

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Wednesday, January 3, 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 pagsasalin-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 NVTa Project Update**

**Recommendation:** Information Only

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

### **6.2 V Commute Update**

**Recommendation:** Information Only

**Estimated Time:** 5:25 p.m.

## **7. CONSENT AGENDA**

### **7.1 Meeting Minutes of November 1, 2023 (Laura Sanderlin) (Pages 9-11)**

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

**Estimated Time:** 5:40 p.m.

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

## **8. REGULAR AGENDA ITEMS**

**8.1 Executive Director Report (Kate Miller) (Pages 12-15)**

**Recommendation:** Information only

**Estimated Time:** 5:50 p.m.

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

**8.2 Vine Transit Update (Rebecca Schenck) (Pages 16-19)**

**Recommendation:** Information only. This report provides an update on the Vine Transit services.

**Estimated Time:** 6:05 p.m.

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

**8.3 Public Transit Fare Adjustments (Rebecca Schenck) (Pages 20-43)**

**Recommendation:** That the Citizens Advisory Committee (CAC) review and recommend that the Napa Valley Transportation Authority (NVTa) Board of Directors approve the proposed public transit fare adjustment.

**Estimated Time:** 6:20 p.m.

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

**8.4 Sales Tax Replacement Measure (Danielle Schmitz) (Pages 44-50)**

**Recommendation:** Information only

**Estimated Time:** 6:45 p.m.

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

**9. FUTURE AGENDA ITEMS****10. ADJOURNMENT****10.1 The next Regular Meeting is March 6, 2024.**

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 Wednesday, December 27th.

*Laura Sanderlin*

\_\_\_\_\_  
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)

Wednesday, November 1, 2023

5:00 PM

JoAnn Busenbark Boardroom

### 1. Call To Order

In Chair Baldini's absence, Vice Chair Korve called the meeting to order at 5:00pm.

### 2. Roll Call

**Present:** 7 - Hans Korve  
Patricia Lynch  
Jean Vincent Deale  
Tom Kambe  
Ashley Tenscher  
Gary Woodruff  
Alex Crown

**Absent:** 4 - Aisha Nasir  
Ron Richardson  
Larry Kromann  
Michael Baldini

### 3. Public Comment

None

### 4. Committee Member Comments

Member Tenscher commented on transit data that she recorded.

Vice Chair Korve commented on transit information sharing with the Ferry schedule updates and google.

Member Deale inquired about impact of fiscal cliff affecting Vine transit.

### 5. Staff Comments

None

### 6. CONSENT AGENDA

**Motion MOVED by LYNCH, SECONDED by TENSCHER to APPROVE Consent Item 6.1. Motion passed unanimously.**

**Aye:** 5 - Lynch, Deale, Kambe, Tenscher, and Woodruff

**Absent:** 4 - Nasir, Richardson, Kromann, and Baldini

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

**6.1 Meeting Minutes of September 13, 2023 (Laura Sanderlin) (Pages 9-10)**

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

**7. REGULAR AGENDA ITEMS**

**7.1 Executive Director Report (Kate Miller) (Pages 11-12)**

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

Information only/No action taken.

Report provided by staff member, Danielle Schmitz.

**7.2 Nomination and Election of Chair and Vice Chair for Calendar Year (CY) 2024 (Danielle Schmitz) (Pages 13-14)**

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

**Motion MOVED by LYNCH to nominate Member Baldini and Member Korve as Chair and Vice Chair respectively, SECONDED by DEALE. Motion passed unanimously.**

**Aye:** 7 - Korve, Lynch, Deale, Kambe, Tenscher, Woodruff, and Crown

**Absent:** 4 - Nasir, Richardson, Kromann, and Baldini

**7.3 2024 Citizen Advisory Committee (CAC) Work Plan and Meeting Calendar (Danielle Schmitz) (Pages 15-18)**

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

Committee requested to move the proposed January 2024 meeting from 10th to 3rd.

**Motion MOVED by TENSCHER, SECONDED by KAMBE to APPROVE the 2024 CAC Work plan and meeting calendar. Motion passed unanimously.**

**Aye:** 7 - Korve, Lynch, Deale, Kambe, Tenscher, Woodruff, and Crown

**Absent:** 4 - Nasir, Richardson, Kromann, and Baldini

**7.4 American with Disabilities Act (ADA) Self-Evaluation Plan (Dexter Cypress) (Pages 19-90)**

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

**Motion MOVED by KAMBE, SECONDED by LYNCH to APPROVE Item 7.4 recommending the NVTA Board adopt the 2023 ADA Self Evaluation plan. Motion passed unanimously.**

**Aye:** 7 - Korve, Lynch, Deale, Kambe, Tenscher, Woodruff, and Crown

**Absent:** 4 - Nasir, Richardson, Kromann, and Baldini

**7.5 Vine Transit Update (Rebecca Schenck) (Pages 142-151)**

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

Information only/No action taken

**7.6 2024 Draft Federal and State Legislative Advocacy Program (Kate Miller) (Pages**

97-102)

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

Information only/No action taken

**7.7** Potential November 2024 Transportation Ballot Measure (Danielle Schmitz) (Pages 103-110)

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

Information only/No action taken

**8. FUTURE AGENDA ITEMS**

-Vine Transit Update: GPS availability, Google transit and transit performance report

**9. ADJOURNMENT**

Vice Chair Korge adjourned the meeting at 6:28pm.

**9.1 The next Regular Meeting is January 10, 2024.**

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Laura M. Sanderlin, NVTB Board Secretary



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Citizen Advisory Committee Agenda Memo

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

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#### **RECOMMENDATION**

Information only

#### **EXECUTIVE SUMMARY**

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

#### **BACKGROUND**

##### **NVRTA Activities:**

- Soscot Junction single lane closures in both the northbound and southbound directions will be implemented over the weekend January 6 and 7<sup>th</sup>, pending weather conditions. The closures are necessary to accelerate work on the project and to minimize multiple closures between January and April that would otherwise be necessary to complete the project. NVRTA staff recommend that people avoid the area as 2+ hours of delay are anticipated.
- CTC awarded \$50 million to the SR 37 Tolay Creek Bridge replacement project to receive from the Local Transportation Climate Adaption Program (LTCAP).

##### **Regional Activities**

- The Metropolitan Transportation Commission (MTC) released the Napa Forward Intersection Improvements draft environmental document for public comment. This is a joint project that MTC and NVRTA are partnering to complete and involves evaluating safety and operational improvements on SR 29 at Oakville Cross Road and Rutherford Road. MTC is expected to certify the document at its February meeting.

##### **State Activities**

- California is facing a \$68 billion deficit which is largely due to unprecedented prior-year revenue shortfalls. The state has almost \$24 billion in reserve ("Rainy Day

Fund”). The Legislative Analyst’s Office (LAO) has noted that additional cuts to schools and community colleges should be considered making up an additional \$17 billion. The LAO is also recommending eliminating one-time spending which would reduce the deficit by another \$10 billion. While there is still a challenging year ahead resulting in painful cuts to services, the LAO is forecasting revenues to grow beginning in the FY 2024.

- Senator Aisha Wahab (Senate District 10 – East Bay) modified SB 397, and the new bill would require the Bay Area’s transit systems to be consolidated.
- SB 125 (Ting) is a budget trailer bill that funded the state’s transit agencies with roughly \$5 billion in new funding to address the looming fiscal crisis facing public transit systems around the state. The Bill also formed the Transit Transformation Task Force. Appointments by Transportation Secretary Toks Omishakin were announced on December 18<sup>th</sup>. I’m happy to report that I was appointed to this historic committee. The Task Force will culminate in a report to the legislature by October 2025 and will address, in part, a summary of current service structures and funding, and proposals to improve the customer experience in order to restore and increase transit ridership. A copy of the CalSTA press release is attached to this report.

## **Federal Activities**

- On November 15, Congress passed a continuing resolution (CR) to fund the government. The CR funds four appropriations bills including transportation and will expire on January 19<sup>th</sup>.
- The White House [released](#) a Statement of Administration Policy (SAP) opposing passage of the House of Representative’s funding bill for the Department of Transportation. The legislation as drafted would slash spending for public transit and Amtrak. Both democratic and moderate republican lawmakers have said that the bill would jeopardize Amtrak service and restrict funding made available by the Bipartisan Infrastructure Law for new transit projects. Leadership in the House of Representatives postponed a scheduled vote on the funding bill earlier this month before it was scheduled to be considered on the floor over bipartisan objections.
- The Senate voted 50-48 to advance a joint resolution that would block a Federal Highway Administration’s (FHWA) rule requiring that materials in EV charging stations bought with federal funds be made in the United States. In a statement, the White House said President Biden would veto the resolution. By blocking the resolution from becoming law, the FHWA could continue phasing-in domestic requirements that would, from the White House’s perspective, bolster domestic production of EV components.

## **ATTACHMENT(S)**

- (1) CalSTA December 8 Press Release Transit Transformation Task Force Appointments



**NEWS RELEASE  
FOR IMMEDIATE RELEASE**  
December 8, 2023  
**CalSTA Contact:** media@calsta.ca.gov

**Gavin Newsom**  
Governor

**Toks Omishakin**  
Secretary

## **Secretary Omishakin Appoints 25 Members to Transit Transformation Task Force**

**SACRAMENTO** – The California State Transportation Agency (CalSTA) today announced Transportation Secretary Toks Omishakin has appointed 25 members to the state’s Transit Transformation Task Force.

Established in the transit recovery package signed by Governor Gavin Newsom as part of the 2023-24 state budget, the task force will develop policy recommendations to grow transit ridership, improve the transit experience and address long-term operational needs.

After receiving more than 70 applications from a wide range of prospective candidates representing state government, local agencies, academic institutions, advocacy organizations and other stakeholders, Secretary Omishakin made the following selections:

**Kome Ajise**  
Executive Director, Southern California Association of Governments

**Rashidi Barnes**  
Chief Executive Officer, Eastern Contra Costa Transit Authority

**Alix Bockelman**  
Chief Deputy Executive Director, Metropolitan Transportation Commission

**Sharon Cooney**  
Chief Executive Officer, San Diego Metropolitan Transit System (MTS)

**Ian Griffiths**  
Policy Director, Seamless Bay Area

**Amy Hance**  
Deputy Director General Services, City of Clovis

**James Lindsay**  
International Vice President, Amalgamated Transit Union

**Eli Lipmen**  
Executive Director, Move LA

**Juan Matute**  
Deputy Director, UCLA Institute of Transportation Studies

**Kate Miller**  
Executive Director, Napa Valley Transportation Authority/Vine Transit

**Lorelle Moe-Luna**  
Multimodal Services Director, Riverside County Transportation Commission

**Seamus Murphy**  
Executive Director, San Francisco Bay Water Emergency Transportation Authority

**Laurel Paget-Seekins**  
Senior Policy Advocate for Transportation Justice, Public Advocates

**Michael Pimentel**  
Executive Director, California Transit Association

**Robert Powers**  
General Manager, San Francisco Bay Area Rapid Transit District (BART)

**Carl Sedoryk**  
CEO, Monterey-Salinas Transit District

**David Sforza**  
Principal Consultant,  
Assembly Transportation  
Committee

**Tony Tavares**  
Director, Caltrans

**Laura Tolkoff**  
Transportation Policy  
Director & Interim Chief  
Policy Officer, SPUR

**Mark Tollefson**  
Undersecretary, CalSTA

**Michael Turner**  
Executive Officer -  
Government Relations, Los  
Angeles County Metropolitan  
Transportation Authority

**Kari Watkins**  
Associate Professor,  
UC Davis

**Mark Watts**  
Legislative Advocate,  
Transportation California

**Melissa White**  
Principal Consultant, Senate  
Transportation Committee

**Jim Wunderman**  
President and CEO,  
Bay Area Council

“Public transportation is essential to achieving our state’s world-leading climate and equity goals but is facing an existential crossroads – not just in California but throughout the country,” said Secretary Omishakin. “I look forward to partnering with task force members on ways to put our state’s public transit agencies on a path toward long-term financial stability and delivering a world-class transit system for all people in California.”

The task force will kick off with a virtual meeting on December 19 and aims to meet in person every two months beginning in February 2024. Agendas, meeting materials and other task force information will be available on the [CalSTA website](#).

CalSTA, in consultation with the task force, will prepare a report of findings and policy recommendations based on the task force’s efforts and submit it to the Legislature by October 2025. The report will include a detailed analysis of specified issues and recommendations on specified topics, including, among others, reforming the Transportation Development Act.

The task force was established as part of Senate Bill 125, which also gives transit agencies increased flexibility to use state investments to fund transit operations or capital improvements, along with accountability measures. Just this year, California has invested nearly \$3.5 billion in state funding to expand transit and passenger rail service throughout the state.

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## NAPA VALLEY TRANSPORTATION AUTHORITY

### Citizen Advisory Committee Agenda Memo

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**TO:** Citizen Advisory Committee (CAC)  
**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:** Vine Transit Update

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#### **RECOMMENDATION**

Information only. This report provides an update on the Vine Transit services.

#### **BACKGROUND**

This report is provided in response to a request from members of the Citizen Advisory Committee at their November 2023 Meeting

##### *Interplay between GPS Visibility and On-Time Performance*

NVRTA's acceptable threshold for on-time performance is 90% (using the following thresholds: 1 minute early and 5 minutes late). NVRTA strives to achieve 90% on-time performance and continues to work to provide the greatest level of reliability to passengers. Given the shortage of drivers, GPS connectivity issues and associated system challenges stemming from the COVID-19 pandemic, OTP was impacted and continues to be impacted.

In 2018, Vine Transit fixed routes experienced 69.15% average weighted OTP across all route types (City of Napa Local, Regional, and Express), and set a target of 90% average weighted OTP for all route types. Although 2022 data by route shows an average weighted OTP at 56.33%, Vine Transit service was operating a different mix of local routes in the City of Napa, as the system continued to recover from COVID-19 service disruptions. In 2018, NVRTA operated eight fixed routes that covered short routes, with limited distance between time points in areas with limited congestion. These eight local routes had higher on-time performance (79%) than the regional (65%) and intercity (63%) routes that are long-distance routes (18 miles or more) with greater distance between timepoints, and high levels of traffic congestion. Fast forward to 2022



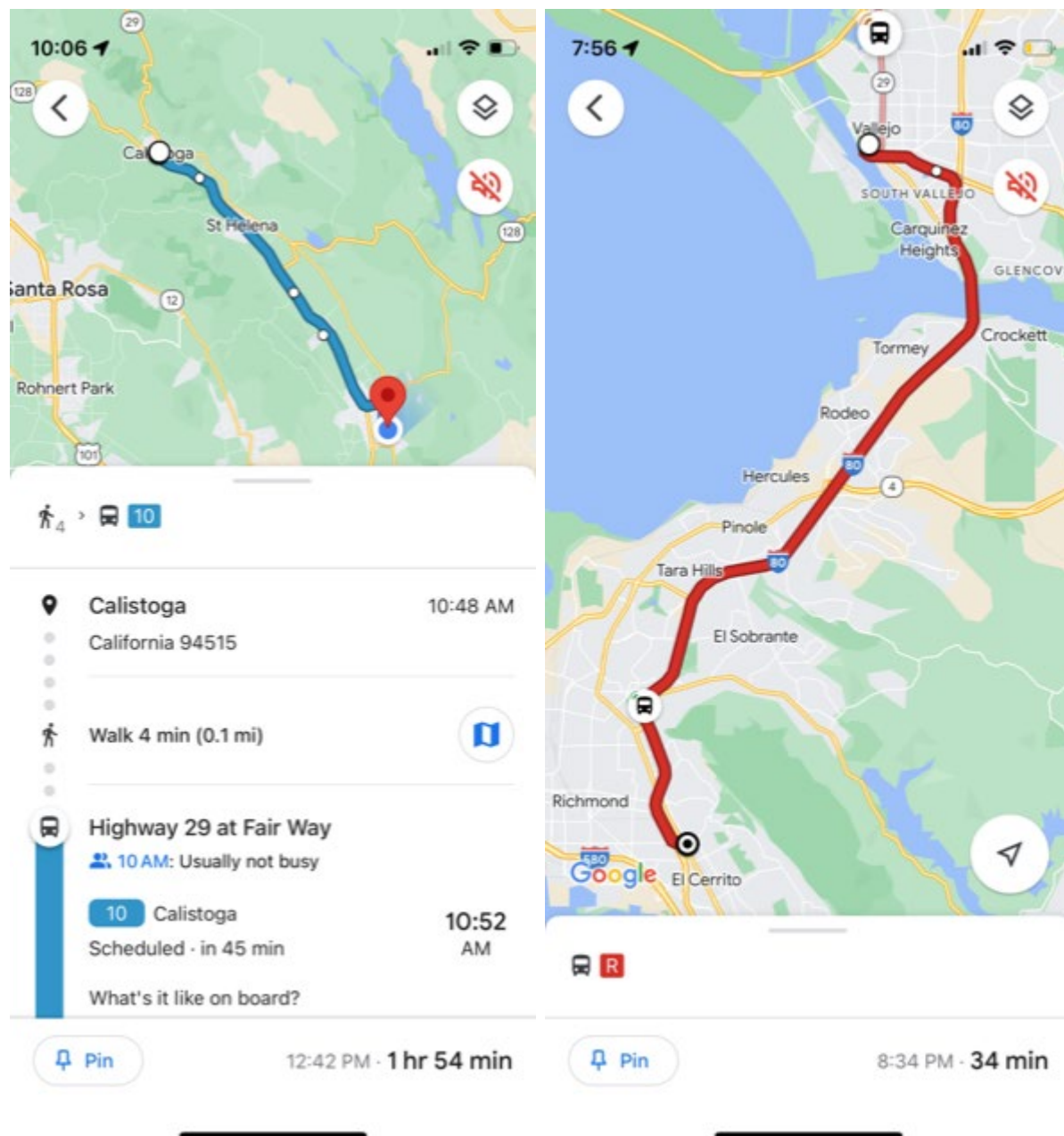
most of the OTP data was coming from these regional and intercity routes which historically had lower OPT than the local routes. This is because the City of Napa in 2022 was only operating four local fixed routes (one of which only ran four trips per day) along with on-demand service which is not included in the OTP data because it does not follow a schedule. Therefore, a large portion of the difference in the OTP from 2018 to 2022 is based upon a change in route structure.

The second major factor impacting on-time performance was a high number of drivers calling in sick and a shortage of drivers to take their place, which attributed to low on-time performance because a missed trip means that a bus never showed at each stop, which is counted as late. Driver call-offs impacted the total number of missed trips throughout 2022, with an average of 50 missed trips on fixed routes, peaking in August 2022, with 91 missed trips. Each of these missed trips constituted a late trip and negatively impacted OTP. Since the height of poor OTP, service has improved across all routes. On time performance should continue to improve as the number of missed trips decreases.

The third factor impacting OTP in 2022 is the change in the Computer-Aided Dispatch/ Automatic Vehicle Location. The CAD/AVL system is the source of the OTP data. All Vine Transit fixed routes are equipped with digital routers, which provide internet to mobile data units on board transit vehicles. Issues associated with routers occurred when switching CAD/AVL systems at the beginning of 2022. NVTA switched CAD/AVL from an outdated system, Avail Technologies, which was the source of the 2018 data. After switching CAD/AVL systems and working to resolve router connectivity issues, NVTA continues to experience problems with the accurate reporting of data. Root causes of these reporting discrepancies are driver errors when signing into a trip, and continued communication errors between MDTs and on-board routers. NVTA has worked to address these issues by retraining drivers and updating MDTs to latest software versions to address AVL connectivity and is continuing to monitor the performance and accuracy of MDTs to ensure frequent and accurate OTP data is being collected.

### *Google Transit*

NVTA first had a General Transit Feed Specification (GTFS) static feed accepted by Google in October 2017 follow-up be a real-time feed in September 2018. The acceptance process was handled internally by NVTA staff, then starting in June of 2020, NVTA contracted with Trillium Transit to handle the Google acceptance process for both static and real-time feeds. Now 511, which is the Metropolitan Transportation Commission's data and systems integration division, manages the NVTA feeds as part of a regional wide mega feed. NVTA realizes that real-time bus visual available from some other transit agencies is not shown in the current Vine Feed and had been working since November 8<sup>th</sup> with 511 to remedy this.



### *Miles Between Road Calls*

Between the time of the last CTP update and now, NVTA experienced a 9% decrease in the number of miles between road calls. NVTA's transit fleet continues to age and with age come more mechanical issues. The Federal Transit Administration assigns a useful life of twelve years (12) to heavy-duty vehicles and a useful life of seven (7) years to all medium-duty vehicles. This basically means that ideally vehicles would be retired after this point as they become less reliable. At the end of 2022, NVTA has 24 of its 67 vehicles past their useful life (35.5%). When transit vehicles break down in the field,

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NVTA and Transdev staff work to immediately send out a relief bus to finish the journey, ensuring passengers can make it to their destinations with minimal delay.

NVTA has been working to address aging fleet through the purchase of new transit vehicles, including six (6) used 2016 CNG transit buses; eight (8) new electric Gillig transit buses; and four (4) new paratransit vehicles in 2023. As NVTA receives these new vehicles, buses that have outlived their useful life will be retired. Once NVTA moves to its new bus maintenance facility in early 2024, we will also have access to additional battery electric vehicle (BEV) chargers, which will enable us to utilize our full fleet of electric buses. Our current maintenance facility only has one BEV charger with two ports, limiting our ability to run electric buses as often as we would like.

Once new vehicles are in service, miles between road calls will increase leading to improved reliability, sustainability and overall cost of maintenance.

### **ATTACHMENTS**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Citizen Advisory Committee Agenda Memo

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**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](mailto:rschenck@nvta.ca.gov)  
**SUBJECT:** Public Transit Fare Adjustments

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#### **RECOMMENDATION**

That the Citizens Advisory Committee (CAC) review and recommend that the Napa Valley Transportation Authority (NVTA) Board of Directors approve the proposed public transit fare adjustment.

#### **EXECUTIVE SUMMARY**

In accordance with NVTA's Fare Policy, every three years the NVTA Board of Directors will consider fare adjustments to match the previous three years of CPI-U for the San Francisco – Oakland – San Jose Region or to match the percent increase in Vine expenditures for the previous three years whichever is greater. Unless the farebox ratio for the previous fiscal year is equal to or greater than 20%. NVTA has not increased fares since 2015 and is proposing to increase the Vine adult fare from \$1.60 to \$2.00 and subsequent adjustments to youth, senior/disabled fares and the various pass types sold to the public. VineGo fares would increase by \$0.80 to \$4.00 for a single zone and \$8.00 for two zones. The Routes 21 and 29 pass fare would also increase, but the 11X would align with the Route 11 fares providing a discount.

#### **FISCAL IMPACT**

Is there a Fiscal Impact? Yes, The proposed fare adjustments will increase fare revenue by approximately \$116,000 for the Vine at ridership levels.

## **BACKGROUND**

In July 2014, the current NVTA Fare Policy was approved by the Paratransit Coordinating Council and Vine Consumer Advisory Committee and subsequently adopted by the NCTPA Board of Directors, which were the names of the CAC and NVTA Board back in 2014. The Fare Policy states that:

*Fare adjustments shall be considered by the NVTA Board under the following scenarios:*

1. *Following NVTA's annual report if Vine has failed to meet its farebox ratio goal defined in the fare policy.*
2. *Every three years the NVTA Board of Directors will consider fare adjustments to match the previous three years of CPI-U for the San Francisco – Oakland – San Jose Region or to match the percent increase in Vine expenditures for the previous three years whichever is greater. Unless the farebox ratio for the previous fiscal year is equal to or greater than 20%. In which case fare increases shall be paused.*

### **Vine Transit System**

NVTA staff is recommending a fare adjustment to cover its rise in operating costs. NVTA last increased fares in 2015 and was planning to increase fares in 2020, but opted not to increase fares given the COVID-19 pandemic. As shown in Table 1, Vine operating costs have risen 40% over the last eight fiscal years since the last fare change in FY 15/16. While operating costs decreased during the COVID-19 pandemic in FY 19/20 by FY 21/22 expenses had risen back to FY 18/19 levels and then continued to rise. Table 1 illustrates the rise in transit expenses since 2015.

*Table 1: Vine Transit Operating Costs (Millions of \$)*

	<b>FY 14/15</b>	<b>FY 15/16</b>	<b>FY 16/17</b>	<b>FY 17/18</b>	<b>FY 18/19</b>	<b>FY 19/20</b>	<b>FY 20/21</b>	<b>FY 21/22</b>	<b>FY 22/23</b>
<b>Transit Expenses</b>	\$9.7	\$9.5*	\$10.7	\$10.8	\$11.3	\$11.4	\$9.7**	\$12.2	\$13.9
<b>% Change since 2015</b>	-	-	9.6%	10.6%	15.7%	17.4%	-%	25.6%	43%

\* New contract executed

\*\* Covid 19 pandemic year, reduction of service hours

### **The Vine and American Canyon Transit**

NVTA is required by State law to attain a 15% farebox ratio for the Vine to receive Transportation Development Act (TDA) funds. This threshold was relaxed starting in 2020, but NVTA will once again be required to meet that ratio in 2026. This is defined as revenue obtained through means other than state and federal grants in an amount equal to 15% of the system's operating cost.

Table 2 illustrates the farebox recovery generations compared to the increase in operating expenses and the farebox recovery ratio. In the future, if Vine Transit continues to miss the required farebox ratio target, the system is at risk of having funds withheld by the state which would likely result in service reductions.

*Table 2: Transit Fund Farebox and Operating Expenses FY2015 to FY2023*

	<b>FY15</b>	<b>FY16</b>	<b>FY17</b>	<b>FY18</b>
Farebox	\$1,310,234	\$ 1,231,773	\$1,247,968	\$1,330,940
Farebox Inc/(Dec)	-	-6.0%	1.3%	6.6%
Operating	\$11,672,743	\$11,547,760	\$13,324,993	\$13,480,279
Less Depreciation	\$(1,941,161)	\$(2,021,976)	\$(2,659,937)	\$(2,716,530)
Total Operating	\$ 9,731,582	\$ 9,525,784	\$ 10,665,056	\$10,763,749
Operating Inc/(Dec)	-	\$(205,798)	\$1,139,272	\$98,693
Percentage		-2.1%*	12.0%	0.9%
Overall Increase in Operating from FY2015	-	-	9.6%	10.6%
<b>Vine Farebox Recovery Ratio</b>	<b>15.03%</b>	<b>19.51%</b>	<b>18.42%</b>	<b>17.98%</b>

\*New contract executed

	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>
Farebox	\$1,276,122	\$993,746	\$515,553	\$580,477	\$871,140
Farebox Inc/(Dec)	-4.1%	-22.1%	-48.1%*	12.6%	\$50.1%
Operating	\$13,937,571	\$14,064,048	\$12,265,554	\$13,947,378	\$16,132,479
Less Depreciation	\$(2,676,250)	\$(2,635,809)	\$(2,576,209)	\$(1,725,069)	\$(2,217,323)
Total Operating	\$11,261,321	\$11,428,239	\$9,689,345	\$12,222,309	\$13,915,156
Operating Inc/(Dec)	\$497,572	\$166,918	\$(1,738,894)	\$2,532,964	\$1,692,847
Percentage	4.6%	1.5%	-15.2%	26.1%	13.9%
Overall Increase in Operating from FY2015	15.7%	17.4%	-%	25.6%	43.0%
<b>Vine Farebox Recovery Ratio</b>	<b>17.1%</b>	<b>13.41%</b>	<b>8.61%</b>	<b>8.99%</b>	<b>11.07%</b>

\*Covid 19 Pandemic, free fares to Sept 2021

Finally, the recommendation to raise fares aligns with Solano County Transit agencies that NVRTA connects to. While Sonoma County fares remain lower a person cannot travel via transit between the two counties.

*Table32: Local Cash Fare Comparisons*

	Vine	Soltrans/FAST	Sonoma County Transit	Santa Rosa City Bus
Adult (19-64)	\$1.60	\$2.00	\$1.50 to \$2.10 (Zone 1 and 2)	\$1.50
Youth (6-18)	\$1.10	\$1.75	Free	Free
Senior (65+), Disabled and Medicare	\$.80	\$1.00	\$0.75 to \$1.05 (Zone 1 and 2)	0.75

The current fares when into effect on July 1, 2015 and proposed fare changes would take effect July 1, 2024 and is projected to increase revenues by approximately \$160,000 for FY 2024-25 ridership levels. This, along with other local funding sources should bring Vine Transit into compliance with the farebox ratio requirement when it returns in 2026. Tables 1, 2, and 3 below outlines the proposed pricing for each of NVTa's pass and fare structure. The proposed pricing is below the \$2.00 fare resulting from the prior seven year increase from the CPI-U for the San Francisco – Oakland – San Jose Region and is lower.

Proposed Vine Fare Tables:

*Table 3: Vine Routes A-G, 10 and 11 Cash Fares and Passes*

	Current Cash Fare	New Cash Fare	Current 31-Day Pass	New 31-Day Pass	Current 20-Ride Pass	New 20-Ride Pass	Current Day Pass	New Day Pass
Adult (19-64)*	\$1.60	\$2.00	\$53.00	\$55.00	\$29.00	\$30.00	\$6.50	\$7.00
Youth (6-18)	\$1.10	\$1.25	\$36.00	\$37.00	\$20.00	\$21.00	\$4.50	\$5.00
Senior (65+), Disabled and Medicare	\$.80	\$1.00	\$26.50	\$27.50	\$14.50	\$15.00	\$3.25	\$3.50

\* Note that low-income riders ages 19-64 will continue to be able to apply to the Clipper START program for 50% off fares throughout the Bat Area.

*Table 4: VineGo Fares*

	Current Single Zone Fare	New Single Zone Fare	Current Multi Zone Fare	New Multi Zone Fare
VineGo	\$3.20	\$4.00	\$6.40	\$8.00

*Table 5 Express and BART Routes 21 and 29*

	Current Cash Fare	New Cash Fare	Current 31-Day Pass	New 31-Day Pass
Route 21	\$3.00	\$3.50	\$53.00	\$55.00
Route 29	\$5.50	\$6.00	\$120.00	\$125.00



There are no recommended changes to the shuttle fare structure.

NVTA staff requests that the CAC approve the recommendation for consideration by the NVTA Board.

**ATTACHMENT(S)**

- (1) Vine Transit Title VI Equity Analysis
- (2) Vine Fare Policy
- (3) Vine Fare Types, Current and Proposed



**TITLE VI FARE EQUITY ANALYSIS**

**Table of Contents**

INTRODUCTION..... 2

BACKGROUND ..... 2

TITLE VI POLICY ..... 2

METHODOLOGY ..... 4

EFFECTS OF PROPOSED FARE CHANGES ON MINORITY AND LOW INCOME  
POPULATIONS..... 4

    System Wide Effects..... 4

    Disparate Impact Analysis ..... 5

    Disproportionate Burden Analysis..... 5

CONCLUSION ..... 5

APPENDIX 1 ..... 6

## INTRODUCTION

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs and activities receiving Federal financial assistance. Federal Transportation Administration (FTA) Circular 4702.1B requires FTA recipients serving populations of 200,000 or greater to evaluate any fare change and any major service change at the planning and programming stages to determine whether those changes have a discriminatory impact. FTA Circular 4702.1B does not require NVTa to perform an equity analysis, as a matter of policy Vine Transit performs equity analyses as guided by FTA Circular 4702.1B. This document is an analysis of Vine Transit's planned fare increase.

## BACKGROUND

Since the last fare increase in 2015, total operational costs for the Vine Transit System have increased 43% or \$4,183,574.

By statute, the Vine, including American Canyon Transit, must collect passenger fares, advertising, and local contributions an amount equal to 15% of its operating cost. This is referred to as the farebox recovery ratio. This threshold was waived starting in 2020, but NVTa will once again be required to meet that ratio by FY2026. Over the last two fiscal years, Vine Transit has failed to reach the required farebox ratio. If TDA laws were currently being enforced, NVTa could be subject to a reduction in TDA funding and Vine Transit would have to initiate service reductions, which would result in less passengers, farebox, and additional service reductions.

Additionally, the NVTa Board of Directors in July 2014 adopted a Fare Policy which directs Vine Transit to propose a fare adjustment every three years or when operations fail to reach its required farebox ratio. The Vine and American Canyon Transit missed its obligatory 15% target in Fiscal Year 2022-2023 with a Farebox Recovery Ratio of 11.07% as well as in Fiscal Year 2023-2024 Vine Transit in its unaudited financial statement will miss the required 15% farebox ratio for the fourth consecutive year. The table below illustrates the farebox recovery generations compared to the increase in operating expenses.

**Table 1: Transit Fund Farebox and Operating Expenses FY2015 to FY2023**

	<b>FY15</b>	<b>FY16</b>	<b>FY17</b>	<b>FY18</b>
Farebox	\$1,310,234	\$ 1,231,773	\$1,247,968	\$1,330,940
Farebox Inc/(Dec)	-	-6.0%	1.3%	6.6%
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Overall Increase in Operating from FY2015	15.7%	17.4%	-0.4%	25.6%	43.0%
<b>Vine Farebox Recovery Ratio</b>	<b>17.1%</b>	<b>13.41%</b>	<b>8.61%</b>	<b>8.99%</b>	<b>11.07%</b>

\*Covid 19 Pandemic, free fares to Sept 2021

## July 2024 Fare Adjustments

Vine Transit is proposing an increase of between three percent (3%) and twenty-five percent (25%). Adult fares would increase to \$2.00 per ride from \$1.60. This change would result in a \$1.25 youth fare and a \$1.00 senior and disabled fare per the adopted Vine Fare Policy. The fare increase would subsequently change the pass fare structure as well in accordance with the Vine Fare Policy. This proposed fare increase would change the standard VineGo fare as well to \$3.50 for a single zone and \$7.00 for a multi zone trip. The Route 21 cash fare would go from \$3.00 to \$3.50 and Route 29 fares would go from \$5.50 to \$6.00. Additionally, the Route 11X pricing would be changed from matching the Express routes to aligning with the local routes just like the Route 11. The proposed new fares are included in Appendix 1.

## **TITLE VI POLICY**

NVTA will ensure that its programs, policies, and activities all comply with the Department of Transportation's (DOT) Title VI regulations. The Authority is committed to creating and maintaining public transit service that is free of all forms of discrimination. NVTA will take whatever preventive, corrective, and disciplinary action necessary to address behavior that violates this policy or the rights and privileges it is designed to protect.

## **METHODOLOGY**

Using the results of the most recently completed MTC Vine Survey in Spring 2019, NVTA staff compared the demographic information gathered about Vine riders with the 2020 Decennial Census Data and the 2022 one year and five year (2018-2022) American Community Survey data. MTC commissioned a new survey in later 2023, but it will not be completed, and the data will not be available until mid-2024. The geographical areas for the demographic data of the general population included all areas within  $\frac{1}{4}$  of a bus stop when available and if that level is not available, demographic data on Napa County residents. Extrapolating from this data, staff was able to predict how the proposed fare change would affect certain populations based upon the overall service area demographics.

The Disproportionate Burden Analysis was completed by comparing the percentage of households with income under 200% of the federal poverty line. This is a standard measure in the Bay Area in determining Equity Priority Communities (previously Communities of Concern). Staff also compared the percentage of zero vehicle households as these people are more likely to be transit dependent.

## **EFFECTS OF PROPOSED FARE CHANGES ON MINORITY AND LOW INCOME POPULATIONS**

### **System Wide Effects**

The recommended fare change would increase the base adult fare by \$.40 from \$1.60 to \$2.00 and increase all other fare types in accordance with the Vine Fare Policy. The

increase will apply to routes A-G, 10, 11, and 11X. The routes 29 and 21 fares increase at lower rates. The total projected change in fare revenue resulting from the fare increase is approximately \$116,000.

*Table 2 Rider and General Population Demographic*

	Vine Ridership from MTC Survey	General Population within ¼ Mile of Transit Stops	Difference
Percent Minority Population	56%	57.5%	-1.5%
Percent of Households Under 200% of Poverty Level	54%	22.2%	31.8%
Percent of Zero Vehicle Households	40%	6.7%	33.3%

### **Disparate Impact Analysis**

The minority population among Vine ridership is close to that of the general population at -1.5% lower than that of the general population within the affected jurisdictions. Since the minority population is slightly lower than the general population, the analysis indicates that it does not constitute a disparate impact.

### **Disproportionate Burden Analysis**

In analyzing the percentage of households with annual income under 200% of the federal poverty level, NVTA staff found that Vine riders are much more likely than the general population to be under 200% of the federal poverty level by 31.8%. NVTA staff also analyzed the percentage of zero vehicle households and found that Vine riders, are more likely to live in households without vehicles by 33.3% compared to the general population. This is important because these riders are more likely to be transit dependent and therefore more affected by an increase in fares.

### **CONCLUSION**

There are significantly more low income and zero vehicle households than in the general population affected by the fare changes. The results of the disproportionate burden analysis has to be balanced by the alternative solution to address the farebox problem which would be to cut service in future years. The alternative solution would likely result in greater negative impact on these transit dependent riders.

## **APPENDIX**

**Appendix 1      Proposed Fare Table**

**Appendix 2      Decennial Census 2020 and American Communities  
Survey 2023 5yr Data**

Appendix 1      Proposed Fare Table

	Current	Proposed	Numerical Difference	% Difference
<b>FARES</b>				
Adult, now including 11X	\$1.60	\$2.00	\$0.40	25%
Youth, now including 11X	\$1.10	\$1.25	\$0.15	14%
Senior/Disabled/Medicare, now including 11X	\$0.80	\$1.00	\$0.20	25%
Express (Route 21)	\$3.00	\$3.50	\$0.50	17%
BART (Route 29)	\$5.50	\$6.00	\$0.50	9%
Cash, Paratransit (One Zone)	\$3.20	\$4.00	\$0.30	9%
Cash, Paratransit (Two Zones)	\$6.40	\$8.00	\$0.60	9%
31-Day Pass, Adult	\$53.00	\$55.00	\$2.00	4%
31-Day Pass, Youth	\$36.00	\$37.00	\$1.00	3%
31-Day Pass, Senior/Disabled/Medicare	\$26.50	\$27.50	\$1.00	4%
31-Day BART	\$120.00	\$125.00	\$5.00	4%
20-Ride Pass, Adult (Local routes 10, 11 one "ride", 21 two(2) "rides", 29 three (3) "rides")	\$29.00	\$30.00	\$1.00	3%
20-Ride Pass, Youth (Local routes 10, 11 one "ride", 21 two(2) "rides", 29 three (3) "rides")	\$20.00	\$21.00	\$1.00	5%
20-Ride Pas, Senior/Disabled/Medicare (Local routes 10, 11 one "ride", 21 two (2) "rides", 29 three (3) "rides")	\$14.50	\$15.00	\$0.50	3%
Day Pass, Adult*	\$6.50	\$7.00	\$0.50	8%
Day Pass, Youth*	\$4.50	\$5.00	\$0.50	11%
Day Pass, Senior/Disabled/Medicare*	\$3.25	\$3.50	\$0.25	8%



**Appendix 2      General Population within ¼ Mile of Transit Stops: Decennial Census 2020 and American Communities Survey 2022 5yr Data**

	Population (Census 2020)	population	jobs (work)	% of people in poverty	% of people who are non-White or of Hispanic / Latino origin (Census 2020)	% of people who are non-White or of Hispanic / Latino origin	% of households that are car free
SYSTEM STATS	82,536	77,773	42,777	10%	57%	58%	7%
10 Up Valley Connector	21,529	20,865	18,321	8%	49%	50%	7%
11 Napa-Vallejo Connector	27,308	27,910	20,768	11%	67%	68%	9%
11X Napa-Vallejo Express	4,111	4,897	2,508	10%	60%	65%	12%
21 Napa-Solano Express	1,399	2,403	2,136	15%	70%	68%	6%
29 Napa-BART Express	4,482	5,365	2,056	6%	59%	65%	9%
A Browns Valley   North Napa	14,596	14,773	8,500	7%	53%	54%	5%
Route B Westwood   South Napa	15,338	14,946	7,437	11%	61%	58%	4%
Route C Jefferson   Central Napa	12,707	14,494	11,288	7%	53%	52%	7%
Route D Shelter   Shurtleff	6,008	5,803	2,649	12%	61%	55%	6%
Route E Vintage	17,232	16,198	8,665	8%	48%	50%	6%
Route F Southwest Napa	11,190	10,639	6,313	12%	56%	60%	5%
Route G Coombs   South Napa	5,019	5,408	4,960	15%	58%	57%	7%

**Appendix 2      Vine Ridership from MTC 2019 Survey**

VEHICLES IN HOUSEHOLD		WEEKDAY			WEEKEND
	TOTAL	Before 10AM	Midday	After 3PM	
BASE - ALL RESPONDENTS	19,755	4,408	4,792	3,482	6,625
None	40%	31%	47%	35%	44%
One	29%	32%	26%	26%	34%
Two	17%	19%	22%	18%	6%
Three	9%	12%	2%	12%	13%
Four or more	5%	5%	3%	9%	4%
Refused	<1%	-	-	1%	-
Average Number of Vehicles	1.91	1.96	1.69	2.16	1.77

HOUSEHOLD INCOME		WEEKDAY			WEEKEND
	TOTAL	Before 10AM	Midday	After 3PM	
	TOTAL	Before 10AM	Midday	After 3PM	
BASE - ALL RESPONDENTS	<b>19,755</b>	<b>4,408</b>	<b>4,792</b>	<b>3,482</b>	<b>6,625</b>
Below \$10,000 [\$5,000]	15%	15%	14%	13%	16%
\$10,000 to \$24,999 [\$17,499.5]	23%	23%	26%	15%	31%
\$25,000 to \$34,999 [\$29,999.5]	16%	16%	16%	22%	8%
\$35,000 to \$49,999 [\$42,499.5]	10%	8%	10%	7%	17%
\$50,000 to \$74,999 [\$62,499.5]	5%	5%	6%	5%	5%
\$75,000 to \$99,999 [\$87,499.5]	4%	6%	2%	5%	4%
\$100,000 to \$149,999 [\$124,999.5]	4%	3%	4%	5%	2%
\$150,000 or more [\$200,000]	3%	3%	3%	5%	
Don't know	16%	17%	13%	22%	13%
Refused	3%	4%	5%	1%	4%
Average Income (\$1,000)	<b>\$39.7</b>	<b>\$39.6</b>	<b>\$39.0</b>	<b>\$47.8</b>	<b>\$30.0</b>

ARE YOU OF HISPANIC, LATINO OR SPANISH ORIGIN		WEEKDAY			WEEKEND
	TOTAL	Before 10AM	Midday	After 3PM	
BASE - ALL RESPONDENTS	<b>19,755</b>	<b>4,408</b>	<b>4,792</b>	<b>3,482</b>	<b>6,625</b>
Yes	53%	42%	55%	59%	50%
No	47%	58%	44%	41%	50%
Refused	<1%	-	1%	-	-

RACE/ETHNICITY ARE YOU . . . .		WEEKDAY			WEEKEND
		Before 10AM	Midday	After 3PM	
BASE - ALL RESPONDENTS	TOTAL 19,755	4,408	4,792	3,482	6,625
Hispanic	45%	58%	41%	38%	50%
White/Caucasian	44%	32%	51%	41%	48%
Black/African American	11%	15%	7%	11%	14%
Asian	6%	5%	4%	11%	2%
American Indian/Alaska Native	4%	-	4%	9%	2%
Native Hawaiian/Pacific Islander	2%	-	1%	2%	4%
Mixed (unspecified)	1%	-	2%	3%	-
Persian/Arab/North African/Middle Eastern	<1%	2%	-	-	-
Refused	2%	2%	3%	2%	-

## CHAPTER 3 PASSENGER FARES, PASSES & TRANSFERS

### Section 3.1. Definitions

For the purposes of these policies, the following definitions shall apply:

**Fare:** The fee charged and received by NVTa in exchange for transit services provided. The fare can be in the form of cash payment at the time of service, prepayment through other means or Clipper. Many transit fares are typically collected and recorded via an electronic recording device, known as a farebox; however, this is not the only method of collecting and recording fees. This policy may use the term fare and farebox interchangeably, and shall be interpreted as the totality of the fees.

**Base Fare:** For purposes of the fare policy, the base fare will be defined as the single unlinked trip, full cash fare.

**Youth Fare:** Fare for any rider 18 years of age and under (photo ID with proof of age required).

**Child Fare:** Fare for any child 5 years of age and younger.

**Express Bus Route:** A deluxe bus route characterized by one or more segments of high-speed, non-stop operation, and with a limited number of stops which are generally provided for commuter service.

**Fare Media:** Fare media shall be defined as all passes, tickets, cards or ID's sold or otherwise distributed for use on various NVTa services.

**Half-Fare:** Fares, as defined above, for eligible persons with disabilities, senior riders or Medicare cardholders. The cash half fare is the maximum of one-half of the full cash fare or the current FTA guidelines (Code of Federal Regulations, Title 49, Subtitle B, Chapter Vi, Part 609), rounded down to an increment of \$0.05.

**Local Bus Route:** Any fixed route bus service not designated as an express or shuttle bus route.

**Shuttle Bus Route:** Local distribution services that operate in a small area and are used for shorter than average length trips are classified as shuttle services.

**Mode:** Defines the different types of services offered by NVTa, which includes local bus, express bus, shuttle bus and Para-Transit.

**Senior:** Any person age 65 or older (photo ID with proof of age required at boarding).

**Person with Disability:** People who meet the currently enforced Federal Transit Administration's (FTA) definition of people with disabilities. At the time of the adoption of this policy, the definition is: *"any individual who, by reason of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including any individual who is a wheelchair user or has semi-ambulatory capabilities), cannot use effectively, without special facilities, planning or design, mass transportation service or a mass transportation facility."*

**Medicare Cardholders:** Individuals who have been issued a Medicare card, regardless of age or disability.

**Day Pass:** A 24 hour period pass valid for unlimited travel on all VINE fixed route services (excluding Route 29) for one calendar day from the time of activation through the end of the service day.

**Monthly Pass:** A thirty (31) day period pass valid for unlimited travel on all VINE fixed route services (excluding the Route 29) for 31 calendar days from the day of activation through the end of the 31st consecutive service day.

### **Section 3.2. Fare Policies**

Napa Valley Transportation Authority's (NVRTA) Fare Policy establishes principles and policies that govern recovery of passenger revenues in support of NVRTA's vision of the Vine being a customer-driven and efficient public transportation system serving the County of Napa.

#### **3.2.1 Revenue Collection Principles**

Generally, fares are required to generate revenue to offset a component part of NVRTA's expenses as defined by the Transportation Development Act (TDA) as part of a sustainable long-term Financial Plan. The following principles guide establishment and management of NVRTA's fare revenue collections:

- A. Promote ridership on all transit related services: NVRTA seeks to encourage and facilitate transit ridership within VINE's service area. Vine's fares shall; therefore, be devised to be attractive to the widest possible range of existing and potential rider groups.
- B. Equitable fares: To be equitable, fares must take into account the needs of Vine's riders as well as the cost and value of the service provided by the Vine. Vine's fares shall support the travel patterns and requirements of transit riders throughout the service area and shall also reflect differences in the characteristics and frequency of the service provided, while not undervaluing Vine's service.
- C. Enhance mobility & access: Vine fares shall enhance the ability of riders to access the system and move through it with ease. To do so, Vine fares shall be easy to understand and shall promote a unified system by simplifying and, where effective and possible, unifying fares across services.
- D. Effective & cost efficient: Vine's fare pricing, fare policy, fare media distribution channels, and fare collection technologies shall be developed and operated to be easily applied by transit operating employees, as well as to minimize the costs associated with fare collection, fare media distribution and revenue processing.
- E. Management: Vine's fares and fare collection system shall be designed to facilitate data collection to foster analytical decision making by NVRTA's staff.

In keeping with these principles, the policies governing Vine's fares are set forth below:

- A. **Farebox Recovery:** Vine collects fares from passengers riding its transit services as one element of funding these services. These fares are then used to offset the costs of providing the transit service, otherwise known as Farebox Recovery. The Farebox Recovery ratio is defined as the ratio of the transit fares to the operating costs. NVTAs farebox recovery ratio target shall be equal to those targets set forth by Transit Development Act regulations. Urban transit services, Vine and American Canyon Transit, have a farebox recovery target different than that of rural transit (Calistoga Shuttle, St. Helena Shuttle and Yountville Trolley) and ADA Paratransit services. See note D at the end of this document for current regulatory farebox recovery rates.
- B. **Vine Fare Adjustments:** Fare adjustments are defined as any permanent changes to Vine's fare structure. Decisions on fare adjustments are made by the NVTAs Board of Directors. Prior to making a decision on a fare adjustment, the Board shall consider the recommendation by NVTAs staff, including but not limited to an analysis of the impacts on minorities and low-income individuals consistent with Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq), the Federal Transit Administration (FTA) Title VI regulations (49 CFR part 21), and FTA's Circular 4702.1B, including any future amendments thereto, as well as NVTAs Title VI Policy. Prior to raising a fare, NVTAs shall solicit and consider public comment in compliance with 49 USC Chapter 53 and FTA Circular 9030.1C, including any future amendments thereto. Implementation of a fare adjustment shall occur no earlier than 30 days and no later than 12 months following approval by the Board of Directors. Any change in the fare shall be rounded to the nearest \$.05.

Fare adjustments shall be considered by the NVTAs Board under the following scenarios:

- 1. Following NVTAs annual report if VINE has failed to meet its farebox ratio goal defined in the fare policy.
- 2. Every three years the NVTAs Board of Directors will consider fare adjustments to match the previous three years of CPI-U for the San Francisco – Oakland – San Jose Region or to match the percent increase in Vine expenditures for the previous three years whichever is greater. Unless the farebox ratio for the previous fiscal year is equal to or greater than 20%. In which case fare increases shall be paused.

NVTAs staff will annually report to the Board a review of farebox revenues and the farebox recovery ratio for the entire system and service. NVTAs staff will recommend possible

solutions for meeting the minimum farebox recovery if analysis indicates it has not been met. Solutions may include a recommendation for a fare adjustment. Such recommendation will include consideration of economic trends, Vine's current and future operating health and the value of services, both qualitative and quantitative, in the communities served.

- C. Fare Differentials:** Vine's fares shall balance simplicity and uniformity of fares with the equity of pricing services consistent with the cost and value of providing that service. The number of fare types, levels, and fare payment instruments shall consider the ease of enforcement by vehicle operators, ease of understanding by customers and the ease of tracking with both the farebox technology and the back-office technology.

Services that cost more to operate or provide additional value to passengers compared with local bus service are considered premium services, and may be priced higher (but never lower) than local bus service. Premium services include express buses, paratransit, and if implemented in the future, bus rapid transit. The price structure for each premium service will be set separately.

Local distribution services that operate in a small area and are used for shorter than average length trips provide less value to riders and are classified as shuttle services. Shuttle services may be priced equal to or lower than local bus service.

- D. Vine-GO Paratransit Fares:** Vine Go's policy, in compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. Section 12143) and the implementing FTA Regulations (49 CFR Section 37.121) is that ADA complementary paratransit fares will equal twice the regular fixed-route fare for the same trip. If the Act is changed, this policy shall be changed to be consistent with federal law. If ADA complementary paratransit provides service beyond or in addition to the federally defined ADA complementary paratransit service, a higher fare shall be charged for that service.

- E. Vine Local Passes:** Prepayment of fares on the fixed-route system shall be encouraged. Monthly local Vine passes shall be discounted to provide some savings to commuters compared with the cash fare, but not less than 30 (See Attachment A) times the cash fare. Day passes shall be priced at least equivalent to the cost of three boardings and no more than the cost of six boardings. Twenty ride passes shall provide the equivalent of 20 rides and shall be discounted no more than 10% (See Attachment A) from the actual value. These policies shall be applied equitably across all fare types (Adult, Youth and Discount). Passes shall be priced to expedite the

local VINE service do not apply to the Route 21. The Route 21 does not have a distinct monthly pass but all other passes are valid for use on the Route 21. In the case of a punch pass one ride shall be equal to two punches. Transfers are accepted onto the Route 21 from any other VINE route.

- G. **Local Shuttle Services:** Local shuttle service fares (St. Helena, Yountville, Calistoga and American Canyon) are defined by the individual Agreements between the jurisdiction and NVRTA. These shuttle services are not subject to any provision stated in the Fare Policy except those required by law and defined within the relevant Agreement.
- H. **Promotions and Special Events:** Fare promotions, including special event fares, may be used to attract riders to Vine services. Fare promotions can be a cost-effective method of attracting riders to new services (such as new bus routes) and existing services. For the purpose of this policy, Fare Promotions shall be defined as any new fare card, fare media, cash fare or other transit fare which is not part of the adopted fare structure and may be priced higher or lower than Vine's regular fares. Fare Promotions are not required to include a specific fare for seniors, Medicare cardholders or individuals with disabilities, however the rates charged seniors, Medicare cardholders or individuals with disabilities during off-peak hours must not exceed one-half of the rates generally applicable to other persons at peak hours (excluding the Fare Promotion) as required by FTA regulations (Code of Federal Regulations, Title 49, Subtitle B, Chapter Vi, Part 609). Fare promotions must be able to be implemented within the capabilities of the current fare collection technology in use at the time of the implementation. Fare promotions shall not exceed a six (6) month period. If the promotion is deemed to be successful and management desires it to be part of the fare structure, then management shall bring the issue and analysis to the Board of Directors for adoption into the current fare structure. Should the fare promotion result in "free rides". Pass holders with a 31-day pass activated before the beginning of the promotion and valid during the period of the promotion shall receive a period pass equal to the free period. To remain equitable all paratransit service shall be free during free ride promotions
- I. **New Payment:** Options Fare payment options that effectively attract a different market segment or encourage increased use of Vine services by current riders shall be developed; but must be within the realm of current or planned hardware, software and back-office technologies. Initial pricing for such options shall be set such that VINE is not expected to lose fare revenue, unless the Board of Directors specifically approves an estimated amount of lost revenue.
- J. **Design:** The design of fare payment instruments shall consider the



ease of enforcement by bus operators, ease of understanding by customers and the ease of tracking with both the farebox technology and the back-office technology.

- K. **Child and Youth Fares - Vine Local Route Services:** Up to two children, 5 years of age or less, ride free with each adult over 18 paying fare. Additional children must pay \$.50 per child. No child under the age of seven may ride without an accompanying adult.

Youth shall be defined as persons ages 6 - 18. Youth may qualify for a reduced fare based on the type of service being provided and the publicized fare. Youth fare is calculated by subtracting \$.50 from the full adult fare. In all cases, the youth will no longer qualify for any youth discounts on his/her 19th birthday.

- L. **Half-Fare Program – Vine Local Fixed Route Services:** The objective of the Half-Fare Program is to provide reduced fares for fixed route services for seniors, persons with disabilities and Medicare cardholders in compliance with the Federal Transit Administration's half-fare requirements (Code of Federal Regulations, Title 49, Subtitle B, Chapter Vi, Part 609).

Who is eligible for the half-fare program?

1. Persons aged 65 and older, unless the FTA regulations defining seniors are changed in the future, in which case the FTA regulations shall be followed.
2. Medicare cardholders
3. People who meet the currently enforced Federal Transit Administration's (FTA) definition of people with disabilities. At the time of the adoption of this policy, the definition is: *"any individual who, by reason of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including any individual who is a wheelchair user or has semi-ambulatory capabilities), cannot use effectively, without special facilities, planning or design, mass transportation service or a mass transportation facility."*

## NOTES

- A. The local monthly pass multiplier is based on an analysis of other local transit services within the Bay Area and what is currently being used by the Vine. See Attachment A.
- B. The discount for the punch pass is based on an analysis of other local transit services within the Bay Area and what the VINE is currently using. See Attachment A.
- C. The Route 29 monthly pass multiplier is based on an analysis of other express route services within the Bay Area and what is currently being used by the Vine. See Attachment B.
- D. As of June 1, 2014 the regulatory minimum farebox recovery ratio is 16% for urban transit services and 10% for rural and ADA paratransit services.
- E. Vine offers reduced fares to senior citizens and disabled persons. The Vine honors the federal Medicare identification card, the California Department of Motor Vehicles disability ID card, the Regional Transit Connection Discount Card, or any other current identification card issued by another transit operator that is valid for the type of transportation service or discount requested; and when offering reduced fares to senior citizens, it also offers the same reduced fare to disabled patrons.

Vine Transit Fares				
Fare Type	Current	Proposed	Numerical \$	Percentage %
Adult, now including 11X	\$1.60	\$2.00	\$0.40	25%
Youth, now including 11X	\$1.10	\$1.25	\$0.15	14%
Senior/Disabled/Medicare, now including 11X	\$0.80	\$1.00	\$0.20	25%
Express (Route 21)	\$3.00	\$3.50	\$0.50	17%
BART (Route 29)	\$5.50	\$6.00	\$0.50	9%
Cash, Paratransit (One Zone)	\$3.20	\$4.00	\$0.80	25%
Cash, Paratransit (Two Zones)	\$6.40	\$8.00	\$1.60	25%
31-Day Pass, Adult	\$53.00	\$55.00	\$2.00	4%
31-Day Pass, Youth	\$36.00	\$37.00	\$1.00	3%
31-Day Pass, Senior/Disabled/Medicare	\$26.50	\$27.50	\$1.00	4%
31-Day BART	\$120.00	\$125.00	\$5.00	4%
20-Ride Pass, Adult (Local routes 10, 11 one "ride", 21 two(2) "rides", 29 three (3) "rides")	\$29.00	\$30.00	\$1.00	3%
20-Ride Pass, Youth (Local routes 10, 11 one "ride", 21 two(2) "rides", 29 three (3) "rides")	\$20.00	\$21.00	\$1.00	5%
20-Ride Pas, Senior/Disabled/Medicare (Local routes 10, 11 one "ride", 21 two (2) "rides", 29 three (3) "rides")	\$14.50	\$15.00	\$0.50	3%
Day Pass, Adult*	\$6.50	\$7.00	\$0.50	8%
Day Pass, Youth*	\$4.50	\$5.00	\$0.50	11%
Day Pass, Senior/Disabled/Medicare*	\$3.25	\$3.50	\$0.25	8%

\*Not Valid on Route 29



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## NAPA VALLEY TRANSPORTATION AUTHORITY Citizen Advisory Committee Agenda Letter

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**TO:** Citizen Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Director Capital Development and Planning  
(707) 259-5968 / Email: [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** Sales Tax Replacement Measure

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### **RECOMMENDATION**

Information Only

### **EXECUTIVE SUMMARY**

The purpose of this memo is to summarize the proposed structure of a new Transportation Measure that would replace Measure T on the November 2024 Ballot, the progress made to date, and the next steps. NVTA staff intends to request the NVTA-TA Board approve a draft ordinance and expenditure plan in January at which time the Board would release the draft for circulation to the Cities, Town, and County for approval, and submittal to the Board of Supervisors for its consideration to place the Measure on the November 2024 ballot.

### **BACKGROUND AND DISCUSSION**

Measure T is a ½ cent sales tax approved by the voters in 2012. The Measure became operative in 2018 and will expire in 2043. Measure T generates roughly \$25 million annually. The Measure stipulates a fixed percentage distribution to each jurisdiction for the purposes of maintaining and repairing local streets and roads, which includes maintenance and upgrades to other infrastructure within the roadway, including sidewalk, curb and gutter as well as complete street amenities, and any other statutory or policy upgrade requirements. NVTA receives 1% to administer the Measure. An additional \$70,000 (adjusted by CPI) is reserved for the Independent Taxpayer Oversight Committee (ITOC), which is a citizen group that advises the NVTA-TA Board on activities associated with the Measure.

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### Proposed Changes:

Prompted by declining Pavement Condition Index (PCI) Scores, NVTa staff have focused recent efforts to identify proposals that would make the Measure revenues more effective for residents and visitors by improving PCI scores and reducing traffic congestion. These proposed changes include:

- Increase the number of years the Measure is in place to 30 years (from 25 years) beginning in 2025 until 2055.
- Allow bonding.
- Increase NVTa's Administrative Fees to 2.5% to cover consultant fees and new staffing associated with bonding and capital project oversight and include the roughly \$70,000 of Independent Taxpayer Oversight Committee's annual costs for auditing and member honoraria as part of NVTa's administrative fees.
- Replace the existing distribution to the jurisdictions with a return to source/lane mile formula which would be memorialized in the ordinance and updated every five years to reflect changes in development.
- Include a set aside for regional highway improvements.
- Replace the 6.67% equivalent requirement with an alternative that would improve active transportation infrastructure and that is easier to administer.
- Develop a sounder maintenance of effort (MOE) approach.

### Accomplishments to date:

- Polling
  - A survey was conducted on June 14-21, 2023
  - Hybrid email/web/live including 600 interviews in English and Spanish
  - Repairing local roads and reducing traffic congestion were high priorities
  - Traffic congestion was ranked as the most important problem
  - 77% stated that they would support a ballot measure
- Steering Committees Formed:
  - Policy Steering Committee (PSC): Liz Alessio, Anne Cottrell, Mark Joseph, and Alfredo Pedroza,
  - Executive Steering Committee (ESC): Ryan Alsop, Anil Comelo, Jason Holley, Steve Potter, Brad Raulston, and Laura Snideman
  - Technical Steering Committee (TSC): John Ferons, Joe Leach, Steve Lederer, Julie Lucido, Derek Raynor, and Erica Ahmann Smithies
- Proposed Transportation Measure Recommendations to Date:
  - Measure LSR Formula - Based on earlier iterations of the distribution proposal and discussions with the TSC, the PSC supported a return to source/lane mile hybrid - which would be updated every five years and calculated using the most recent three years to allow for planning and

smoothing respectively. The committees also supported Calistoga's request to establish a floor (although 5% was suggested) the PSC supported a 3% floor with a variance cap set at 1% so that if the percentage of a jurisdiction's sales tax generations dropped, the floor would kick-in but only up to a 1% subsidy. Both the TSC and PSC supported this approach. Attachment 1 shows the two options that have been discussed.

- 6.67% Requirement – NVTA and the steering committees reviewed several different options to replace the 6.67% requirement. The PSC strongly recommended to retain a commitment to active transportation in the Measure. The preferred option that was reviewed by all the committees and the Napa Valley Vine Trail Coalition is listed below.
  - **Currently Preferred Option:** Once the measure becomes operative, in order to receive annual allocations under this measure, the Agencies (collectively) must demonstrate that at least seven percent (7%) of the value of the allocations each year under Section 3(A) has been committed to the project development, construction, and maintenance of Class I and/or Class IV project(s) identified in the adopted Countywide Bicycle Plan, as that Plan may be amended from time to time, through funding not derived from this Ordinance. Up to 20% of the requirement may be met by routine maintenance expenditures. This obligation may be fulfilled by the Agencies collectively and NVTA. Eligible fund sources include Congestion Mitigation and Air Quality Improvement (CMAQ) funding (or its successor), plus other local or formula specific funds, in an amount that equals 7% over the term of the ordinance. Funding for Class I and/or Class IV paths funded by philanthropy, state discretionary funding or federal discretionary funding shall not count toward the seven percent (7%).
- Maintenance of Effort (MOE) - The PSC approved the proposed MOE changes. Under Measure T, the MOE was based on a 3-year average (FY 2008-2010) of general fund expenditures. The changes would set the MOE at 20% of the eligible annual revenues a jurisdiction could receive (this would not include funds brought forward through bonding). Consistent with Measure T, jurisdictions would be allowed to meet this requirement using a three-year average, should a jurisdiction not be able to meet it in a single year.
- Bonding - NVTA staff completed modeling using NVTA's StreetSaver and a financial model developed by KNN Public Finance, NVTA's financial consultant, to estimate revenues for each jurisdiction over the 30-year period and to demonstrate how bonding affects PCI scores. Attachment 3

was distributed for discussion at the steering committees. The modeling shows that NVTa could take out \$80 million for regional capital improvements and the PCI scores increase significantly compared to maintaining the existing Measure T pay-as-you-go model.

- Apportion \$80 million in congestion relief and emergency highway operations. NVTa polled prospective voters about a number of capital projects. The respondents overwhelmingly supported the following projects. A more detailed expenditure plan will be presented to the NVTa-TA board at its December meeting for consideration.
  - SR 29/SR 12 –Intersection Improvements at SR 29 and Jameson Canyon/Airport Road and SR 12/Kelly Road
  - SR 29-American Canyon – Operational Improvements on SR 29 between Napa Junction and American Canyon Road
  - SR 29-SR 12/121 – Intersection Improvements at SR 29/Carneros Highway
  - Emergency Evacuation Routes – Highway Emergency Operations Center and Battery Storage Facility including Changeable Messaging Signs through Napa to direct traffic in emergencies

#### Next Steps:

- January 2024 – NVTa-TA to approve draft ordinance and expenditure plan
- January – April 2024 - NVTa to present to local jurisdictions' governing bodies
- March – May 2024 – NVTa to release a second poll

#### Schedule:

Measure Extension – Next Steps	Start	Stop
Polling*	4/23	6/23
Establish Steering Committee Structure	8/23	8/23
Policy Steering Committee, City Managers/CEO, Public Works Directors, and TAC Updates (monthly or as needed)	8/23	8/24
Finalize Draft Proposed Ordinance Changes	11/23	1/24
Approval of NVTa-TA Board to proceed	1/24	1/24
Attend Stakeholder Meetings (jurisdictions, Napa Bike, Napa Valley Vintners, Napa Valley Grape Growers, Visit Napa Valley, NVTa Committees)	9/23	10/24
Approval of ordinance by jurisdictions	4/24	5/24
Final approval of NVTa-TA and NVTa Board Approval	5/24	6/24
Approval of ordinance by County	6/24	7/24
Ballot initiative to Registrar	May 2024	June 2024
Impartial analysis due date (General Counsel)	July 2024	August 9, 2024
Election	November 5, 2024	

\*Additional polling may be requested by the Board.

**ATTACHMENT(S)**

- (1) Formula distribution options
- (2) Financial modeling and PCI scores



Attachment 1: Distribution Scenarios

Updated: October 6, 2023

Option 1: Return to Source all jurisdictions and 50% lane miles for County - FY 2022-23 Revenue Factors

Jurisdiction	Return to Source Amount		Lane Miles		Sub-total	Final Distribution	Measure T	2021 Measure X %
Column Number	A	B	C	D	E	F		
	Value (in 1,000s)	%	Value	%	County = (B+D)/2; Cities=B	Normalize to 100%		
American Canyon	\$ 3,728	9%	112.8	7.5%	9.5%	8.5%	7.7%	7%
City of Napa	\$ 17,829	45%	467.6	31.0%	45.3%	40.4%	40.4%	41%
Yountville	\$ 1,788	5%	16.6	1.1%	4.5%	4.1%	2.7%	3%
St. Helena	\$ 2,595	7%	51.5	3.4%	6.6%	5.9%	5.9%	7%
County of Napa	\$ 12,177	31%	828.7	55.0%	42.9%	38.3%	39.7%	39%
Calistoga	\$ 1,241	3%	30.6	2.0%	3.2%	2.8%	2.7%	3%
Total	\$ 39,358	100%	1,507.8	100.0%	112.0%	100.0%		

Option 2: Return to Source + County 50/50 Return to Source/Lane Miles Average of FY 2021, 2022, 2023 Sales Tax Generations

Jurisdiction	Return to Source Amount		Lane Miles		Sub-total	Final Distribution	3% Floor	3% Floor Difference	3% Floor with 1% Variance Cap <sup>4</sup>	3% Floor with 1% Variance Difference	Measure T
Column Number	A	B	C	D	E	F					
	Value (in 1,000s)	%	Value	%	County = (B+D)/2; Cities=B	Normalize to 100%					
American Canyon	\$ 3,261	8.9%	112.8	7.5%	8.90%	8.0%	8.0%	-0.02%	8.0%	-0.08%	7.7%
City of Napa	\$ 16,493	45.0%	467.6	31.0%	45.00%	40.3%	40.2%	-0.10%	40.3%	-0.41%	40.4%
Yountville	\$ 1,401	3.8%	16.6	1.1%	3.82%	3.4%	3.4%	-0.01%	3.4%	-0.04%	2.7%
St. Helena	\$ 2,703	7.4%	51.5	3.4%	7.37%	6.6%	6.6%	-0.02%	6.6%	-0.07%	5.9%
County of Napa	\$ 11,665	31.8%	828.7	55.0%	43.39%	38.9%	38.8%	-0.09%	38.9%	-0.40%	39.7%
Calistoga	\$ 1,131	3.1%	30.6	2.0%	3.09%	2.8%	3.0%	0.23%	2.8%	1.00%	2.7%
Total	\$ 36,654	100.0%	1,507.8	100.0%	111.57%	100.0%	100.0%	0.00%	100.0%	0.00%	

Notes:

1. Total Sales Tax generations used as proxy to calculate distribution %s.
2. Quarter 4 for FY 2022-23 are projections based on prior 3 quarters
3. The amended attached reflects American Canyon receiving \$1,276,561 retroactively on an appeal which was applied equally over seven quarters- Q3FY20-21 through Q1FY22-23

**Napa Valley Transportation Authority- Tax Agency**  
**Summary of Measure X Bonding Scenarios**  
**\$80M Capital Set-Aside**

	Measure X Scenario 1	Measure X Scenario 2	Measure X Scenario 3
Local Bond Approach	"Equal Issuances"	"Issuance Ramp Up"	"Issuance Ramp Down"
Regional Bonding	\$80 Million Set-Aside	\$80 Million Set-Aside	\$80 Million Set-Aside
<b>Measure Term</b>	FY 26 - FY 55	FY 26 - FY 55	FY 26 - FY 55
Total Sales Tax Revenues (@ 2.5% - 3.0% growth)	\$ 1,278,331,336	\$ 1,278,331,336	\$ 1,278,331,336
<b>NVTA</b>			
Admin \$ (@ 2.5%)	\$ 31,958,283	\$ 31,958,283	\$ 31,958,283
Regional Bond 1 Proceeds (FY 27):	40,000,000	40,000,000	40,000,000
Regional Bond 2 Proceeds (FY 30):	40,000,000	40,000,000	40,000,000
<b>Regional Debt Service \$</b>	<b>\$ 132,224,750</b>	<b>\$ 132,224,750</b>	<b>\$ 132,224,750</b>
<b>Jurisdictions</b>			
Local Allocation \$ (less Regional D/S)	\$ 1,114,148,302	\$ 1,114,148,302	\$ 1,114,148,302
Local Debt Service \$	445,789,000	419,081,750	480,577,500
<b>Local Allocation/PAYGO Revenues</b>	<b>\$ 668,359,302</b>	<b>\$ 695,066,552</b>	<b>\$ 633,570,802</b>
<b>Local Bond \$</b>			
Local Bond 1 Proceeds (FY 27):	\$72,000,000	\$20,000,000	\$120,000,000
Local Bond 2 Proceeds (FY 30):	\$72,000,000	\$65,000,000	\$95,000,000
Local Bond 3 Proceeds (FY 33):	\$72,000,000	\$85,000,000	\$65,000,000
Local Bond 4 Proceeds (FY 36):	\$72,000,000	\$110,000,000	\$20,000,000
<b>Total Local Bond Proceeds:</b>	<b>\$288,000,000</b>	<b>\$280,000,000</b>	<b>\$300,000,000</b>
<b>Total Jurisdictional Resources Available</b>	<b>\$956,359,302</b>	<b>\$975,066,552</b>	<b>\$933,570,802</b>

Proceeds- Measure X (PayGo + Bonding)	Measure X Scenario 1 "Equal Issuance"	Measure X Scenario 2 "Ramp Up"	Measure X Scenario 3 "Ramp Down"	Current Measure T Funding
City of Napa	\$ 385,412,799	\$ 392,951,821	\$ 376,229,033	\$ 346,974,600
County of Napa	372,023,769	379,300,889	363,159,042	339,939,500
American Canyon	76,508,744	78,005,324	74,685,664	66,055,041
St. Helena	63,119,714	64,354,392	61,615,673	52,740,600
Calistoga	26,778,060	27,301,863	26,139,982	23,517,500
Yountville	32,516,216	33,152,263	31,741,407	23,517,500
<b>Total- Jurisdictional Resources Available</b>	<b>\$ 956,359,302</b>	<b>\$ 975,066,552</b>	<b>\$ 933,570,802</b>	<b>\$ 852,744,741</b>

PCI Scores Measure X + HUTA & RMRA Average Score over 30 year period General Funds are not included	Measure X Scenario 1 "Equal Issuance"	Measure X Scenario 2 "Ramp Up"	Measure X Scenario 3 "Ramp Down"	Current Measure T Scores
City of Napa	76.1 (+16.1)	75.7 (+15.7)	76.6 (+16.6)	60
County of Napa	64.1 (+20.1)	68.3 (+24.3)	64.2 (+20.2)	44
American Canyon	57.4 (-0.6)*	57.2 (-0.8)*	57.1 (-0.9)*	58
St. Helena	75.8 (+23.8)	75.3 (+23.3)	75.8 (+23.8)	52
Calistoga	75.2 (+18.2)	71.6 (+14.6)	73.1 (+16.1)	57
Yountville	83.1 (+5.1)	5081.1 (+3.1)	81.3 (+3.3)	78

\*Staff is investigating the anomaly