

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Wednesday, November 6, 2024  
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
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 945 7310 0120 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 are on the next page.

Members of the public may submit a public comment in writing by emailing [info@nvta.ca.gov](mailto: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](mailto: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](mailto: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.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA CAC. Para sa mga tulong sa akomodasyon o pagsasalín-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang iny

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                      **City of Napa Traffic Engineer Work Plan Overview (Farid Javandel)**

**Estimated Time:** 5:10 p.m.

## **7. CONSENT AGENDA**

- 7.1                      **Meeting Minutes of September 4, 2024 (Laura Sanderlin) (Pages 9-11)**

**Recommendation:** CAC action will approve the meeting minutes of September 4, 2024.

**Estimated Time:** 5:30 p.m.

**Attachments:**      [Draft Minutes](#)

## **8. REGULAR AGENDA ITEMS**

- 8.1                      **Executive Director Report (Danielle Schmitz) (Pages 12-15)**

**Recommendation:** Information only

**Estimated Time:** 5:35 p.m.

**Attachments:**      [Staff Report](#)

**8.2**                                    **Nomination and Election of Chair and Vice Chair for Calendar Year (CY) 2025 (Danielle Schmitz) (Pages 16-17)**

**Recommendation:** That the Citizen Advisory Committee (CAC) nominate and elect a new Chair and Vice Chair for an annual term beginning January 2025.

**Estimated Time:** 5:45 p.m.

**Attachments:**            [Staff Report](#)

**8.3**                                    **2025 Citizen Advisory Committee (CAC) Work Plan and Meeting Calendar (Danielle Schmitz) (Pages 18-21)**

**Recommendation:** That the Citizen Advisory Committee (CAC) provide input and approve the 2025 CAC Work Plan and receive the 2025 Meeting Calendar.

**Estimated Time:** 6:00 p.m.

**Attachments:**            [Staff Report](#)

**8.4**                                    **2025 Federal and State Legislative Advocacy Program (Danielle Schmitz) (Pages 22-33)**

**Recommendation:** Information only

**Estimated Time:** 6:15 p.m.

**Attachments:**            [Staff Report](#)

**8.5**                                    **Vine Transit Update (Libby Payan) (Pages 34-41)**

**Recommendation:** That the Napa Valley Transportation Authority (NVTA) Board receive the Vine Transit update.

**Estimated Time:** 6:30 p.m.

**Attachments:**            [Staff Report](#)

**9. FUTURE AGENDA ITEMS**

**10. ADJOURNMENT**

**10.1 The next Regular Meeting is Wednesday, January 8, 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 Friday, November 1st.

*Laura Sanderlin*

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Laura M. Sanderlin, NVTA Board Secretary

## Glossary of Acronyms

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

## Glossary of Acronyms

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

# **Napa Valley Transportation Authority**

625 Burnell Street  
Napa, CA 94559

## **Meeting Minutes Citizen Advisory Committee (CAC)**

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

**Wednesday, September 4, 2024**

**5:00 PM**

**94559**

### **1. Call To Order**

Chair Baldini called the meeting to order at 5:07pm.

### **2. Roll Call**

**Present:** 11 - Gary Woodruff  
Ron Richardson  
Larry Kromann  
Michael Baldini  
Alex Crown  
Jean Vincent Deale  
Patricia Lynch  
Vincent Courtney  
Ashley Tenscher  
Tom Kambe  
Hans Korve  
**Absent:** 1 - Aisha Nasir

### **3. Public Comment**

None

{Members Courtney, Tenscher and Woodruff entered the meeting}

### **4. Committee Member Comments**

Member Crown inquired about the Soscol Junction connection. Staff confirmed the connection will be completed in September 2024.

Member Richardson commented on use of driver turn signals while in new Soscol Junction roundabout.

Member Tenscher reported improvement in her personal data tracking of transit GPS visibility from the past two months.

### **5. Staff Comments**

None



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

**6. PRESENTATIONS**

6.1 Tour of the Vine Bus Maintenance Facility (Kate Miller)

**NVTA staff led the CAC members and public attendees on a walking tour of the recently completed Vine Bus Maintenance Facility located at 101 Sheehy Court, Napa.**

6.2 Transit-Oriented Development (TOD) Presentation (Kate Miller)

**Executive Director Miller provided an overview of TODs and the original vision for the Soscol Gateway Transit Center TOD.**

**The presentation garnered unanimous support by the committee for NVTA staff to proceed with pursuing the possibility of developing a TOD. Chair Baldini and Member Lynch stated they would write letters of support to the NVTA Board of Directors.**

6.3 NVTA Project Update (Danielle Schmitz)

**Deputy Executive Director, Danielle Schmitz, reported updates on current NVTA construction projects.**

**7. CONSENT AGENDA**

**Motion MOVED by RICHARDSON, SECONDED by KROMANN to APPROVE Item 7 Consent Agenda. Motion carried with the following roll call vote.**

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

**Absent:** 1 - Nasir

**Abstain:** 2 - Kambe, and Korve

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

**Attachments:** [Draft Minutes](#)

**8. REGULAR AGENDA ITEMS**

**Information only/No action taken**

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

**Attachments:** [Staff Report](#)

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

**Attachments:** [Staff Report](#)

**Information only/No action taken**

**Member Kromann provided suggestion to improve public engagement and communication by disseminating information via each jurisdictions local newspaper.**

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

**9. FUTURE AGENDA ITEMS**

-City of Napa Traffic Engineer presentation

{Members Tenscher and Crown departed meeting}

**10. ADJOURNMENT**

Chair Baldini adjourned the meeting at 7:03pm.

**10.1 The next Regular Meeting is Wednesday, November 6th.**

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Laura M. Sanderlin, NVTA Board Secretary



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## NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Memo

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

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### **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**

- NVTA Staffing:
  - Renel Coombs has recently joined NVTA in Procurement and Contracts. Renel worked as a procurement officer for 17 years for the US Coast Guard. Since 2015, she has held similar roles at various agencies including Yuba County Water Agency, Sacramento Municipal Utility District, and the U.S. Air Force. Renel has extensive experience in the field of procurement and contracts. She has strong knowledge of government compliance and regulations. Renel is a welcomed asset to the NVTA Team.
  - Danielle Schmitz has been appointed to the California Transit Association's Federal Legislative Committee.
- Meetings and Events
  - I traveled to Washington DC at the end of September to participate in the California Transit Association's (CTA) federal lobby trip. The group consisted largely of transit general managers from around the state and legislative staffers. Discussions with federal legislators focused on ongoing challenges with Federal 13C Labor Provisions and the California Public Employee Pension Reform Act, increasing revenues

for zero emission buses, and funding for transit-oriented developments.

- On October 3<sup>rd</sup>, NVTA held a retreat for the Technical Advisory Committee. The group heard from three speakers focused on development, housing, and transportation to better understand how we can create a vision that ties these disciplines together over the next 25-year time horizon in the Countywide Transportation Plan.
- NVTA sponsored the Walk and Roll to School on October 9<sup>th</sup>, hosted by the Napa Valley Bike Coalition, with an estimated 2,000 young participants.
- NVTA participated in the St. Helena Harvest Festival on Saturday October 19<sup>th</sup>.

### Regional Activities

Metropolitan Transportation Commission (MTC) and the four other large Metropolitan Planning Organizations (MPOs) (MTC, SanDAG, SACOG and SCAG) sent a joint letter to the California Air Resources Board (CARB) to request the agency pause the current Sustainable Communities Strategy (SCS) Guidelines established by SB 375 to complete a review of the framework. The SCS is a key driver to how MTC prioritized projects in the Regional Transportation Plan (Plan Bay Area) and it has become increasingly difficult for the large MPOs to meet CARB's greenhouse gas emission requirements.

The Bay Area Toll Authority (BATA) is contemplating a bridge toll increase beginning in January 2026. The increase would strictly be used for operations and maintenance of the 7 state-owned bridges. BATA's 10-year Capital Improvement plan is \$1.9 billion, and construction costs continue to rise faster than inflation at a time when BATA is collecting less toll revenues since COVID. Delay in a toll increase will result in significant costs. The five-year plan would increase tolls by \$.50 each year beginning January 2026 for 2-axle vehicles with an additional \$.50 per axle for larger vehicles.

Table 1. Proposed Toll Rates for 2-Axle Vehicles

	Jan 1, 2025 (RM 3 increase)	Jan 1, 2026 (toll increase)	Jan 1, 2027 (toll increase)	Jan 1, 2028 (toll increase)	Jan 1, 2029 (toll increase)	Jan 1, 2030 (toll increase)	Jan 1, 2029 (GGB)
FasTrak	\$8.00	\$8.50	\$9.00	\$9.50	\$10.00	\$10.50	\$11.25
Invoice	\$8.00	\$8.50	\$10.00	\$10.50	\$11.00	\$11.50	\$12.25

Discussions of a 2026 Transportation Revenue Measure continue in the region led by Commissioner Jim Spering. The current proposal evaluates various options including a four county (Alameda, Contra Costa, San Francisco and San Mateo) option that allows other counties (like Napa) to opt in. The revenues being considered are sales tax or a hybrid sales tax and payroll tax. There are a few other efforts underway, including a voter initiative by Senator Weiner and a Bay Area Transit Regional Funding framework led by SFMTA staff which evaluates a shorter-term parcel tax option to cover the transit fiscal cliff.

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## Legislative Update

### Federal

Days before federal funding was set to expire, Congress passed a bipartisan short-term spending measure – known as a continuing resolution (CR) – that would fund the government at current levels through December 20. Significant disagreements on report language and spending levels remain that could divert leaderships' attention away from other priority legislation, including several extensions for COVID-era health care flexibilities, a children's online privacy measure, and a small package on expiring tax provisions. Congress must also pass the Farm Bill – which has already received a short-term extension – and the annual National Defense Authorization Act.

The U.S. Commerce Department announced its plans to issue a notice of proposed rulemaking that aims to block the sale and import of Chinese- and Russian-made hardware and software for connected vehicles. The agency stated that the regulation could potentially bolster US security against a cybersecurity threat from foreign adversaries and other hacking groups. Specifically, the rule covers “vehicle connectivity systems” – systems and components connecting the vehicle to the outside world, including via Bluetooth, cellular, satellite, and Wi-Fi modules – and “automated driving systems.”

After Administrator Shailen Bhatt stepped down in September the Federal Highway Administration (FHWA) announced Kristin White will serve as acting Administrator. This was the latest DOT agency to lack a Senate-confirmed leader, along with the Federal Transit Administration, the National Highway Traffic Safety Administration, the Federal Motor Carrier Safety Administration.

### State

The Governor acted on over 1,100 bills before the deadline of October 1<sup>st</sup> vetoing 183 making his veto rate 18%. While the Governor signed several artificial intelligence (AI) bills, he vetoed the most far-reaching proposal, SB 1047 (Wiener), which would have required safeguards to be placed on the use of artificial intelligence models. The veto message was three pages long and was accompanied by an announcement to create a commission to develop guardrails on AI.

The Governor signed SB 960 (Weiner) which requires inclusion of bicycle, pedestrian and transit priority facilities in the Transportation Asset Management Plan and the State Highway Operations and Protection Program (SHOPP). While the amendments provide some flexibility to Caltrans to phase in these requirements, the overall intent of the bill remains in place to incorporate complete streets in all Caltrans projects.

SB 1420 (Caballeros) was signed into law. This bill would streamline the permitting process for hydrogen production projects that align with state and federal clean energy goals. SB 1420 focuses on expediting projects that avoid fossil fuel inputs and benefit from state or federal funding, including through the Biden Administration's Bipartisan Infrastructure Law.

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The Department of Finance's monthly revenue bulletins continue to provide a stable fiscal outlook. The month of August receipts were \$710 million, or 5.5% above the Budget Act forecast for August. Strength in August was driven by sales tax and personal income tax which exceeded the forecast by \$435 million and \$332 million, respectively.

After holding two informational hearings, the Assembly Committee on Petroleum & Gasoline Supply voted last week to advance two bills to the Assembly Floor for consideration.

The main bill approved, ABXX 1 (Hart & Aguiar Curry), was proposed by Newsom in the final days of the legislative session. This bill would require oil refineries to maintain a supply of gas using existing storage. It would direct the California Energy Commission to produce specific regulations. The goal is to have larger reserves in case refiners go offline for maintenance, whether planned or unplanned. In recent years, such maintenance has led to sharp price hikes at the pump. Market regulators say the price spikes have cost California drivers up to \$2 billion and directly profit oil companies.

The second bill approved was ABXX 9, authored by the committee chair, Assemblymember Petrie-Norris. This bill was introduced a few days before the hearing. ABXX 9 urges the Air Board to proceed with the rule making process to allow the sale of E15, which is gasoline with 15% ethanol content as opposed to current gasoline formula that contains 10% ethanol. California is the only state that does not allow the sales of E15, which has been proven to be a cleaner fuel, but also a cheaper fuel, by about 20 cents per gallon.

### **ATTACHMENTS**

None



**NAPA VALLEY TRANSPORTATION AUTHORITY  
CAC Agenda Memo**

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**TO:** Citizen Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Deputy Executive Director  
(707) 259-5958 / Email: [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** Nomination and Election of Chair and Vice Chair for Calendar Year (CY) 2025

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**RECOMMENDATION**

That the Citizen Advisory Committee (CAC) nominate and elect a Chair and Vice Chair for an annual term beginning January 2025.

**EXECUTIVE SUMMARY**

The CAC bylaws assign members to take on an active role to, among other things, oversee the proceedings of the Committee. The bylaws require that committee members appoint a new Chair and Vice Chair to serve at the beginning of each calendar year.

Michael Baldini has served as the Chair since the committee’s inception in 2016. Hans Korve has served as the Vice Chair since January 2023.

**FISCAL IMPACT**

Is there a fiscal impact? No

**BACKGROUND AND DISCUSSION**

The CAC Bylaws state:

**Article V - OFFICERS AND DUTIES**

The committee members will elect a committee Chair and Vice-Chair by a majority of the members present at the November/December meeting. A quorum is necessary to hold the elections. Offices will be held for one year or until their successors are elected.

The Chair will preside at all meetings. Should the Chair be absent, the Vice-Chair will

preside. In the unlikely event both Chair and Vice-Chair are absent; the remaining members will select an alternate member to preside.

The Chair may appoint ad hoc committees on an as-needed, non-scheduled basis to accomplish a specific task and report back to the full CAC. Ad hoc committees must have less than a quorum of CAC members and are exempt from the requirements of the Brown Act.

NVTA staff will provide the administrative support for the committee including providing minutes, mailing agendas to members, and any other related duties.

**ATTACHMENT(S)**

None





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## NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Memo

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**TO:** Citizen Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Deputy Executive Director  
(707) 259-5968, Email: [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** 2025 Citizen Advisory Committee (CAC) Work Plan and Meeting Calendar

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### **RECOMMENDATION**

That the Citizen Advisory Committee (CAC) provide input and approve the 2025 Work Plan (Attachment 1) and receive the 2025 Meeting Calendar (Attachment 2).

### **EXECUTIVE SUMMARY**

The draft 2025 CAC Work Plan (Attachment 1) includes regular agenda items, transportation planning and capital projects, and travel demand management programs. The intent of the work plan is to provide a guideline for anticipated action and advisory items that the CAC will be tasked to work on throughout the next calendar year.

Attachment 2 is the proposed 2025 NVTA calendar for regularly scheduled Board and committee meetings that will be brought for NVTA Board approval at the November 20<sup>th</sup> meeting. The proposed meeting dates for CAC are:

January 8  
March 5  
May 7  
July 9  
September 3  
November 5

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

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## **BACKGROUND AND DISCUSSION**

The Napa Valley Transportation Authority (NVTA) CAC serves as a citizen advisory committee to the NVTA Board on issues relating to multimodal transportation planning and programs and the Vine Transit system. The 2025 CAC Work Plan will be used to keep the committee on track to approve and review critical planning and study documents, as well as receive informational updates throughout the next calendar year. NVTA staff envisions 2025 will include reviewing various transportation studies and plans, including the Travel Behavior Study and the Countywide Transportation Plan. In addition, the committee will periodically review work related to various capital projects such as SR 29 American Canyon Corridor Improvements and the Airport Intersection Improvements at SR 29/SR12/Airport Boulevard.

The CAC is encouraged to not only attend all CAC meetings, but other NVTA meetings that may help inform CAC members about relevant discussion topics.

## **ATTACHMENTS**

- (1) Draft CAC 2025 Work Plan
- (2) Proposed 2025 Meeting Calendar

NVTA Citizen Advisory Committee (CAC)  
2025 Work Plan

Item	Period
1. Receive agency updates from the Executive Director	Bi-monthly
2. Review elements of the public outreach and marketing campaign(s) for various NVTA and Vine Transit programs	As needed
3. Review project submittals for various Regional, State and Federal funding programs	As needed
4. Receive regular briefings and provide input on the Vine Transit system, Vine Go and Community Shuttles	Bi-monthly
5. Receive updates on NVTA capital projects including <del>Soscol Junction</del> <u>Airport Intersection SR 29/SR 12/Airport Blvd., and SR 29 Improvements in American Canyon, and the Vine Trail</u>	As needed
6. Appoint chair and vice-chair for 2026	November 2025
7. Review and provide input on various V-Commute transportation demand management programs	As needed
8. Receive legislative updates on transportation funding	Ongoing
9. Provide community input on the development of various transportation plans and programs <u>in particular the Countywide Transportation Plan</u>	Ongoing
10. Receive updates on various funding programs, their related projects and outreach campaigns, including but not limited to Measure T <u>(and its successor)</u> and Regional Measure 3	Ongoing
11. Other items as required	As needed

Other topics and issues of interest for the CAC in 2025

- ~~Accessible Transportation Needs Assessment~~
- Highway 29 corridor improvements
- Highway 37 project(s) and updates
- Imola Corridor Projects
- Travel Behavior Study
- Countywide Transportation Plan ~~Performance Metrics Update~~ Update
- ~~Measure T reform~~
- Countywide Active Transportation Plan

## Proposed 2025 NVTA/NVTA-TA Board of Directors and Committee Meeting Calendar

**January**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

**February**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

**March**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

**April**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

**May**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

**June**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

**July**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**August**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

**September**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

**October**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

**November**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

**December**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

<b>NVTA</b> 1:30 PM	<b>NVTA-TA</b> 1:30 PM	<b>TAC</b> 2:00 PM	<b>PCC</b> 10:00 AM	<b>ATAC</b> 5:30 PM	<b>CAC</b> 5:00 PM	<b>ITOC</b> 2:00 PM	<b>HOLIDAY</b>
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## NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Memo

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**TO:** Citizen Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Deputy Executive Director  
(707) 259-5958 / Email: [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** 2025 Federal and State Legislative Advocacy Program

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### **RECOMMENDATION**

Information Only.

### **EXECUTIVE SUMMARY**

Each year, Napa Valley Transportation Authority (NVTA) adopts an annual legislative advocacy program which provides NVTA staff direction on advocacy and project priorities in preparation for the upcoming Federal and State legislative session and ballot season.

### **FISCAL IMPACT**

Is there a fiscal impact? No

### **BACKGROUND AND DISCUSSION**

Each year the NVTA Board approves the Federal and State Legislative Programs and Project Priorities to establish direction and to authorize staff to advocate for various policy principles and projects, and to seek grant funding.

Attachment 1 is the 2025 Legislative Program and Project Priorities approved at the October 2024 NVTA Board meeting. Attachment 2 is the redlined version showing the changes from the 2024 Legislative Program and Project Priorities. A summary of the changes is included in Table 1 below.

**Table 1: Summary of Legislative Agenda Changes**

Item	Reason
<b>Federal Legislative Advocacy Program</b>	
Added Safe Streets and Roads for All program	This grant program can be applied to highway projects in Napa County
Added efforts to support VineGo reimbursement from Medicaid	Could provide additional resources for seniors and disabled
<b>State Legislative Advocacy Program</b>	
Advocate for Transit Oriented Development funding and permit streamlining	This would not only help NVTA's potential TOD but other housing developments that are in close proximity to transit
Added language around project delivery tools and innovative delivery and funding methods like CM/GC and tolling	This can be applied to projects like SR 37 improvements and potential other highway improvements in Napa County
<b>Regional and Local Advocacy Program</b>	
No changes	
<b>Project Priorities</b>	
Added Passenger rail including City of Napa connection to SMART	Napa/Solano counties are performing a joint rail study to complement the work the State has been doing around passenger rail
Added Transit Oriented Developments at NVTA's operating center and park and rides.	The Board has supported exploring TOD possibilities next to SGTC

**ATTACHMENT(S)**

- 1) 2025 Federal and State Legislative Program
- 2) 2025 Legislative Program showing changes from 2024

## **2025 Federal and State Legislative Advocacy Program and Project Priorities**

### **Federal Legislative Advocacy Program**

- Revenues
  - Support efforts to implement the Bipartisan Infrastructure Law (BIL) (also known as Infrastructure Investments and Jobs Act) and the Inflation Reduction Act of 2022.
  - Support efforts to stabilize and increase revenues that flow to the Highway Trust Fund.
  - Advocate for grant programs that fund clean fuel technologies and other emerging technologies.
  - Advocate for increased appropriations for the New Starts and Small Starts program, as well as establishing a robust set aside for Small Starts projects in rural areas.
  - Advocate for increased appropriations for the Department of Transportation's (DOT) Rebuilding American Infrastructure and Sustainability and Equity (RAISE) program and its successor.
  - Advocate for increased appropriations for the Department of Transportation's (DOT) Safe Streets and Roads for All (SS4A) grant program.
  - Advocate for increased appropriations for Federal Transit Administration (FTA) Bus and Bus Facilities funds and Low and No Emission Vehicle Deployment program (FTA §5339 B and C).
  - Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts through budget sequestration.
  - Support efforts to address the National Environmental Policy Act (NEPA) reciprocity language to align the statute of limitation to file a claim to be consistent with the 30-day statute of limitation in the California Environmental Quality Act (CEQA), or at a minimum, to align it with existing NEPA statute of limitations for highway and transit projects which is set at 150 days.
  - Support increased funding for advanced/emerging technologies pilot and demonstration programs.
  - Streamline Federal Emergency Management Agency (FEMA) reimbursement processes.
  - Reform the Federal Aviation Administration's Fuel Tax Policy (79 Federal Register 66282) that requires sales taxes generated on aviation fuel to be spent at the airport.
  - Support efforts to address Medicaid reimbursement for paratransit service.

## **State Legislative Advocacy Program**

- Revenues
  - Work closely with state legislators and agencies to renew and maximize AB 32 Cap and Trade revenues for transportation projects, specifically expanding eligibility to include travel demand management program and traffic congestion relief, grow the transit program, and identify measures to advance funds.
  - Advocate for new transit operating funds, while preserving existing transit capital funding.
  - Support efforts associated with SB 125 (Ting), and the work of the Transit Transformation Task Force that supports and enhance California's public transportation systems.
  - Support efforts to lower the 2/3rds voting threshold for local transportation sales tax measures.
  - Expand efforts that stabilize funding for transportation programs to address fleet transition from traditional fuels to cleaner fuels in response to Governor Newsom's Executive Order N-79-20 requiring all vehicles to be zero emission by 2035.
  - Support new funding innovations such as user-based fees (e.g. tolls, parking fees, and other congestion pricing mechanisms) that reduce congestion and stabilize and or generate new revenues for transportation.
  - Protect transportation funds from being diverted for other purposes or conditioned for housing production.
  - Advocate for formulas that maximize local and regional control of state transportation funds.
  - Support efforts that encourage housing development in priority development areas and honor existing growth boundaries, preserving agriculture and open space to reduce vehicle miles traveled.
  - Advocate for Transit Oriented Development (TOD) funding and permit streamlining for TOD housing.
  - Identify and advocate for measures that would preserve and grow local streets and road revenues.
  - Sponsor and support legislation that would condition the sale of excess property in Napa County owned by the California Department of Transportation to be used for highway transportation projects in Napa County as identified by NVRTA's Countywide Transportation Plan.
  - Support consistent interpretation of the Transportation Development Act (TDA) which guides both TDA and State Transit Assistance (STA) specific to qualifying revenues and eligible recipients and support TDA reform that would eliminate farebox recovery requirements and benefit the Vine Transit system.



- Support efforts to create new funding for Bay Area regional corridor operations, transit connectivity and transit priority on Bay Area highways.
- Support efforts to identify new revenues to implement complete streets programs, safe routes to schools, and bicycle and pedestrian safety projects.
- Support efforts by Caltrans to set-aside State Highway Operations and Protection Program (SHOPP) Funds for Active Transportation Projects on the State Highway System.
- Project Delivery
  - Support efforts to streamline project delivery requirements and reduce costs for delivering projects, including efforts that streamline CEQA processes.
  - Advocate for regulatory streamlining around public utility requirements
  - Support project delivery tools and processes related to innovative project funding and delivery including construction manager/general contractor (CM/GC) project delivery, means-based tolling, and resource restoration and enhancement.
- Environment and Resiliency
  - Support resiliency programs intended to minimize natural disasters that impact transportation infrastructure.
  - Support efforts that would maximize energy security and minimize energy disruptions in order to sustain electric vehicle fleet operations especially during disasters.
- Congestion Relief
  - Support efforts to establish and maintain HOV lanes on State Highways.
  - Support efforts that allow Express Bus and Regional Routes to operate on highway shoulders.
  - Support Caltrans efforts to expand traveler information and other solutions that reduce congestion and increase throughput.
  - Support transit priority on freeways and highways.
  - Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.
  - Support programs that assist employers in meeting the SB 1128 commuter-benefit requirements.
  -
- Safety
  - Support State efforts to implement Vision Zero policies and programs statewide.
  - Support efforts to expand automated speed enforcement.
- Statutory and Regulatory Changes

- Support legislation and policies that would allow tolling to reduce vehicle miles traveled, encourage transit use and ridesharing.
- Support efforts that streamline eligibility screening, applications, and administrative oversight of grants, regulatory compliance, and reporting.
- Pursue administrative, regulatory or statutory exemption for public transit buses from truck safety inspections by California Highway Patrol or other entity while buses are in revenue service.
- Support efforts for Medi-Cal transportation coverage for paratransit service providers.

### **Regional/Local Measures/Ordinance Advocacy Programs**

- Napa Countywide Transportation Sales Tax Ordinance
  - Lead efforts and advocate to modify the countywide ½ cent sales tax transportation ordinance (Measure T):
    - To seek a 30-year extension
    - To allow debt issuance to advance projects, improve pavement management scores, and provide seed funding for major in-county projects, and to make other changes that streamline and improve the Measure that enhance services to members of the community.
- Regional Transportation and Housing Measures
  - Advocate for regional transportation and housing measures and other efforts led by the Metropolitan Transportation Commission that benefit Napa County.

## **Project Priorities**

- Improvements to State Route 29 and parallel routes, included in the Comprehensive Multimodal Corridor Plan, including improvements to key intersections such as Soscol Avenue (SR 29/SR121/SR12), Carneros (SR 221/SR 29/SR12), Airport (SR 29/SR 12), improvements on SR 29 in American Canyon between Napa Junction and American Canyon Road, and parallel routes along the corridor
- Napa Valley Forward Intersection Improvements
- St. Helena to Yountville Vine Trail
- Congestion relief projects and sea-level rise mitigation on State Route 37 including Resilient SR 37 access to public lands
- Projects located in the County's Priority Development Areas, Priority Conservation Areas, and Priority Production Areas
- Technology projects that increase transit operating efficiencies and reduce emissions
- Technology projects that improve highway, local street and road operations, and transit including transit signal priority, changeable messaging signs and emergency highway operation systems and battery storage.
- Projects included in the Countywide Transportation Plan and Plan Bay Area for NVTA and Napa's jurisdictions
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safety, included in the Countywide Active Transportation, Vision Zero and Local Roadway Safety Plans
- Improvements included in the Imola Complete Streets Corridor Plan
- Rapid Bus corridor improvements on major corridors including project in NVTA's 2017 Express Bus Plan
- Upgrades to Soscol Gateway Transit Center and park and ride facilities
- Vine zero emission bus fleet and fueling including a regional charging network
- Countywide electric vehicle charging network
- Safe and accessible routes and infrastructure to transit and schools
- Passenger rail including into the City of Napa and expansion of the Sonoma Marin Area Rail Transit to Napa and Solano Counties.
- Transit Oriented Developments

## **2025 Federal and State Legislative Advocacy Program and Project Priorities**

### **Federal Legislative Advocacy Program**

- Revenues
  - Support efforts to implement the Bipartisan Infrastructure Law (BIL) (also known as Infrastructure Investments and Jobs Act) and the Inflation Reduction Act of 2022.
  - Support efforts to stabilize and increase revenues that flow to the Highway Trust Fund.
  - Advocate for grant programs that fund clean fuel technologies and other emerging technologies.
  - Advocate for increased appropriations for the New Starts and Small Starts program, as well as establishing a robust set aside for Small Starts projects in rural areas.
  - Advocate for increased appropriations for the Department of Transportation's (DOT) Rebuilding American Infrastructure and Sustainability and Equity (RAISE) program and its successor. (formerly BUILD and TIGER).
  - Advocate for increased appropriations for the Department of Transportation's (DOT) Safe Streets and Roads for All (SS4A) grant program.
  - Advocate for increased appropriations for Federal Transit Administration (FTA) Bus and Bus Facilities funds and Low and No Emission Vehicle Deployment program (FTA §5339 B and C).
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  - Reform the Federal Aviation Administration's Fuel Tax Policy (79 Federal Register 66282) that requires sales taxes generated on aviation fuel to be spent at the airport.
  - Support efforts to address Medicaid reimbursement for paratransit service.

## State Legislative Advocacy Program

- Revenues

- Work closely with state legislators and agencies to renew and maximize AB 32 Cap and Trade revenues for transportation projects, specifically expanding eligibility to include travel demand management program and traffic congestion relief, grow the transit program, and identify measures to advance funds.
- Advocate for new transit operating funds, while preserving existing transit capital funding.
- Support efforts associated with SB 125 (Ting), and the work of the Transit Transformation Task Force that supports and enhance California's public transportation systems.
- Support efforts to lower the 2/3rds voting threshold for local transportation sales tax measures.
- Expand efforts that stabilize funding for transportation programs to address fleet transition from traditional fuels to cleaner fuels in response to Governor Newsom's Executive Order N-79-20 requiring all vehicles to be zero emission by 2035.
- Support new funding innovations such as user-based fees (e.g. tolls, parking fees, and other congestion pricing mechanisms) that reduce congestion and stabilize and or generate new revenues for transportation.
- Protect transportation funds from being diverted for other purposes or conditioned for housing production.
- Advocate for formulas that maximize local and regional control of state transportation funds.
- Support efforts that encourage housing development in priority development areas and honor existing growth boundaries, preserving agriculture and open space to reduce vehicle miles traveled.
- Advocate for Transit Oriented Development (TOD) funding and permit streamlining for TOD housing.
- Identify and advocate for measures that would preserve and grow local streets and road revenues.
- Sponsor and support legislation that would condition the sale of excess property in Napa County owned by the California Department of Transportation to be used for highway transportation projects in Napa County as identified by NVTAs Countywide Transportation Plan.
- Support consistent interpretation of the Transportation Development Act (TDA) which guides both TDA and State Transit Assistance (STA) specific to qualifying revenues and eligible recipients and support TDA reform that would eliminate farebox recovery requirements and benefit the Vine Transit system.

- Support efforts to create new funding for Bay Area regional corridor operations, transit connectivity and transit priority on Bay Area highways.
- Support efforts to identify new revenues to implement complete streets programs, safe routes to schools, and bicycle and pedestrian safety projects.
- Support efforts by Caltrans to set-aside State Highway Operations and Protection Program (SHOPP) Funds for Active Transportation Projects on the State Highway System.
- Project Delivery
  - Support efforts to streamline project delivery requirements and reduce costs for delivering projects, including efforts that streamline CEQA processes.
  - Advocate for regulatory streamlining around public utility requirements
  - ~~Support efforts to expand local and regional authority to support innovative project contract and delivery.~~ Support project delivery tools and processes related to innovative project funding and delivery including construction manager/general contractor (CM/GC) project delivery, means-based tolling, and resource restoration and enhancement.
- Environment and Resiliency
  - ~~Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.~~
  - ~~Support programs that assist employers in meeting the SB 1128 commuter-benefit requirements.~~
  - Support resiliency programs intended to minimize natural disasters that impact transportation infrastructure.
  - Support efforts that would maximize energy security and minimize energy disruptions in order to sustain electric vehicle fleet operations especially during disasters.
- Congestion Relief
  - Support efforts to establish and maintain HOV lanes on State Highways.
  - Support efforts that allow Express Bus and Regional Routes to operate on highway shoulders.
  - Support Caltrans efforts to expand traveler information and other solutions that reduce congestion and increase throughput.
  - Support transit priority on freeways and highways.
  - Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.
  - Support programs that assist employers in meeting the SB 1128 commuter-benefit requirements.
  -
- Safety

- Support State efforts to implement Vision Zero policies and programs statewide.
- Support efforts to implement-expand automated speed enforcement.
- Statutory and Regulatory Changes
  - Support legislation and policies that would allow tolling to reduce vehicle miles traveled, encourage transit use and ridesharing.
  - Support efforts that streamline eligibility screening, applications, and administrative oversight of grants, regulatory compliance, and reporting.
  - Pursue administrative, regulatory or statutory exemption for public transit buses from truck safety inspections by California Highway Patrol or other entity while buses are in revenue service.
  - Support efforts for Medi-Cal transportation coverage for paratransit service providers.

### **Regional/Local Measures/Ordinance Advocacy Programs**

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    - To allow debt issuance to advance projects, improve pavement management scores, and provide seed funding for major in-county projects, and to make other changes that streamline and improve the Measure that enhance services to members of the community.
- Regional Transportation and Housing Measures
  - Advocate for regional transportation and housing measures and other efforts led by the Metropolitan Transportation Commission that benefit Napa County.

## Project Priorities

- Improvements to State Route 29 and parallel routes, included in the Comprehensive Multimodal Corridor Plan, including improvements to key intersections such as Soscol Avenue (SR 29/SR121/SR12), Carneros (SR 221/SR 29/SR12), Airport (SR 29/SR 12), improvements on SR 29 in American Canyon between Napa Junction and American Canyon Road, and parallel routes along the corridor
- ~~Napa Valley Forward Intersection Improvements Infrastructure and Travel Demand Management Programs~~
- St. Helena to Yountville Vine Trail
- Congestion relief projects and sea-level rise mitigation on State Route 37 including Resilient SR 37 access to public lands
- Projects located in the County's Priority Development Areas, Priority Conservation Areas, and Priority Production Areas
- Technology projects that increase transit operating efficiencies and reduce emissions
- Technology projects that improve highway, ~~and~~ local street and road operations, and transit including ~~autonomous vehicle infrastructure transit signal priority, changeable messaging signs and emergency highway operation systems and battery storage.~~
- Projects included in the Countywide Transportation Plan and Plan Bay Area for NVTA and Napa's jurisdictions
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safety, included in the Countywide ~~Bicycle and Pedestrian~~Active Transportation, Vision Zero and Local Roadway Safety Plans -Plans
- Improvements included in the Imola Complete Streets Corridor Plan
- Rapid Bus corridor improvements on major corridors including project in NVTA's 2017 Express Bus Plan
- Upgrades to Soscol Gateway Transit Center and park and ride facilities
- ~~Major Corridor Management, Operations and Control Center Projects~~
- Vine zero emission bus fleet and fueling including a regional charging network
- Countywide electric vehicle charging network
- Safe and accessible routes and infrastructure to transit and schools
- Passenger rail including into the City of Napa and expansion of the Sonoma Marin Area Rail Transit expansion to Suisun Amtrak/Capital Corridor Station and Vallejo Ferry TerminalNapa and Solano Counties.
- Transit Oriented Developments





## NAPA VALLEY TRANSPORTATION AUTHORITY Citizen Advisory Committee Agenda Memo

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

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### **RECOMMENDATION**

That the Citizen Advisory Committee (CAC) receive the first quarter Fiscal Year (FY) 2024-25 Vine Transit update.

### **BACKGROUND**

#### Ridership

Tables 1 through 3, compares the annual difference between first quarter of FY 2023-24 to the same period of FY 2024-25 to show the year-over-year ridership variations.

Table 1 depicts the difference in the City of Napa Ridership in Q1 of Fiscal Year 2023-24 to Q1 of the current federal fiscal year. Although there were two different sets of local routes operated in July – September 2023, there was an overall increase in local ridership of 11.71%.

*Table 1: City of Napa Ridership - Comparing Q1 of FY24 & Q1 of FY25*

	<b>Q1 FY24*</b>	<b>Q1 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Local Routes</b>	31,064	34,701	11.71%	3,637

*\*In the first quarter of FY 2024, there were two different local (City of Napa) routes: (1) the old local routes of N,S,E and W were in service from July 1 – August 12 (2) the newer Routes A-G were in service from August 14 - Present*

Table 2 shows steady overall ridership growth on regional routes of approximately 7% for the quarter. The route showing the largest percentage improvement in ridership is Route

11X at approximately 51%, but the Route 10 traveling up and down the valley during harvest provided the bulk of the numerical increase.

*Table 2: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q1 of FY24 & Q1 of FY25*

	<b>Q1 FY24</b>	<b>Q1 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Route 10</b>	40,127	45,353	13.02%	5,226
<b>Route 11</b>	33,738	33,680	-0.17%	(58)
<b>Route 11X</b>	944	1,421	50.53%	477
<b>Route 21</b>	4,053	3,484	-14.04%	(569)
<b>Route 29</b>	9,254	9,935	7.36%	681
<b>Total</b>	<b>88,116</b>	<b>93,873</b>	<b>6.53%</b>	<b>5,757</b>

Ridership decreased on the community shuttles overall by about 11% compared to the same quarter last year as shown in Table 3. Calistoga had low July ridership. NVTA received complaints about the air conditioning on these shuttles not keeping up with the high temperatures. Calistoga will be receiving two new shuttles by the end of Q2 and that should put us in a position to make riders more comfortable next summer. Only the Yountville Bee experienced a ridership increase.

*Table 3: Community Shuttles– Comparing Q1 of FY24 & Q1 of FY25*

	<b>Q1 FY24</b>	<b>Q1 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Calistoga Shuttle</b>	4,525	3,946	-12.80%	(579)
<b>St. Helena Shuttle</b>	1,463	1,410	-3.62%	(53)
<b>Yountville Bee</b>	1,345	1,413	5.06%	68
<b>American Canyon Transit</b>	5,167	4,313	-16.53%	(854)
<b>Total</b>	<b>12,500</b>	<b>11,082</b>	<b>-11.34%</b>	<b>(1,418)</b>

VineGo ridership rose nominally by about 3% over the last year as seen in Table 4.

*Table 4: VineGo Ridership – Comparing Q4 of FY23 & Q4 of FY24*

	<b>Q1 FY24</b>	<b>Q1 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>VineGo</b>	3,928	4,055	3.23%	127

Table 5 compares the first quarter of the current fiscal year local ridership to the previous quarter (April, May & June of 2024) to provide insight to more recent ridership trends. Route G experienced the most significant ridership growth of nearly 56%. This can be attributed to extending the Route G as part of the August 11<sup>th</sup> schedule change. The Route was extended further south to serve the Napa Valley College and Health and Human Services, which are two prominent destinations for riders.

*Table 5: City of Napa Ridership - Comparing Q4 of FY24 & Q1 of FY25*

	<b>Q4 FY24</b>	<b>Q1 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Napa Local On-Demand (Route A)</b>	980	980	0.00%	0
<b>Route B</b>	6,581	8,026	21.96%	1,445
<b>Route C</b>	14,683	13,675	-6.87%	(1,008)
<b>Route D</b>	1,962	2,805	42.97%	843
<b>Route E</b>	2,816	2,665	-5.36%	(151)
<b>Route F</b>	3,534	3,411	-3.48%	(123)
<b>Route G</b>	2,016	3,139	55.70%	1,123
<b>Total</b>	<b>32,572</b>	<b>34,701</b>	<b>6.54%</b>	<b>2,129</b>

Table 6 compares regional routes to the previous quarter, which experienced an overall increase of approximately 6%. Route 11X experienced the most significant ridership increase of nearly 35%. A new stop was added to the 11X at Devlin at Airport Road as part of the August 11<sup>th</sup> schedule change. This gives the riders the opportunity to travel to and from the new Vine Bus Maintenance Facility and surrounding warehousing district near the airport in a faster manner. The same stop is served by Route 11, however, Route 11 has more stops on its route than Route 11X.

*Table 6: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q4 of FY24 & Q1 of FY25*

	<b>Q4 FY24</b>	<b>Q1 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Route 10</b>	39,363	45,353	15.22%	5,990
<b>Route 11</b>	34,038	33,680	-1.05%	(358)
<b>Route 11X</b>	1,056	1,421	34.56%	365
<b>Route 21</b>	4,184	3,484	-16.73%	(700)
<b>Route 29</b>	9,674	9,935	2.70%	261
<b>Total</b>	<b>88,315</b>	<b>93,873</b>	<b>6.29%</b>	<b>5,558</b>

Table 7 compares the community shuttles to the previous quarter, which shows that overall ridership remained relatively stagnant. American Canyon Transit experienced a decline of about 12%, which can be attributed to student ridership - schools did not resume until the week of August 12, which is about halfway through the first quarter of the current fiscal year. All other services experienced an increase in ridership. Calistoga's increase can be attributed to the fact that in May a second shuttle was added. Ridership for Q4 of FY24 is negatively impacted because only one shuttle was operating in the month of April.

*Table 7: Community Shuttles– Comparing Q4 of FY24 & Q1 of FY25*

	<b>Q4 FY24</b>	<b>Q1 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Calistoga Shuttle</b>	3,455	3,946	14.21%	491
<b>St. Helena Shuttle</b>	1,319	1,410	6.90%	91
<b>Yountville Bee</b>	1,394	1,413	1.36%	19
<b>American Canyon Transit</b>	4,887	4,313	-11.75%	(574)
<b>Total</b>	<b>11,055</b>	<b>11,082</b>	<b>0.24%</b>	<b>27</b>

Finally, Table 8 depicts a slight decrease in VineGo ridership, which is one of the first decreases quarter-over-quarter since the beginning of the COVID-19 pandemic. Staff will closely monitor the ridership during the next quarter to see if this trend continues. New VineGo vehicles are arriving around January 2025, which will replace the 2007 vehicles. This will enhance the rider experience by offering a more comfortable and smoother ride.

*Table 8: VineGo Ridership – Comparing Q4 of FY23 & Q4 of FY24*

	<b>Q1 FY24</b>	<b>Q1 FY25</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>VineGo</b>	4,288	4,055	-5.43%	(233)

Chart 1 breaks down the fixed route data by route across first quarters dating back to pre-COVID levels and also adds in the prior quarter (April – June 2024) to visually show the changes over time. The local routes and routes 10 and 11 have all experienced the same general trend of a slow recovery with ridership trending in the right direction. All of the other routes have experienced nominal increases and decreases, but overall ridership has remained relatively stagnant since COVID.

*Chart 1: Total Fixed Route Ridership Change*

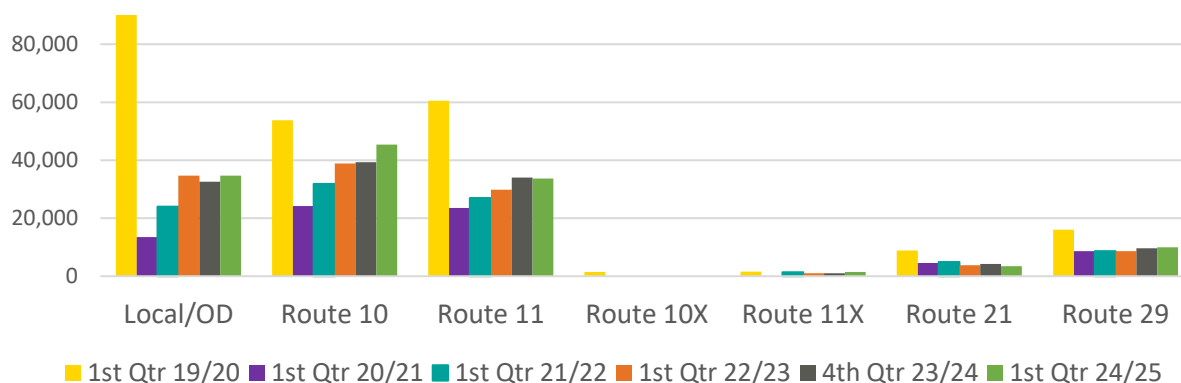
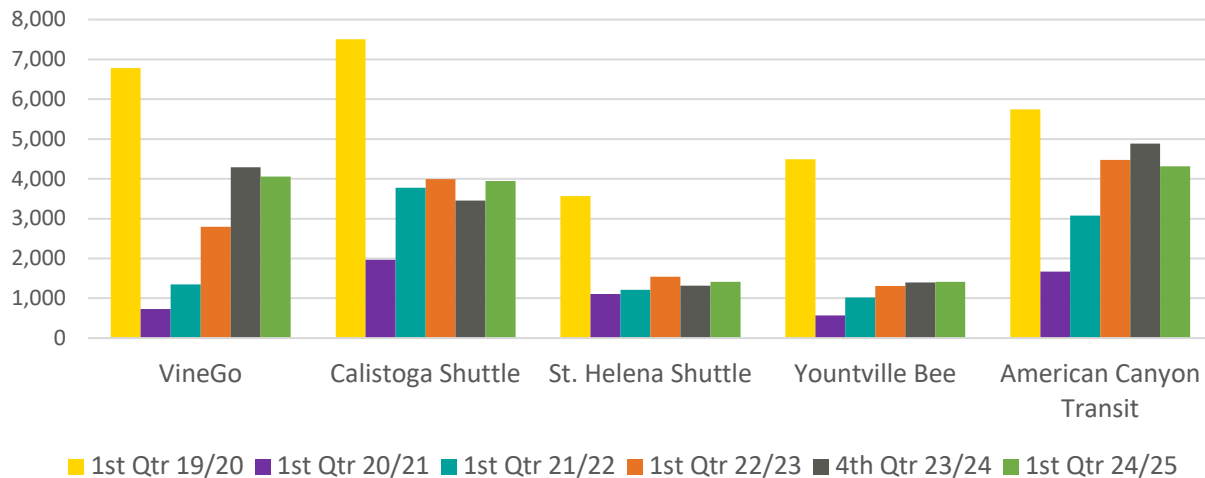


Chart 2 below takes the demand response data and segments it across the different services over the same period as Chart 1. There are differences across the jurisdictional services. St. Helena Shuttle and the Yountville Bee remain below 50% of pre-COVID levels while American Canyon Transit is inching closer to pre-COVID ridership levels. However, all services are trending upwards since the height of the COVID-19 pandemic.

*Chart 2: Total Demand Response Ridership Change*



Finally, Table 9 looks at the missed trips during the first quarter of the current fiscal year and compares it to the same period one year prior. While on-demand missed trips fell in comparison to the prior year, regular missed trips increased by 46. Most missed trips are caused by mechanical issues due to having an aging fleet with many buses past their useful lives. We expect the missed trips to improve in the coming months for multiple reasons:

- We were able to begin operating our new-to-us CNG buses in early October. This will allow Vine Transit to set aside the older vehicles that are more prone to mechanical issues.
- We are going to lease four buses from Golden Gate Transit that will be the primary back up buses.
- In January, NVTA will begin enforcing missed trips by charging Transdev for each missed trip. This is a standard practice that was put on hiatus during the COVID pandemic.

*Table 9: Comparing Missed Trips in Q1 of FY24 & Q1 of FY25*

	Regular Missed Trips		On-Demand Missed Trips	
	Q1 FY 24	Q1 FY 25	Q1 FY 24	Q1 FY 25
<b>July</b>	10	41	1	1
<b>August</b>	33	43	2	7
<b>September</b>	27	32	12	0
<b>Total</b>	<b>70</b>	<b>116</b>	<b>15</b>	<b>8</b>

Marketing Efforts

September was Transit Month, which was a successful celebration for Vine Transit. Staff made a concerted effort to post on social media channels and was able to increase its social media engagement by 691% (the average of the results below).

**Vine Transit September Social Media Efforts:**

Facebook:

- Reach increased 658% (compared to the month prior)
- Content interaction – increased 1,200%
- Link clicks – increased 100%

Instagram:

- Reach – increased 666%
- Content interaction – increased 833%

Nextdoor:

19,531 impressions

Free rides were offered on all routes on September 27<sup>th</sup>. Additionally, staff setup a table at the transit center during peak travel times and gave away free branded stickers, hats, t-shirts, keychains and carabiners to express our gratitude to our riders.

Direct outreach efforts during the first quarter of this current fiscal year included:

- Distributing Mobility Assistance Informational Brochures with a Meals on Wheels delivery in July, reaching approximately 788 seniors throughout Napa Valley
- Attending City of Napa’s National Night Out on August 6<sup>th</sup>
- Attending American Canyon’s Meet Me in the Streets on August 14
- Attending UpValley Family Center’s Back to School Night Celebration on August 30<sup>th</sup>
- Presenting to residents at Rohlffs Manor on September 17<sup>th</sup>
- Presenting to the Senior Center on September 27<sup>th</sup>

In the coming weeks, a call for artists will be sent out in the North Bay to solicit artwork for a new bus wrap. A selection committee will choose their top three favorite artists based

on artistic style and design for a bus wrap for the new Gillig Electric buses that are expected to arrive in Napa around June/July 2025.

### **Vine Transit Technologies and Challenges**

The NVTA Board of Directors requested additional information about Vine Transit communications technology. We wanted to share with CAC the summary of communication systems currently used to deploy Vine Transit services and a brief summary of the challenges associated with those technologies.

The *Computer Aided Dispatch* and Automated Vehicle Location (CAD/AVL) system is necessary to provide real time arrival information on Vine fixed route buses and to coordinate bus deployment with scheduling software.

Challenges:

- NVTA currently has a severe vehicle shortage and often times a bus without CAD/AVL technology is substituted for a fixed route bus that is out of service.
- Drivers neglect to log in or login properly
- Signal strength in various areas outside the City of Napa is weak or non-existent which interferes with bus/base station communications
- Connections between the Mobile Data Terminal and the internet are necessary to upload data – there are limited connections until the solar canopies are completed.
- Unstable router connectivity due to vibration and old router technology (currently being replaced)

Significant efforts are underway to resolve these challenges with the CAD/AVL provider and Transdev staff. If new measures that are in place are unsuccessful, staff will recommend that NVTA procure a new CAD/AVL contract in the next 12 months.

### *Radios*

NVTA currently operates a low-band radio system that it inherited from the City of Napa for fixed Route and the County of Napa for paratransit around 1998. The radio system is now obsolete, and NVTA received funding in 2023 to upgrade to high-band radios.

Challenges:

- NVTA needs cooperation from the County of Napa and the City of Napa to accommodate this frequency on radio towers that allow for coverage through Napa County and into Solano and Contra Costa County, which has caused significant delays in NVTA's ability to move forward with the new system. During a 10-month process with the City of Napa, NVTA's consultant, Day Wireless, has submitted an updated application to the Federal Communications Commission

on September 19th and once approved NVTA can replace all its radios within the month.

CAD/AVL and Radio communications are not the only means for identifying the location of the bus but are the most sophisticated. Transdev can use the DriveCam but is typically used in more urgent situations. The system allows dispatchers to see “breadcrumbs” of where that bus traveled during the day and a live video of the drive. It is not a program that is open all the time but is useful for reviewing driver or rider behavior.

### **ATTACHMENTS**

None