

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Thursday, May 4, 2023  
10:00 AM

JoAnn Busenbark Board Room

### Paratransit Coordinating Council (PCC)

The Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council (PCC) meeting will be held both in person with a Zoom option 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 Paratransit Coordinating Council (PCC) 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, iP 882 3261 2915
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 882 3261 2915 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) 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 5 p.m. the day before 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.

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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 PCC 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 Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8627 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) 259-8627. 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 PCC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

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. CONSENT AGENDA**

### **6.1 Meeting Minutes of March 2, 2023 Paratransit Coordinating Council Meeting (Kathy Alexander) (Pages 7-8)**

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

**Estimated Time:** 10:20 a.m.

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

## **7. REGULAR AGENDA ITEMS**

### **7.1 Nomination of PCC Representative to the Napa Valley Transportation Authority (NVTA) Technical Advisory Committee (TAC) (Rebecca Schenck) (Page 9)**

**Recommendation:** That the PCC nominate a representative to sit on the NVTA TAC and forward to the NVTA Board for approval.

**Estimated Time:** 10:25 a.m.

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

### **7.2 Vine Transit Fiscal Year (FY) 2022/2023 3rd Quarter Update (Libby Payan) (Pages 10-16)**

**Body:** The PCC will receive an update on Vine Transit operations for the 3rd quarter of FY 2022/2023. Information only

**Estimated Time:** 10:30 a.m.

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

## **8. FUTURE AGENDA ITEMS**

## **10. ADJOURNMENT**

### **10.1 The next regularly scheduled meeting for the Napa Valley Transportation Authority Paratransit Coordinating Council is Thursday, July 13, 2023 at 10:00 a.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 NVRTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on April 27, 2023.

*Kathy Alexander (e-sign)*

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Kathy Alexander, Deputy Board Secretary

## Glossary of Acronyms

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

## Glossary of Acronyms

<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>SHA</b>	State Highway Account	<b>VHD</b>	Vehicle Hours of Delay
		<b>VMT</b>	Vehicle Miles Traveled

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

May 4, 2023

PCC Agenda Item 6.1

Continued From: New

Action Requested: Approve

## Meeting Minutes - Draft Paratransit Coordinating Council (PCC)

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Thursday, March 2, 2023

10:00 AM

JoAnn Busenbark Board Room

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### 1. Call To Order

Chair Collette called the meeting to order at 10:00 a.m.

### 2. Roll Call

Quorum was confirmed with the following Roll Call:

**Present:** 3 - Tom Collette  
Ellen Sweigert  
Lisa DeRose-Hernandez

**Absent:** 2 - Betty Rhodes  
Jeannie Smith

### 3. Public Comment

None

### 4. Committee Member Comments

None

### 5. Staff Comments

Rebecca Schenck announced that Doug Weir has resigned from the PCC.

Kathy Alexander noted that Mr. Weir served as the PCC representative for the Technical Advisory Committee (TAC) and that the PCC would be discussing the TAC representative at the May meeting.

## 6. CONSENT AGENDA

### 6.1 Meeting Minutes of January 5, 2023 Paratransit Coordinating Council (PCC) Meeting (Kathy Alexander) (Pages 7-9)

MOTION by SWEIGERT, SECOND by DEROSE-HERNANDEZ to APPROVE the January 5, 2023 PCC Meeting Minutes as presented. Motion carried.

## 7. REGULAR AGENDA ITEMS

### 7.1 Countywide Accessible Transportation Needs Assessment Update (Diana Meehan) (Pages 10-17)

Information Only/No Action Taken

Member DeRose-Hernandez reported that every Meals on Wheels client received a copy of the Accessible Transportation Needs Assessment survey.

**7.2 Vine Transit Update (Libby Payan) (Pages 18-23)**

Information Only/No Action Taken

**8. FUTURE AGENDA ITEMS**

- PCC representation on the Technical Advisory Committee
- Molly's Angels services presentation

**10. ADJOURNMENT**

**10.1 The next regularly scheduled meeting for the Napa Valley Transportation Authority Paratransit Coordinating Council is May 4, 2023 at 10:00 a.m.**

Meeting adjourned at 10:35 a.m.

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Kathy Alexander, Deputy Board Secretary



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## NAPA VALLEY TRANSPORTATION AUTHORITY PCC Agenda Letter

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**TO:** Paratransit Coordinating Council (PCC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Rebecca Schenck, Program Manager – Public Transit  
(707) 259-8636 / Email: [rschenck@nvta.ca.gov](mailto:rschenck@nvta.ca.gov)  
**SUBJECT:** Nomination of the PCC Representative to the NVTA Technical Advisory Committee

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### **RECOMMENDATION**

That the Paratransit Coordinating Council (PCC) nominate a representative to sit on the Napa Valley Transportation Authority (NVTA) Technical Advisory Committee and forward to the NVTA Board for approval.

### **FISCAL IMPACT**

Is there a fiscal impact? No

### **BACKGROUND**

NVTA's Joint Powers Agreement (JPA) states that the PCC shall nominate a representative to sit on the NVTA Technical Advisory Committee (TAC) for NVTA Board approval. The representative to the NVTA TAC serves as a voting member and provides feedback on all transportation related issues, including those that affect the elderly and persons with disabilities. The NVTA TAC meets at 2 pm on the first Thursday of each month. Former member Doug Weir previously served in this role for many years prior to resigning from the PCC.

### **ATTACHMENTS**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY

### PCC Agenda Letter

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**TO:** Paratransit Coordinating Council (PCC)  
**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**

Information only. This report 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 18<sup>th</sup> 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 26<sup>th</sup> 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*

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

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*

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

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*

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

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*

	<b>FY 18/19</b>	<b>FY 22/23</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>VineGo</b>	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 3<sup>rd</sup> 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*

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

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*

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

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*

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

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*

	<b>Q2 FY 23</b>	<b>Q3 FY 23</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>VineGo</b>	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
<b>Route N</b>	63.3%	15.4%	21.3%
<b>Route S</b>	33.9%	3.7%	62.4%
<b>Route W (Loop 1)</b>	65.4%	26.0%	8.6%
<b>Route W (Loop 2)</b>	61.5%	16.6%	21.9%
<b>Route E</b>	76.9%	23.1%	0.0%
<b>Route 10</b>	56.0%	16.0%	28.0%
<b>Route 11</b>	61.7%	9.7%	28.6%
<b>Route 11X</b>	55.8%	19.2%	25.0%
<b>Route 21</b>	52.3%	31.8%	15.9%
<b>Route 29</b>	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

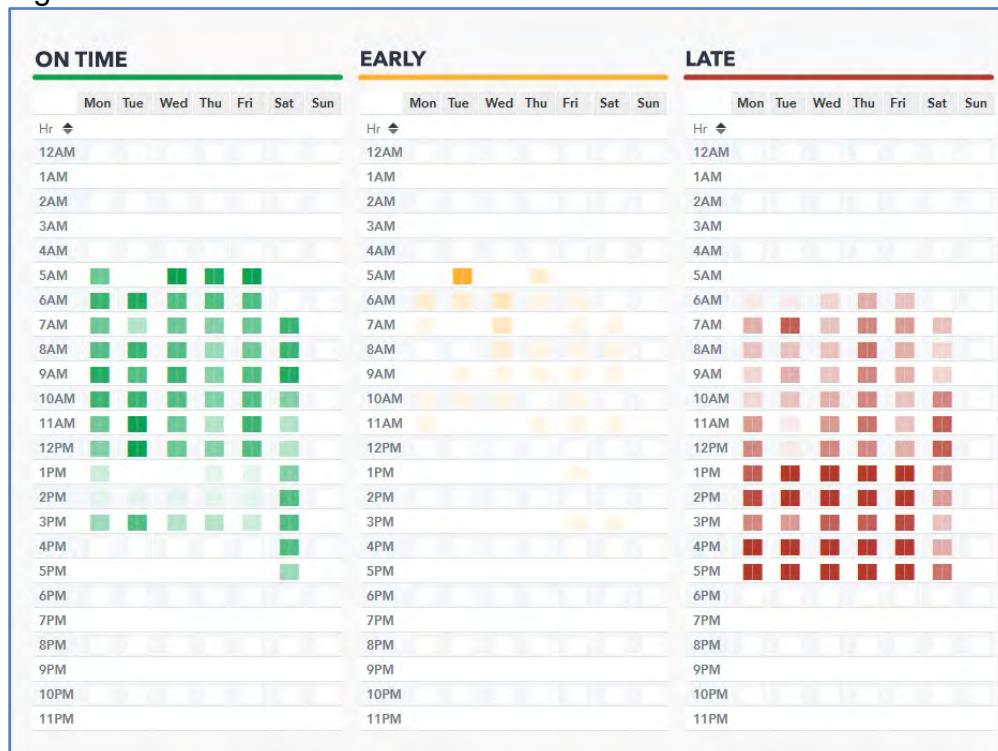


Table 10 shows the number of missed trips during the third quarter of FY2022-2023. In order to provide context for the data, Table 11 is included to compare the same time period in the prior fiscal year. The missed trips are categorized by on-demand and regular missed trips. Since on-demand trips don't 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*

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

*Table 11: Missed Trips for Q3 of FY22*

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

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 NVTA 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*

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

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

**ATTACHMENT**

None