

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Wednesday, May 3, 2023
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.

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

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

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

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

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

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

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

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

6. PRESENTATIONS**6.1 Project Update (Grant Bailey)**

Estimated Time: 5:05 p.m.

7. CONSENT AGENDA**7.1 Meeting Minutes of March 1, 2023 (Laura Sanderlin) (Pages 7-9)**

Recommendation: CAC action will approve the meeting minutes of March 1, 2023.

Estimated Time: 5:20 p.m.

Attachments: [Draft Minutes](#)

8. REGULAR AGENDA ITEMS**8.1 Executive Director Report (Kate Miller) (Pages 10-13)**

Recommendation: Information only

Estimated Time: 5:25 p.m.

Attachments: [Staff Report](#)

8.2 Vine Transit Update (Libby Payan) (Pages 14-21)

Recommendation: Information only. This report will provide an update on the operational performance for Vine Transit services and future schedule changes.

Estimated Time: 5:35 p.m.

Attachments: [Staff Report](#)

8.3 Airport Connection Preview (Rebecca Schenck) (pages 22-26)

Recommendation: Information only. This will report will provide a preview of the options for Vine service to Bay Area Airports that will presented to the NVTB Board at the May 17, 2023 Board Retreat.

Estimated Time: 5:50

Attachments: [Staff Report](#)

8.4 Vision Zero Update (Diana Meehan) (pages 27-29)

Recommendation: Information Only

Estimated Time: 6:05 p.m.

Attachments: [Staff Report](#)

9. FUTURE AGENDA ITEMS**10. ADJOURNMENT****9.1 The next Regular Meeting is July 12, 2023.**

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 NVTB offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Friday, April 28th.

Laura Sanderlin

Laura M. Sanderlin, NVTB Board Secretary

Glossary of Acronyms

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

Glossary of Acronyms

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

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes Citizen Advisory Committee (CAC)

Wednesday, March 1, 2023

5:00 PM

JoAnn Busenbark Boardroom

1. Call To Order

Chair Baldini called the meeting to order at 5:01pm.

2. Roll Call

Present: 10 - Michael Baldini
Hans Korge
Aisha Nasir
Alex Crown
Scott Owens
Jean Vincent Deale
Tom Kambe
Ashley Tenschler
Gary Woodruff
Ron Richardson
Absent: 4 - Patricia Lynch
Sarah Gillihan
Matthew Schmitz
Larry Kromann

3. Public Comment

None

4. Committee Member Comments

Chair Baldini introduced new member Ron Richardson.

Member Owens commented on Clipper operation glitches and staff reported an update in resolving that issue.

Member Crown reported slippery striping on roads during icy conditions on newly striped roads.

5. Staff Comments

Executive Director Miller recognized Member Owens as Yountville Resident of the Year.

6. CONSENT AGENDA

Motion MOVED by KAMBE, SECONDED by TENSCHER to APPROVE Consent Item 6.1. Motion carried by the following roll call vote:

Aye: 5 - Baldini, Owens, Kambe, Tenschler, and Woodruff

Absent: 6 - Korve, Nasir, Lynch, Gillihan, Schmitz, and Kromann

Abstain: 3 - Crown, Deale, Richardson

6.1 Meeting Minutes of January 11, 2023 (Laura Sanderlin) (Pages 7-9)

Attachments: [Draft Minutes](#)

7. REGULAR AGENDA ITEMS

7.1 Executive Director Report (Kate Miller) (Pages 10-13)

Attachments: [Staff Report](#)

Information Only/No Action Taken

Member Tenscher commented about improving information that is listed on electronic transit signage.

{Member Nasir and Member Korve joined the meeting}

7.2 Vine Transit Update (Libby Payan) (Pages 14-20)

Attachments: [Staff Report](#)

Information Only/No Action Taken

7.3 Scheduling 101: Route 11 (Rebecca Schenck) (Pages 21-25)

Attachments: [Staff Report](#)

Information Only/No Action Taken

Staff showed the current transit scheduling software program, Remix, on the live screen for CAC to view.

Member Korve inquired about timing of transit arrivals to Vallejo Ferry in relation to departing Ferry times. Staff will research and bring an update.

7.4 Transit Service Safety (Rebecca Schenck) (Pages 26-56)

Attachments: [Staff Report](#)

Information Only/No Action Taken

Member Tenscher recommended clarifying the distinction of Transdev employees versus contracted employees for the next revision. She also reported absences of drivers on the bus during transit driver shift changes.

7.5 Countywide Vision Zero Plan Progress Update (Diana Meehan) (Pages 57-60)

Attachments: [Staff Report](#)

Information Only/No Action Taken

Members discussed traffic calming strategies.

7.6 Countywide Accessible Transportation Needs Assessment Progress Update (Diana Meehan) (Pages 61-67)

Attachments: [Staff Report](#)

Information Only/No Action Taken

8. FUTURE AGENDA ITEMS

- May 17 NVTB Board Retreat, Reviving the Vine
- Airport connection preview
- Project Update
- Marginal cost per square foot to install speed bumps/tables

9. ADJOURNMENT

Chair Baldini adjourned the meeting at 6:53pm.

9.1 The next Regular Meeting is Wednesday, May 3, 2023.

Laura M. Sanderlin, NVTB Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Citizen Advisory Committee Agenda Memo

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

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The report summarizes recent Napa Valley Transportation Authority (NVTA) events and activities since the CAC's March meeting as well as State, Federal, Regional activities of interest.

BACKGROUND

NVTA Activities:

Events

- NVTA staff participated in three Earth Day events including:
 - Promoting V-Commute, NVTA's transportation demand management program, at the Trinchero Earth Day Employee Fair Friday April 21
 - Promoting alternative transportation at Earth Day in American Canyon Saturday April 22 and in Napa at Oxbow on Sunday April 23
- NVTA sponsored and NVTA staff will participate in Bike Fest which takes place on Sunday May 7 at South Century Center from 9am-3:30 pm. Three group bike rides are scheduled (MCE Clean Energy Kidical Mass ride, PG&E Captains Mansions Bike Tour-led by Scott Sedgley, Vine Trail Month of Movement ride).
- Bike to Work/School/Anywhere Day is on Thursday May 18th. There will be Energizer stations throughout the county to support those who ride their bike to work, school or anywhere. The NVTA Energizer station will be located on the west side of Soscol Ave. near the Vine Trail (Mathews Mattress) from 7am-9am

- Transit Manager, Rebecca Schenck and Executive Director, Kate Miller participated in the regional BART General Transit Managers ride along event on Friday, April 21st in East Contra Costa County. The event began at the Orinda BART station and involved a regional press conference and ride along with Bob Powers, GM of BART, Andy Fremier, MTC Executive Director, and transit general managers and county transportation agency executives representing Contra Costa, San Mateo, and Napa Counties.
- On May 17th, NVTa is hosting a Board Retreat focusing on how we can Revive the Vine Transit System. The retreat will begin at 8:30 at the Meritage Resort, 875 Bordeaux Way in Napa. The Meritage is served by Vine Route 10. Alix Bockelman, MTC Executive Deputy Director of Policy, has been invited to participate and will include thoughts on transit from a regional perspective. A continental breakfast and lunch will be served. Following the presentation and Board discussion, a Vine Bus will take participants to the Vine Bus Maintenance Facility Construction Site for a tour. NVTa staff encourages CAC members to participate. If you plan to participate in the tour, please wear flat, closed toe shoes. Hard hats and vests will be provided.

NVTa Committee Changes

- Doug Weir has resigned his committee positions. Doug, an advocate for elderly and disabled transportation services, has been serving on various NVTa advisory committees since 1999. In total, Doug has served on six committees – sometimes simultaneously – but his service includes:
 - Member of the NVTa Board representing the PCC
 - Paratransit Coordinating Council
 - Vine Transit Citizen Advisory Committee
 - Vine Transit Ambassador
 - Technical Advisory Committee representing the PCC
 - Citizen Advisory Council

NVTa greatly appreciates Doug for his service over the years, and we will greatly miss him.

New Staff members

- Dario Di Fede Joined NVTa last month in the Senior Accountant role. Dario grew up in St. Helena and currently resides in Napa. He has his Bachelor's Degree in Business Accounting from Sonoma State University. His experience includes accountant roles for the County of Napa in both the Treasury Tax and Public Works departments.
- Michelle Fajardo Joined NVTa last month in the Associate Program Planner & Analyst role. Michelle resides in Sonoma where she formerly held positions at the City of Sonoma in the Public Works Department and gained expertise in public sector project, contract and grant management. She holds a degree in Civil and Surveying Applied Technology for Land Surveying and worked as a Civil Engineering Tech for Sonoma County Transportation and Public Works for over 10 years.

Staff Promotions

- Diana Meehan has been promoted to Principal Planner. Diana started her career here at NVTa as an unpaid intern in 2011. Her official position began in 2012 when she was hired as an assistant planner focusing on transit. In 2013 she was promoted to Associate Planner. In 2018, Diana was promoted to Senior Planner and has focused most of her efforts in the past 5 years on Active Transportation and Alternative Modes/TDM.

NVTa Project, Planning and Funding Update

- The Committee will receive an oral report on projects at the meeting.

Other

- The new NVTa website went live on March 9th. Some of its attributes includes a library section where a member of the public can easily find agendas from prior Board and Committee meetings, project facts sheets, and planning and project documents. There is also a new *programs* drop down menu where members of the public and partners can find out about transit, transportation demand management, and funding.

Regional Activities

- The Metropolitan Transportation Commission (MTC) awarded NVTa a Transit Priority Initiative award in the amount of \$1,060,000 for improvements at the Redwood Park and Ride and for Electronic Transportation Information Displays (ETIDS)
- The California Transportation Commission (CTC) in coordination with the MTC, Caltrans, and the North Bay County Transportation Agencies held a public meeting on tolling SR 37 on Monday, May 24th in Vallejo. The meeting was in preparation for CTC action on the tolling application submitted by MTC that would allow tolling on the highway segment between Sears Point and Mare Island. Tolls will be needed to offset construction costs for the ultimate project which is intended to address sea level rise in the corridor. To address equity concerns about tolling, the partners intend introduce transit in the corridor and reduced tolling for low-income households.

State Activities

- The deadline to amend spot bill language has passed. The legislature reconvened on April 10th and hearings have commenced to meet the first legislative deadline on April 28th when fiscal bills must move out of policy committees. May 5th is the deadline for policy committees to meet on legislation not fiscal in nature.
- In December, Governor Newsome called a special session to address price gouging by the petroleum industry. Senator Nancy Skinner subsequently introduced SBX 2 which would impose a penalty on petroleum companies when profit margins were

found to be excessive. Both legislative bodies approved the legislation, and the Governor signed it into law on March 28th.

Federal Activities

- The deadline to submit grants requests from Community Project Funding/Congressionally Directed Spending grants has passed. NVTA has submitted a letter of support for a \$7 million request to several legislators for the preconstruction phases Tolay Creek Bridge on SR 37.
- The Biden Administration announced a \$2.5 billion program to fund electric vehicle charging and alternative-fueling infrastructure in communities across the country and along designated highways, interstates, and major roadways. The program will provide \$700 million from FY22 and FY23. Applications are due by May 30, 2023.
- FHWA announced the immediate availability of \$4.6 million in “quick release” Emergency Relief funds for use as a down payment by the California Department of Transportation to offset costs of repair work needed as a result of storm damage.

ATTACHMENT(S)

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Citizen Advisory Committee Agenda Memo

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
SUBJECT: Vine Transit Update

RECOMMENDATION

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

COMMITTEE RECOMMENDATION

None

BACKGROUND

June 18 Service Changes

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

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

- Eliminating the American Canyon & St. Helena school trippers during summer break

As part of an effort to continue to provide quality transit service and to draw riders back, NVRTA 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. NVRTA staff is working with American Canyon staff to identify locations 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 2023, 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 2023 so the overall decrease in ridership in the City of Napa was -65.49%. The on-demand service is not able to accommodate as many riders as the four pre-pandemic fixed routes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Finally, Table 9 shows the on-time performance for Vine fixed route services. NVRTA's acceptable threshold for on-time performance is 90% (using the following thresholds: 1 minute early and 5 minutes late). Given the shortage of drivers and associated system challenges, most routes are showing low on-time performance and with the June

schedule change, NVTa will work on minimizing the percentage of early departures by tightening up the schedule. NVTa was able to address data errors on the Route W Loop 2 and Route E from the prior quarter and report their on-time performance for the third quarter.

Table 9: On-Time Performance for Q3 of FY23

	On-Time	Early	Late
Route N	63.3%	15.4%	21.3%
Route S	33.9%	3.7%	62.4%
Route W (Loop 1)	65.4%	26.0%	8.6%
Route W (Loop 2)	61.5%	16.6%	21.9%
Route E	76.9%	23.1%	0.0%
Route 10	56.0%	16.0%	28.0%
Route 11	61.7%	9.7%	28.6%
Route 11X	55.8%	19.2%	25.0%
Route 21	52.3%	31.8%	15.9%
Route 29	48.5%	27.4%	24.1%

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

Figure 1: Route S On-Time Performance

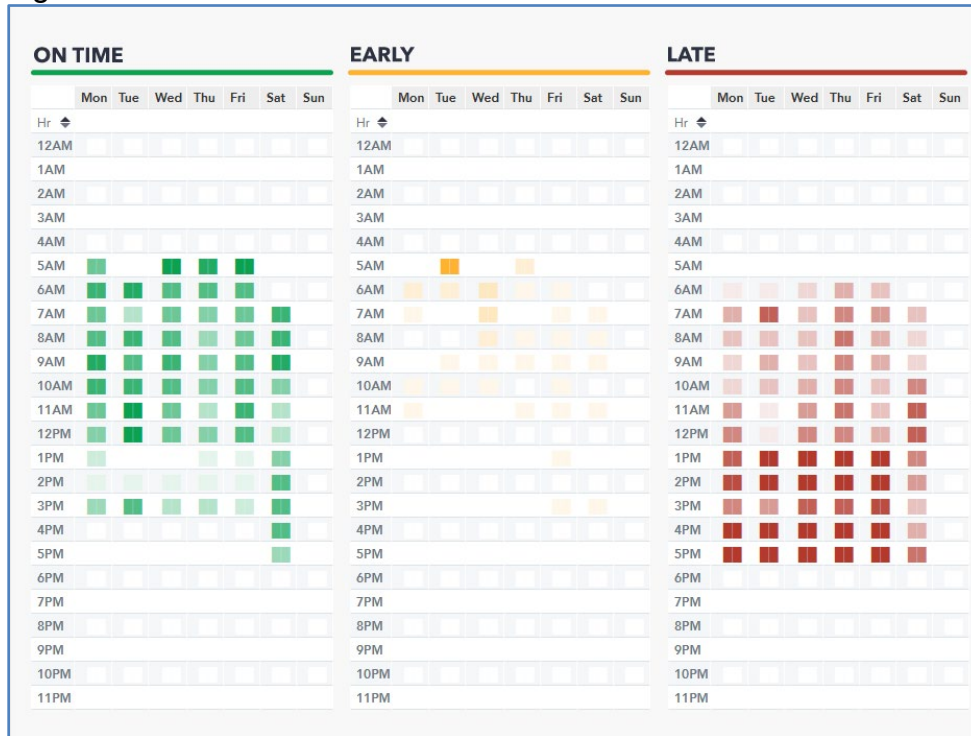


Table 10 shows the number of missed trips during the third quarter of FY2022-23. In order to provide context for the data, Table 11 is included to compare the same time period in the prior fiscal year. The missed trips are categorized by on-demand and regular missed trips. Since on-demand trips don't operate on a predictable fixed schedule, staff counts every 30 minutes that an on-demand bus was scheduled to be out in service ready to pick passengers up as one missed trip.

Table 10: Missed Trips for Q3 of FY23

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

Table 11: Missed Trips for Q3 of FY22

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

The primary cause of missed trips is now mechanical issues, with the driver shortage as the second cause. Table 12 below shows 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

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

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

ATTACHMENT(S)

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Citizen Advisory Committee Agenda Memo

TO: Citizen Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Program Manager – Public Transit
(707) 259-8636/ Email: rschenck@nvta.ca.gov
SUBJECT: Airport Connection Preview

RECOMMENDATION

Information only. This report previews options for Vine service to Bay Area Airports that will be presented to the NVRTA Board at the May 17, 2023 Board Retreat.

BACKGROUND

Since the San Francisco Airport opened in 1927, there has been the question of how to get to the airport from Napa County. The need for airport service has been more pronounced since Evans Bus stopped operating buses to the San Francisco (SFO) and Oakland (OAK) International Airports in March of 2020 due to decreased demand brought on by the COVID-19 pandemic. While Vine service cannot directly replace Evans Bus service, there are some options for more frequent connections to BART and potentially to the Sonoma County Airport.

BART offers service from the El Cerrito del Norte BART Station to SFO on the Red Line and to the Oakland Airport on the Orange to Beige Line Connection. The Vine Route 29 travels from the Redwood Park and Ride in Napa through American Canyon to the El Cerrito Del Norte BART station on 13 roundtrips on weekdays. Route 29 does not operate on weekends. One option for additional airport service is to add nine roundtrips on both Saturday and Sunday all year long (with the expectation of six major holidays per year). An example of the weekend timetable is shown in Table 1 below.

Figure 1: BART Station Map of OAK and SFO Service



Table 1: Example Route 29 Weekend Timetable

Inbound				Outbound			
ElCerrito Del Norte BART Station	AmCan Post Office (NB)	Imola PnR (NB)	Redwood PnR	Redwood PnR	Imola PnR (SB)	AmCan Post Office (SB)	ElCerrito Del Norte BART Station
8:16	8:53	9:09	9:15	7:00	7:05	7:21	7:59
9:16	9:53	10:09	10:15	8:00	8:05	8:21	8:59
10:16	10:53	11:09	11:15	9:00	9:05	9:21	9:59
11:16	11:53	12:09	12:15	10:00	10:05	10:21	10:59
12:16	12:53	13:09	13:15	11:16	11:21	11:37	12:15
16:16	16:53	17:09	17:15	12:16	12:21	12:37	13:15
17:16	17:53	18:09	18:15	13:16	13:21	13:37	14:15
18:16	18:53	19:09	19:15	17:00	17:05	17:21	17:59
19:16	19:53	20:09	20:15	18:00	18:05	18:21	18:59

The second potential airport service option would be to reintroduce Route 10X and extend service to the Sonoma County Airport. After traveling north to Calistoga the service would potentially stop at the Santa Rosa Transit Mall, SMART Airport Station and/or Sonoma County Airport. The service would operate on weekdays and weekends with three roundtrips in the morning and evening for a total of six roundtrips daily.

Figure 2: Route 10X Extension

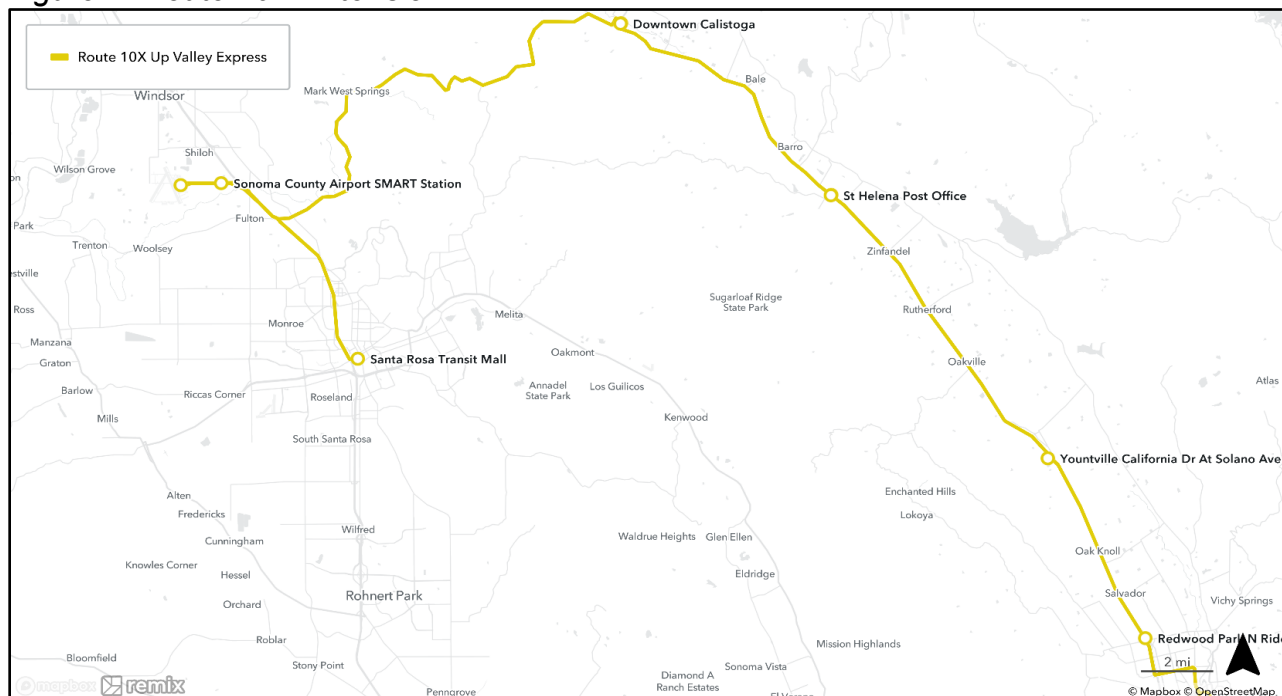


Table 2: Example Route 10X Timetable, Eastbound

Santa Rosa Transit Mall	SMART Airport Station	Sonoma County Airport	Calistoga	St Helena	Yountville	Redwood PnR	SGTC
8:25	8:40	8:43	9:25	9:43	10:02	10:16	10:29
9:25	9:40	9:43	10:25	10:43	11:02	11:16	11:29
10:25	10:40	10:43	11:25	11:43	12:02	12:16	12:29
15:00	15:16	15:18	16:00	16:18	16:37	16:51	17:04
16:00	16:16	16:18	17:00	17:18	17:37	17:51	18:04
17:00	17:16	17:18	18:00	18:18	18:37	18:51	19:04

Table 3: Example Route 10X Timetable, Westbound

SGTC	Redwood PnR	Yountville	St Helena	Calistoga	Sonoma County Airport	SMART Airport Station	Santa Rosa Transit Mall
6:00	6:12	6:24	6:43	6:59	7:36	7:39	7:52
7:00	7:12	7:24	7:43	7:59	8:36	8:39	8:52
8:00	8:12	8:24	8:43	8:59	9:36	9:39	9:52
16:45	16:57	17:09	17:28	17:44	18:21	18:24	18:37
17:45	17:57	18:09	18:28	18:44	19:21	19:24	19:37
18:45	18:57	19:09	19:28	19:44	20:21	20:24	20:37

A third potential option would be to reintroduce the Route 25 with expanded service to the Petaluma Transit Mall (adjacent to the Petaluma SMART Station). The Route 25 used to only go as far as the City of Sonoma. Expanding to meet SMART in Petaluma was an option explored in the 2016 Express Bus Study. The service would run eight roundtrips on weekdays and five roundtrips on weekends and be timed to meet the SMART Train.

Figure 3: Route 25 Extension



Table 5: Example Route 25 Weekday Timetable

Westbound			Eastbound		
SGTC	Imola PnR	Petaluma Transit Mall	Petaluma Transit Mall	Imola PnR	SGTC
5:50	5:59	7:12	7:32	8:45	8:54
6:50	6:59	8:12	8:32	9:45	9:54
7:50	7:59	9:12	9:32	10:45	10:54
11:20	11:29	12:43	13:06	14:20	14:27
14:00	14:09	15:23	15:43	16:57	17:04
15:00	15:09	16:23	16:43	17:57	18:04
16:05	16:14	17:28	17:48	19:02	19:09
17:10	17:19	18:33	18:53	20:07	20:14

Table 6: Example Route 25 Weekend Timetable

Westbound					Eastbound			
SGTC	Imola PnR	Sonoma Plaza	Petaluma Transit Mall		Petaluma Transit Mall	Sonoma Plaza	Imola PnR	SGTC
6:50	6:58	7:31	8:05		8:55	9:29	10:02	10:08
8:53	9:01	9:34	10:08		10:58	11:32	12:05	12:11
10:57	11:05	11:37	12:12		13:01	13:35	14:08	14:14
13:00	13:08	13:41	14:15		14:35	15:09	15:42	15:48
14:55	15:03	15:36	16:10		16:30	17:04	17:37	17:43

The three options are summarized below in Table 7

Table 7: Comparison of Airport Opportunities

	Current	Route 29 + Weekend Service	Route 10X Revival	Route 25 Revival
Service Hours	116,400	125,445	125,687	122,148
Costs*	\$13,125,100	\$14,049,840	\$14,076,944	\$13,680,576
Drivers	62	67	66	65
Opportunities		Airport and other SF and Oak weekend trips	Service to Santa Rosa and directly to SC Airport	Service to Sonoma County and SMART
Obstacles		Drivers	Drivers, Vehicle Charging, VineGo, unproven demand	Drivers, Vehicle Charging, VineGo, unproven demand

**Purchase Transportation and Fuel Costs*

NVTA welcomes comments from CAC on the three airport options presented.

ATTACHMENT(S)

None



May 3, 2023
CAC Agenda Item 8.4
Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY

Citizen Advisory Committee Agenda Memo

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

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

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

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

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

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

Progress to date includes:

Public Engagement Plan

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

Vision Statement

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

Collision Analysis and Profiles

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

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

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

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

Collision Profiles

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

10 Identified Collision Profiles:

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

Next Steps:

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

ATTACHMENT(S)

None