levels. The fact that the revenue hours and the type of service remain relatively unchanged on the regional routes over the three-year period has helped these routes recover more quickly.

Table 2: Routes 10, 11, 11X, 21 and 29 Ridership – Comparing Q3 of FY19 & FY23

	FY 18/19	FY 22/23	% Difference	Numerical Difference
Route 10	56,940	30,495	-46.44%	-26,445
Route 11	61,089	27,375	-55.19%	-33,714
Route 11X	0	1,198	N/A	1,198
Route 21	4,749	3,173	-33.19%	-1,576
Route 29	16,154	7,672	-52.51%	-8,482
Total	138,932	69,913	-49.68%	-69,019

Table 3 on the next page indicates that ridership recovery on the community shuttle varies greatly by community. The City of American Canyon is performing the best at -16.44% below pre pandemic ridership.

Table 3: Community Shuttles– Comparing Q3 of FY19 & FY23

	FY 18/19	FY 22/23	% Difference	Numerical Difference
Calistoga Shuttle	4,425	3,080	-30.40%	-1,345
St. Helena Shuttle	4,804	1,740	-63.78%	-3,064
Yountville Trolley	3,750	980	-73.87%	-2,770
American Canyon Transit	5,778	4,828	-16.44%	-950
Total	18,757	10,628	-43.34%	-8,129

VineGo Ridership, as shown in Table 4, also remains low at approximately half (-46.58%) of pre-pandemic levels. It makes sense that VineGo ridership has been slow to return given those eligible for VineGo tend to be the most vulnerable to COVID-19.

Table 4: VineGo Ridership – Comparing Q3 of FY19 & FY23

	FY 18/19	FY 22/23	% Difference	Numerical Difference
VineGo	6,196	3,310	-46.58%	-2,886

While Vine ridership has not rebounded to pre-pandemic levels, there is still a reason to be optimistic as the system is showing year over year system ridership gains since the 3rd quarter of FY 2019-20. Ridership gains, however, have not been consistent among all routes.

Tables 5- 7, compare the second quarter of FY 2022-23 (October 2022 – December 2022) to the third quarter of FY 2022-23 to provide additional recent context on ridership. All routes experienced a decline in ridership, as rain and cold temperatures kept many would be riders inside or choosing alternative modes. Napa County reported a total of 32 inches of rain at the City of Napa Corp Yard over 34 days from January to March of 2023, with even more rain further Up Valley.

Table 5: City of Napa Ridership – Comparing Q2 of FY23 & Q3 of FY23

	Q2 FY 23	Q3 FY 23	% Difference	Numerical Difference
Napa Local On-Demand	4,275	3,971	-7.11%	-304
Route N	16,206	13,972	-13.79%	-2,234
Route S	3,797	3,549	-6.53%	-248
Route W	6,646	5,540	-16.64%	-1,106
Route E	741	620	-16.33%	-121
Total	31,665	27,652	-12.67%	-4,013

Ridership decreased slightly overall compared to the prior quarter on almost all regional and express routes by 9.89% as seen in Table 6. As previously mentioned, these trends aren't surprising given the winter seasonal variation ridership experiences throughout the year.

Table 6: Routes 10, 11, 11x, 21 & 29 Ridership – Comparing Q2 of FY23 & Q3 of FY23

	Q2 FY 23	Q3 FY 23	% Difference	Numerical Difference
Route 10	33,446	30,495	-8.82%	-2,951
Route 11	30,504	27,375	-10.26%	-3,129
Route 11X	1,009	1,198	18.73%	189
Route 21	3,906	3,173	-18.77%	-733
Route 29	8,717	7,672	-11.99%	-1,045
Total	77,582	69,913	-9.89%	-7,669

For the community shuttles, ridership decreased overall compared to the second quarter of the current fiscal year as seen in Table 7. Only the Yountville Bee experienced a ridership increase because the Yountville Veterans Home allowed the Bee directly on the Veteran’s Home property for the first time since the beginning of the COVID-19 pandemic.

Table 7: Community Shuttles– Comparing Q2 of FY23 & Q3 of FY23

	Q2 FY 23	Q3 FY 23	% Difference	Numerical Difference
Calistoga Shuttle	3,679	3,080	-16.28%	-599
St. Helena Shuttle	1,862	1,740	-6.55%	-122
Yountville Bee	925	980	5.95%	55
American Canyon Transit	5,100	4,828	-5.33%	-272
Total	11,566	10,628	-8.11%	-938

VineGo ridership remained consistent with an increase of 0.21% when compared to the previous quarter of the current fiscal year as seen in Table 8. NVTA has been experiencing an uptick in VineGo applications and renewals since April 2022 when several senior programs and activities around the valley resumed.

Table 8: VineGo Ridership – Comparing Q2 of FY23 & Q3 of FY23

	Q2 FY 23	Q3 FY 23	% Difference	Numerical Difference
VineGo	3,303	3,310	0.21%	7

Finally, Table 9 shows the on-time performance for Vine fixed route services. NVTA’s acceptable threshold for on-time performance is 90% (using the following thresholds: 1 minute early and 5 minutes late). Given the shortage of drivers and associated system challenges, most routes are showing low on-time performance and with the June schedule change, NVTA will work on minimizing the percentage of early departures by tightening up the schedule. NVTA was able to address data errors on the Route W Loop 2 and Route E from the prior quarter and report their on-time performance for the third quarter.

Table 9: On-Time Performance for Q3 of FY23

	On-Time	Early	Late
Route N	63.3%	15.4%	21.3%

Route S	33.9%	3.7%	62.4%
Route W (Loop 1)	65.4%	26.0%	8.6%
Route W (Loop 2)	61.5%	16.6%	21.9%
Route E	76.9%	23.1%	0.0%
Route 10	56.0%	16.0%	28.0%
Route 11	61.7%	9.7%	28.6%
Route 11X	55.8%	19.2%	25.0%
Route 21	52.3%	31.8%	15.9%
Route 29	48.5%	27.4%	24.1%

The figure below delves further into Route S, one of the low-performing routes and reveals that the time of day and the day of the week are big contributors to on-time performance for the Route S. For example, the Route S has better on-time performance between 5:00 am and 12:00 pm, but it starts running later after 1:00 pm as it is impacted by the traffic on Soscol and Imola Ave. Then on Saturday, on-time performance is strong all day.

Figure 1: Route S On-Time Performance

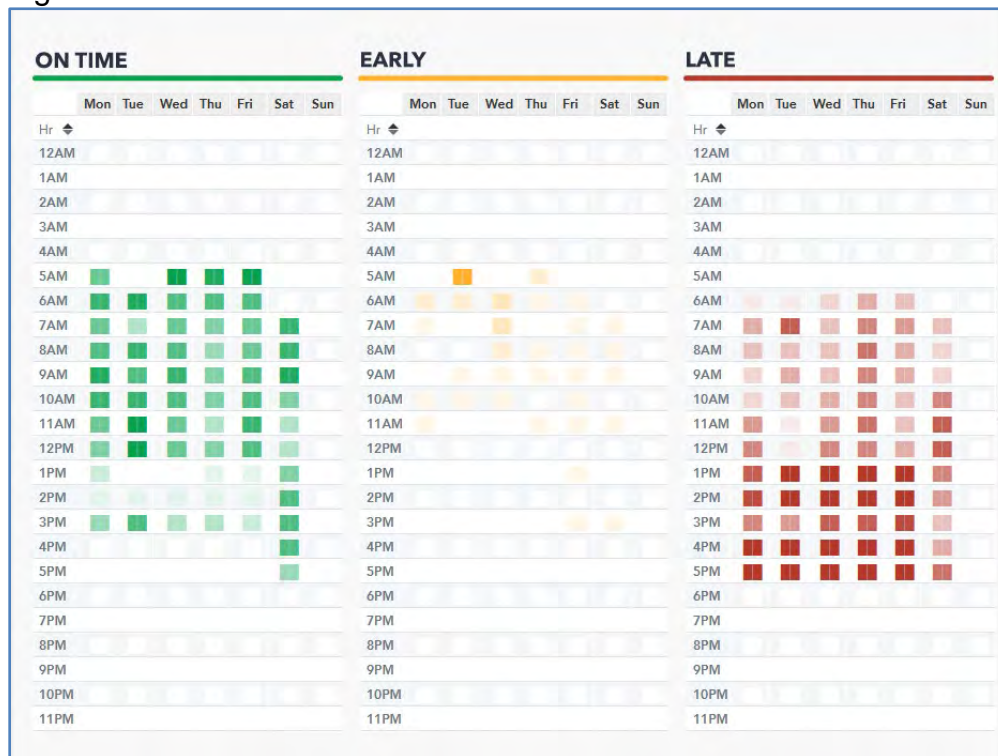


Table 10 shows the number of missed trips during the third quarter of FY2022-2023. In order to provide context for the data, Table 11 is included to compare the same time period in the prior fiscal year. The missed trips are categorized by on-demand and regular

missed trips. Since on-demand trips don't operate on a predictable fixed schedule, staff counts every 30 minutes that an on-demand bus was scheduled to be out in service ready to pick passengers up as one missed trip.

Table 10: Missed Trips for Q3 of FY23

	Regular Missed Trips	On-Demand Missed Trips
January	27	9
February	15	7
March	15	0
Total	57	16

Table 11: Missed Trips for Q3 of FY22

	Regular Missed Trips	On-Demand Missed Trips
January	27	72
February	8	27
March	39	113
Total	74	212

The primary cause of missed trips is now mechanical issues, with the driver shortage as the second cause. Table 12 below shows the causes of missed trips during the third quarter of the current Fiscal Year. Transdev and NVRTA continue efforts to fill the remaining bus operator vacancies. Strategies include, signing bonuses, marketing, and a significant pay increase in January 2022 that raised driver pay over the next 7 years, and working with the driver's union to allow the starting pay of a driver to be commiserate with their experience. Recently, Transdev has noticed an increase in applicants, and they are currently (as of March 22, 2023) four drivers short with three trainees. There are classes about every week now with at least one trainee.

Table 12: Total Causes of Missed Trips for Q3 of FY23

Cause	Number of Trips Missed	Percentage of Total Missed Trips
Mechanical Issues	24	37%
Staff Shortage	21	42%
Other*	12	21%
Total	57	100%

*Includes various causes, such as highway closures, bus accidents, etc.

ATTACHMENT

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director of Capital Development and Planning
(707) 259-5968/ Email: dschmitz@nvta.ca.gov
SUBJECT: Measure T Reform Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Napa Valley Transportation Authority (NVTA) has contracted with EMC Research to coordinate and provide polling services in support of a potential ballot measure in the November 2024 election that would reform Measure T which was passed by Napa County voters in 2012.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

NVTA staff has been prompted to consider Measure T reform for several reasons. The primary reason is that the existing Measure does not allow for bonding, and consequently, the jurisdictions are not making the necessary progress on local street and road deferred maintenance. In September of 2021 NVTA held a Board Retreat on Measure T reform dubbed "Measure X". The board was supportive in exploring Measure T reform to accomplish the following:

1. Bonding – Governments bond against future revenue to finance and reduce the cost of large capital projects to address accelerating construction escalation costs and inflation. The cumulative road rehabilitation and maintenance need over the next 30 years for all Napa County jurisdictions is roughly \$1.5 billion. The current Measure revenues are paid to the jurisdictions on a quarterly basis and are

insufficient to meet rehabilitation needs especially with the rising cost of construction. The value of revenues will decline significantly over the 25-year lifespan of the measure.

2. Extending – Measure T became operative in 2018 and will sunset in 2043. Extending the measure for another 30 years starting in FY 2025-26 will bring additional revenues to the jurisdictions.
3. Project Diversity – There is a significant need to fund capital projects in Napa Valley. Local sales tax is frequently used in outer counties to leverage state and federal discretionary grant funds. Allocating some sales tax measure revenues directly towards capital projects will help increase opportunity to secure competitive state and federal grant funding.
4. Simplify and Improve - There are a number of elements in the Measure such as legacy formulas that are permanently embedded in the ordinance. Some elements are hard to administer, some of the language is arcane and difficult to decipher, and the ordinance is absent of options that would aid project delivery in the county. NVTA staff working with the Measure X TAC developed a formula that would be dynamic, updated every 5 years, linked to return to source for jurisdictions and factoring in miles for the County. This formula was not only deemed equitable but recognized the disparity in development across the Valley's jurisdictions. Other clean up language that was discussed was updating the maintenance of effort formula and considering alternatives to the 6.67% equivalent element.

NVTA has contracted with EMC research to conduct polling over the summer to determine the public's receptiveness to reforming the ½ transportation sales tax. Polling data will be presented to the NVTA Board and committees in early fall. The polling results will be a major determinant of whether the NVTA Board will target the November 2024 election to place a transportation measure on the ballot.

About Measure T

Measure T was approved by the voters in 2012 and became operative in 2018. It provides roughly \$20 million per year for local streets and road rehabilitation. The funds are distributed on a fixed percentage to the six jurisdictions, 1% to NVTA for administration, and \$70,000 a year, adjusted for inflation, to the Independent Taxpayer Oversight Committee (ITOC), for audits and other costs associated with the work performed. The measure also includes a Maintenance of Effort (MOE) requirement and a provision where the city/county jurisdictions and NVTA collectively commit to expend 6.67% of the value of Measure T revenue generations in other qualified funding on Class 1 separated pedestrian/bicycle facilities.

ATTACHMENTS

None