

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, September 2, 2021
2:00 PM

REFER TO COVID-19 SPECIAL NOTICE

Technical Advisory Committee (TAC)

*****COVID-19 SPECIAL NOTICE*****

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

Consistent with Governor's Executive Orders No. N-25-20 and N-29-20 from the State of California and Napa County's workplace restrictions, the Napa Valley Transportation Authority (NVTA) Technical Advisory Committee (TAC) meeting will be held virtually. To maximize public safety while still maintaining transparency, members of the public may observe and participate in the meeting from home. The public is invited to participate telephonically or electronically via the methods below, barring technical difficulties:

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 97545900346
- 2) To join the Zoom meeting by phone dial 1-669-900-6833, enter meeting ID: 975 4590 0346 If asked for the participant ID or code, press #.

Public Comments

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

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 9:00 a.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 9 a.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

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

2. To comment by phone, press "*9" to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself by pressing "*6" when it is your turn to make your comment, for up to 3 minutes. After the allotted time, you will be re-muted.

Instructions on how to join a Zoom video conference meeting are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

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 TAC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

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

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8627 during regular business hours, at least 48 hours prior to the time of the meeting.

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

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8627. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA TAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

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

6. STANDING AGENDA ITEMS

- 6.1 County Transportation Agency Report (Kate Miller)
- 6.2 Project Monitoring Funding Programs* (Alberto Esqueda)
- 6.3 Caltrans' Report* (Daniel Chang)
- 6.4 Vine Trail Update
- 6.6 Measure T Update (Alberto Esqueda)

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

7. CONSENT AGENDA

- 7.1 **Meeting Minutes of July 2, 2021 TAC Meeting (Kathy Alexander)**
(Pages 8-12)

Recommendation: TAC action will approve the July 2, 2021 meeting minutes.

Estimated Time: 2:30 p.m.

Attachments: [Draft Minutes.pdf](#)

8. PRESENTATIONS

8.1 NVTA Project Update (Sanjay Mishra)*

Recommendation: Information only

The TAC will receive updates on NVTA projects.

Estimated Time: 2:35 p.m.

**8.2 Measure X and NVTA-Tax Agency Board Retreat (Kate Miller)
(Pages 13-21)**

Body: The TAC will preview the board retreat presentation.

Recommendation: Information only

Estimated Time: 2:45 p.m.

Attachments: [Staff Report.pdf](#)

9. REGULAR AGENDA ITEMS

9.1 Paving Project Material Availability (Alberto Esqueda) (Pages 22-23)

Recommendation: Information only

Estimated Time: 2:50 p.m.

Attachments: [Staff Report.pdf](#)

**9.2 Designation of TAC Representative and Alternate for the Napa Valley Vine Trail Coalition (NVVTC) Board (Alberto Esqueda)
(Pages 24-25)**

Recommendation: That the TAC designate a representative and alternate to the NVVTC Board.

Estimated Time: 3:00 p.m.

Attachments: [Staff Report.pdf](#)

9.3 Vine Transit Update (Rebecca Schenck) (Pages 26-31)

Body: The TAC will receive an update on Vine Transit operational performance covering the fourth quarter of Fiscal Year 2020-21.

Recommendation: Information only

Estimated Time: 3:05 p.m.

Attachments: [Staff Report.pdf](#)

9.4 Legislative Update* (Kate Miller)

Recommendation: That the TAC receive the state and federal legislative updates. Information only

Estimated Time: 3:10 p.m.

9.5 September 13, 2021 NVTA Board Meeting and NVTA-TA Board Retreat Draft Agendas* (Kate Miller)

Estimated Time: 3:15 p.m.

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 Approval of Next Regular Meeting Date of October 7, 2021 and Adjournment.

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Friday, August 27, 2021.

Kathy Alexander (e-sign) August 27, 2021

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

AB 32	Global Warming Solutions Act	GGRF	Greenhouse Gas Reduction Fund
ABAG	Association of Bay Area Governments	GTFS	General Transit Feed Specification
ADA	American with Disabilities Act	HBP	Highway Bridge Program
ATAC	Active Transportation Advisory Committee	HBRR	Highway Bridge Replacement and Rehabilitation Program
ATP	Active Transportation Program	HIP	Housing Incentive Program
BAAQMD	Bay Area Air Quality Management District	HOT	High Occupancy Toll
BART	Bay Area Rapid Transit District	HOV	High Occupancy Vehicle
BATA	Bay Area Toll Authority	HR3	High Risk Rural Roads
BRT	Bus Rapid Transit	HSIP	Highway Safety Improvement Program
BUILD	Better Utilizing Investments to Leverage Development	HTF	Highway Trust Fund
CAC	Citizen Advisory Committee	HUTA	Highway Users Tax Account
CAP	Climate Action Plan	IFB	Invitation for Bid
Caltrans	California Department of Transportation	ITIP	State Interregional Transportation Improvement Program
CASA	Committee to House the Bay Area	ITOC	Independent Taxpayer Oversight Committee
CEQA	California Environmental Quality Act	IS/MND	Initial Study/Mitigated Negative Declaration
CIP	Capital Investment Program	JARC	Job Access and Reverse Commute
CMA	Congestion Management Agency	LCTOP	Low Carbon Transit Operations Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program	LIFT	Low-Income Flexible Transportation
CMP	Congestion Management Program	LOS	Level of Service
CalSTA	California State Transportation Agency	LS&R	Local Streets & Roads
CTP	Countywide Transportation Plan	MaaS	Mobility as a Service
COC	Communities of Concern	MAP 21	Moving Ahead for Progress in the 21 st Century Act
CTC	California Transportation Commission	MPO	Metropolitan Planning Organization
DAA	Design Alternative Analyst	MTC	Metropolitan Transportation Commission
DBB	Design-Bid-Build	MTS	Metropolitan Transportation System
DBF	Design-Build-Finance	ND	Negative Declaration
DBFOM	Design-Build-Finance-Operate-Maintain	NEPA	National Environmental Policy Act
DED	Draft Environmental Document	NOAH	Natural Occurring Affordable Housing
EIR	Environmental Impact Report	NOC	Notice of Completion
EJ	Environmental Justice	NOD	Notice of Determination
FAS	Federal Aid Secondary	NOP	Notice of Preparation
FAST	Fixing America's Surface Transportation Act	NVTA	Napa Valley Transportation Authority
FHWA	Federal Highway Administration	NVTA-TA	Napa Valley Transportation Authority-Tax Agency
FTA	Federal Transit Administration	OBAG	One Bay Area Grant
FY	Fiscal Year	PA&ED	Project Approval Environmental Document
GHG	Greenhouse Gas		

Glossary of Acronyms

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
PIR	Project Initiation Report	TAC	Technical Advisory Committee
PMS	Pavement Management System	TCM	Transportation Control Measure
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TCRP	Traffic Congestion Relief Program
PSE	Plans, Specifications and Estimates	TDA	Transportation Development Act
PSR	Project Study Report	TDM	Transportation Demand Management Transportation Demand Model
PTA	Public Transportation Account	TE	Transportation Enhancement
RACC	Regional Agency Coordinating Committee	TEA	Transportation Enhancement Activities
RFP	Request for Proposal	TEA 21	Transportation Equity Act for the 21 st Century
RFQ	Request for Qualifications	TFCA	Transportation Fund for Clean Air
RHNA	Regional Housing Needs Allocation	TIGER	Transportation Investments Generation Economic Recovery
RM2	Regional Measure 2 (Bridge Toll)	TIP	Transportation Improvement Program
RM3	Regional Measure 3	TIRCP	Transit and Intercity Rail Capital Program
RMRP	Road Maintenance and Rehabilitation Program	TLC	Transportation for Livable Communities
ROW	Right of Way	TLU	Transportation and Land Use
RTEP	Regional Transit Expansion Program	TMP	Traffic Management Plan
RTIP	Regional Transportation Improvement Program	TMS	Transportation Management System
RTP	Regional Transportation Plan	TNC	Transportation Network Companies
SAFE	Service Authority for Freeways and Expressways	TOAH	Transit Oriented Affordable Housing
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	TOD	Transit-Oriented Development
SB 375	Sustainable Communities and Climate Protection Act 2008	TOS	Transportation Operations Systems
SB 1	The Road Repair and Accountability Act of 2017	TPA	Transit Priority Area
SCS	Sustainable Community Strategy	TPI	Transit Performance Initiative
SHA	State Highway Account	TPP	Transit Priority Project Areas
SHOPP	State Highway Operation and Protection Program	VHD	Vehicle Hours of Delay
SNTDM	Solano Napa Travel Demand Model	VMT	Vehicle Miles Traveled
SR	State Route		
SRTS	Safe Routes to School		

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

September 2, 2021
TAC Agenda Item 7.1
Continued From: New
Action Requested: Approval

Meeting Minutes - Draft Technical Advisory Committee (TAC)

Thursday, July 1, 2021

2:00 PM

REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

Chair Tagliaboschi called the meeting to order at 2:02 p.m.

2. Roll Call

Present: 12 - Tagliaboschi
Hecock
Ahmann Smithies
Clark
Lucido
Arias
Lederer
Hawkes
Feron
Weir
Rincon-Ibarra
Levine

Non-Voting: 1 - Chang

Absent: 2 - Cooper
Rayner

3. Introductions

Chair Tagliaboschi invited all in attendance to introduce themselves.

Also present:

Patrick Band, Napa County Bicycle Coalition
Carlotta Sainato, Napa County Bicycle Coalition
Justin Hole

NVTA Staff present:

Kate Miller
Antonio Onorato
Sanjay Mishra
Diana Meehan
Alberto Esqueda
Roxanna Moradi
Kathy Alexander

4. Public Comment

None

5. Committee Member and Staff Comments

Kate Miller, NVTa - reported that the Governor's Executive Orders N-25-20 and N-29-20 waiving specific public meeting teleconference requirements will expire September 30, 2021. Starting October 1, 2021 NVTa plans to hold in-person public meetings as well as offer teleconference options for the public. If a board or committee member needs to participate via teleconference, the address where they will be participating must be included in the agenda, the agenda must be posted at place where they will be participating, and the location must be open to the public.

Alberto Esqueda, NVTa - reminded the TAC that SB 1 project lists are due today [July 1] - jurisdictions need to ensure they have submitted their project list. Additionally, some jurisdictions need to respond to the Metropolitan Transportation Commission's (MTC's) requests for the Local Streets and Roads Annual Obligation Plan; Highway Performance counts; and Surplus Land Act Resolution.

Joe Tagliaboschi, Town of Yountville - noted that this was his last TAC meeting before retiring at the end of the month. He thanked the group for its support and camaraderie during his years on the TAC.

Kate Miller, NVTa - congratulated Chair Tagliaboschi on his retirement and offered best wishes.

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Kate Miller)

Kate Miller provided updates on the topics covered at the June Bay Area County Transportation Agency (BACTA) executive directors' meeting:

- One Bay Area Grant Cycle 3 (OBAG 3) - the BACTA executive directors are advocating that the counties' direct share be increased from 45% to 50%; support the North Bay priority conservation apportionments; expand the priority production areas (PPAs) and how it will fit in the OBAG program; request Metropolitan Transportation Commission (MTC) funded resource tools such as INRIX data; and maintain investments in priority development areas (PDAs).
- MTC issued a Call for Projects for its Mobility Hubs Pilot Program to bring together public transit, ride share and bike share programs.
- MTC reported on the 2019 PDA Investment and Growth Strategies. Reporting is biennially, NVTa will be requesting information from the cities of American Canyon and Napa for the 2021 reporting period.
- California State Transportation Agency (CalSTA) Secretary David Kim provided information the Caltrans' Climate Action Plan for Transportation Infrastructure; transportation equity; and Caltrans' Call for Innovative Concepts to county partners statewide, specifically looking for projects that would be funded by the Federal Jobs Plan.
- Dina El-Tawansy, D4 Caltrans Director, introduced recently appointed District 4 Deputy Director David Ambuehl, who previously served as the District 4 Maintenance Director.
- MTC approved the Safe and Seamless program, of the \$83 million approved, Napa County will receive \$7 million for the SR 29 Intersection Improvement Project and \$100,000 for the Safe Routes to School Program.
- Plan Bay Area 2050 draft was released, public comments are due by July 20, 2021.

6.2 Project Monitoring Funding Programs* (Alberto Esqueda)

Alberto Esqueda reviewed the updates to the project monitoring spreadsheets.

6.3 Caltrans' Report*

Daniel Chang reviewed the Caltrans report.

6.4 Vine Trail Update (Joe Tagliaboschi)

Chair Tagliaboschi noted that he currently serves as the TAC representative on the Napa Valley Vine Trail Coalition Board and that his retirement will create a vacancy. He asked the TAC members to consider representing the TAC. Designating a representative will be on the September TAC agenda.

Sanjay Mishra provided updates on the design document; hazardous material test results (there will be some hazardous material disposal); and work that PG&E and ATT are doing close to and/or on the planned Vine Trail path.

The project may go out for bid in October 2021.

6.5 Transit Update (Rebecca Schenck)

Rebecca Schenck provided an update on Vine Transit operations.

6.5 Measure T Update (Alberto Esqueda)

Alberto Esqueda reminded the TAC that Project Progress reports are due September 30 for the period of January 1, 2021 through June 30, 2021.

The next ITOC meeting is Wednesday, September 1, and the County of Napa is scheduled to present a project update.

Mr. Esqueda also reminded the jurisdictions that the Five-year Project list; 6.67% Equivalent Projects list; and adopted Maintenance of Effort (MOE) certification with the jurisdiction's resolution are due January 1, 2022.

7. CONSENT AGENDA

7.1 Meeting Minutes of the May 6, 2021 Technical Advisory Committee (TAC) Meeting (Kathy Alexander) (Pages 8-12)

MOTION by HECOCK, **SECOND** by LUCIDO to **APPROVE** the May 6, 2021 Meeting Minutes. Motion passed with the following vote:

Aye: 9 - Chairperson Tagliaboschi, Vice Chair Hecock, Member Ahmann Smithies, Member Clark, Member Lucido, Member Arias, Alternate Member Lederer, Member Feron, and Member Weir

Absent: 3 - Member Cooper, Member Rayner, and Member Rincon-Ibarra

Abstain: 2 - Alternate Member Hawkes, and Member Levine

8. REGULAR AGENDA ITEMS

8.1 Transportation Development Act Article 3 (TDA 3) Program of Projects (Diana Meehan) (Pages 13-54)

Diana Meehan provided an overview of the TDA-3 program and reviewed the Program of Projects recommended by staff.

MOTION by ARIAS, SECOND by LUCIDO to RECOMMEND the NVTA Board of Directors approve the TDA 3 Program of Projects as presented. Motion was passed by the following vote:

Aye: 12 - Chairperson Tagliaboschi, Vice Chair Hecock, Member Ahmann Smithies, Member Clark, Member Lucido, Member Arias, Alternate Member Lederer, Alternate Member Hawkes, Member Ferons, Member Weir, Member Rincon-Ibarra, and Member Levine

Absent: 2 - Member Cooper, and Member Rayner

8.2 Nomination/Election of Vice Chairperson for the Remainder of Calendar Year 2021 (Alberto Esqueda) (Pages 60-61)

Chair Tagliaboschi noted that the TAC Bylaws state that the vice chairperson shall succeed the chairperson for the balance of the chairperson's term in the event of a vacancy, and that Vice Chair Hecock has agreed to serve as Chair the remainder of 2021.

Chair Tagliaboschi invited the TAC members to volunteer to serve as vice chair or nominate a member.

Member Clark offered to serve as vice chair for the remainder of 2021.

Chair Tagliaboschi called for a motion as there were no other volunteers or nominations,

MOTION by LUCIDO, SECOND by SMITHIES to APPOINT Clark as Vice Chair for the remainder of 2021. The motion was approved with the following vote:

Aye: 12 - Chairperson Tagliaboschi, Vice Chair Hecock, Member Ahmann Smithies, Member Clark, Member Lucido, Member Arias, Alternate Member Lederer, Alternate Member Hawkes, Member Ferons, Member Weir, Member Rincon-Ibarra, and Member Levine

Absent: 2 - Member Cooper, and Member Rayner

8.3 Crosswalk Best Practices (Diana Meehan) (Pages 62-65)

Diana Meehan provided an overview of types of crosswalk markings in response to Member Smithies' request to discuss the feasibility of consistent crosswalk markings throughout the county and invited the TAC to provide comments.

A discussion followed, the jurisdictions concurred that consistency was ideal, following the Bicycle and Pedestrian Plan guidelines are preferred. Road classifications may determine the level of high visibility, especially by schools, and unless there is a repaving project for an area, existing crosswalks will be restriped with the existing style.

Public comments were received from Carlotta Sainato and Patrick Band of the Napa County Bicycle Coalition to inform the TAC that the soon to be released Safe Routes To School Walk Audit report draft includes high visibility crosswalk recommendations.

8.4 Legislative Update* (Kate Miller)

Kate Miller reviewed the Legislative Report.

Ms. Miller emphasized that the SB 1 maintenance of effort (MOE) relief extension did not apply to the Measure T MOE requirements - jurisdictions are still required to provide their adopted Measure T MOEs as scheduled.

Patrick Band provided updates on AB 122 and AB 1238.

8.5 July 21, 2021 NVTa Board Meeting and NVTa-TA Board Meeting Draft Agendas* (Kate Miller)

Kate Miller reviewed the July 21, 2021 NVTa-TA and NVTa Board meeting agendas.

9. FUTURE AGENDA ITEMS

None

10. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of September 2, 2021 and Adjournment.

Chair Tagliaboschi adjourned the meeting at 3:26 p.m.

Kathy Alexander, Deputy Board Secretary

*Information was provided at the meeting



September 2, 2021
TAC Agenda Item 8.2
Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: September NVTA-TA Board Retreat/Measure X

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

A NVTA-Tax Agency Board Retreat will be held on September 13 from 10 AM to 2 PM to discuss pursuing changes to the existing ½ cent Measure T sales tax. The Retreat will be held at the Westin Verasa, Napa.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

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

Staff was prompted to consider changes to the measure for several reasons. The primary reason is that the existing Measure does not allow for bonding, and consequently, the jurisdictions are not making the necessary progress on local street and road deferred

maintenance. Staff has dubbed this effort “Measure X”. The Board Retreat is titled “Solving For X”.

Staff convened a small working group comprised of the public works directors for each jurisdiction, the executive director of the bicycle coalition, and the chair of the ITOC to review potential changes to the ½ sales tax measure. The group has reviewed a plethora of financial analyses showing revenue generations under various scenarios, including bonding, extending, and increasing the measure. The group also discussed potential highway, transit, and bicycle/pedestrian projects – in addition to the current local street and road eligibility and formula. This information was used to create a voter poll, and working with a consultant team, a poll was disseminated to Napa County voters in May 2021. The polling data will be presented at the Board Retreat by the consultant team.

What follows is a summary of NVTA staff’s analysis and considerations that will be made to the NVTA-TA Board at the September 13th Retreat.

1. Bonding

Governments bond against future revenue to finance and reduce the cost of large capital projects to address accelerating construction escalation costs and inflation. The cumulative road rehabilitation and maintenance need over the next 30 years for all Napa County jurisdictions is roughly \$1.5 billion. The current Measure revenues are paid to the jurisdictions on a quarterly basis. The revenues that are currently generated is insufficient to meet rehabilitation needs. Consequently, funds are banked until revenues are sufficient to meet project costs. While the revenues are deposited in very secure interest bearing accounts, the amount of interest does not compensate for inflation and construction escalation rates – the former currently in excess of 6% and the latter 4-8% annually. The value of revenues will decline significantly over the 25-year life of the measure. Simply stated, the current purchasing power of the dollar in 2021 will buy significantly more road maintenance than the dollar in 2043 – at the end of the Measure T program.

Bonding against future Measure T revenue will bring the funds forward when they are needed which will reduce the long term costs of rehabilitation and increase all jurisdictions’ pavement management scores. It will also aid jurisdictions to address big paving projects, facilitate improved coordination between jurisdictions on shared roadways and increase the potential for joint contracting resulting in additional savings.

2. Extending

Measure T became operative in 2018 and will sunset in 2043. If there is an interest by the NVTA-TA Board to make other changes to the Local Streets and Road sales tax measure, staff recommends replacing Measure T with a 30-year measure, beginning in FY 2026.

3. Project Diversity

There is significant need to fund capital projects in Napa Valley. Local sales tax is frequently used in other counties to match state and federal funding programs on large capital projects.

Highway funding comes into the county in several ways: formula programs, state competitive programs, federal competitive programs, and regional competitive programs. NVTa receives revenues from three formula programs – the Regional Transportation Improvement Program (RTIP), One Bay Area Grant Program (OBAG), and the Local Partnership Program (LPP). The first two programs are administered by the Metropolitan Transportation Commission (MTC) and combined are roughly \$3-6 million annually, the third program, administered the California Transportation Commission, generates roughly \$400,000 annually and is based on the amount of local sales tax generated in relationship to the eligible sales tax generations for county and regional transportation agencies state-wide.

The most significant awards are federal and state competitive grant funds. As the smallest county in the San Francisco Bay Area, and one of the smallest counties in the state, competing for funding with larger counties is challenging for the primary reason that scoring is frequently based on the level of improvements measured by congestion relief and safety – a central city freeway, therefore, would generally compete much better than a rural highway on net traffic counts alone. Another grant criterion is the percentage of the project funded by non-federal and non-state matching funds. Having another source of matching funds would provide an additional edge when competing for grant funds.

By allocating some sales tax measure revenues directly towards capital projects, staff may leverage these competitive state and federal grant funding opportunities. The existing funding that NVTa receives is frequently not sufficient to match federal/state grant opportunities. The Soscot Junction project required that NVTa advance four cycles of RTIP funds which was instrumental in securing the \$25 million Solutions for Congested Corridor award. And while this is an effective approach to project delivery, advancing funds has opportunity costs in that there is no funding for other capital project needs for four cycles. Having a local source for capital projects will provide alternative resources for project development. Planning, environment studies and design phases can cost as much as 20% of the project, and there are very few competitive programs that fund these phases. Getting projects “shelf-ready” would render projects more competitive in the state and federal funding spheres. Finally, if even \$1 of sales tax is committed to a capital project, Caltrans must limit its hourly costs to 10% of indirect costs. Caltrans plays a significant role in approving and overseeing capital projects in state right-of-way. Even if the project is administered by NVTa, Caltrans’ staff review documents and administer certain project elements which can cost over 2% of the project.

Projects and programs that NVRTA polled voters about include:

- SR 29/Airport-Jameson – would include improvements at Airport Devlin and Jameson/Kelly
- SR 29 American Canyon Improvements
- SR 29/Carneros Highway
- Napa Valley Vine Trail/Bicycle and Pedestrian Facilities
- Highway and Emergency Operations Center
- Veterans and Low Income Transit Fare Subsidies
- Vine Express Bus Expansion

4. Simplify and Improve

There are a number of elements in the Measure such as legacy agreements that are permanently embedded in the ordinance. Some elements are hard to administer, some of the language is arcane and difficult to decipher, and the ordinance is absent of options that would aid project delivery in the county. They include:

- 6.67% Measure T Equivalent – as previously mentioned, this element requires NVRTA and the jurisdictions to collectively identify the equivalent of 6.67% of the annual Measure T generations in other eligible funding to be committed to Class 1 facilities. Eligible funding includes general funds and other funding not specifically committed to Class 1 facilities. As an example, NVRTA could use highway and transit funds that would *normally* be used for other purposes to meet the requirement. At the time that this requirement was agreed to, counties received additional formula funding that would have been eligible to meet the 6.67% Measure T Equivalent requirement. Shortly after Measure T passed, these funds were redirected to the State's Active Transportation Program, which is a competitive grant program and no longer meets the 6.67% Measure T Equivalent requirement. NVRTA has responded to this requirement by manually tracking the funding that meets the requirement, which generally includes funding to address shortfalls on projects, primarily the Napa Valley Vine Trail. Such funding for this project would have had to been committed, whether the requirement was in place or not. In short, we are not making the intended headway on expanding Class 1 facilities just because this requirement is in place. The 6.67% requirement Measure T revenues, which is equivalent to roughly \$1.3 million annually, would only fund a mile or less of a Class 1 facility. Consequently, the effect of the requirement contradicts its intention. The requirement is more likely suppressing the investments that the

jurisdictions would otherwise make rather than expanding these types of facilities. Staff is recommending prioritizing the completion of the Napa Valley Vine Trail in tandem with other contributions from the Measure capital program.

- Fixed percent distribution over the Measure Time Horizon – Table 1 below shows the distribution of revenues by jurisdiction which is fixed for the 25-year Measure.

Table 1: Measure T Distribution

Jurisdiction	Percentage Distribution
American Canyon	7.70%
Calistoga	2.70%
City of Napa	40.35%
Napa County	39.65%
St. Helena	5.90%
Yountville	2.70%

Much discussion has occurred between NVTA staff and jurisdictions about the formula source(s). Initially, NVTA staff were told that the formula was based on a hybrid of population and lane miles, and more recently the discussion has revolved around return to source (sales tax generations). NVTA staff was unable to replicate the current Measure T formula, and discussions about what it should be based on are ongoing. What has been agreed to by participants of the Measure X Working Group is that the distribution should be updated every five years to recognize changes in development that could influence vehicle miles traveled, lane miles and sales tax generations, and that some proxy for distributing the funds should be agreed upon prior to going to the voters.

NVTA has run various analyses on factors that could serve as a proxy for to update the Measure T formula in a future sales tax measure. These include population, vehicle miles traveled, lane miles, return to source (sale tax generations), and need (based on lane miles, type of lane miles, condition of pavement, total of all revenues for maintenance and rehabilitation). NVTA staff also ran a number of hybrid analyses of these factors to understand which formula optimizes individual and collective pavement management scores. The analyses take under consideration a subset of the estimated revenues for rehabilitation purposes (acknowledging that some funds should be used for transportation capital projects), as well as costs for administration and bonding. It should also be acknowledged that each jurisdiction differs significantly and that the proxies - other than lane miles and vehicle miles traveled – favor the city/town jurisdictions over the County. Staff fully recognizes the challenges of reconciling these differences but would underscore that county roads are used by all jurisdictions, their visitors, and commercial traffic, and therefore there must be a reconciliatory factor that balances the interest of the cities/town with the County's. Based on

feedback from the Measure X Working Group, one possibility is using a return to source formula for the city/town jurisdictions and a hybrid of return to source/lane miles for the County. This formula makes minor adjustments to the County and City formulas – slightly reducing the former and increasing the latter.

A comparison between the current Measure T, Measure T formula with bonding, and the proposal to use return to source for city/town jurisdictions and return to source/lane miles for the County is listed below in Table 2.

Table 2. Comparison of Measure T and X selected scenarios, in millions (\$).

Jurisdiction	Current Measure T (Future Value/No Bonding)		Measure X Distributed Using Existing Measure T Formulas (Present Day Value/Bonding)		Measure X Distributed Using Return to Source/County 50% RTS 50% Lane Miles (Present Day Value/Bonding)	
American Canyon	7.70%	\$21.8	7.70%	\$38.5	7%	\$35.0
Calistoga	2.70%	\$7.6	2.70%	\$13.5	3%	\$15.0
Napa	40.35%	\$114.1	40.35%	\$201.8	41%	\$205.0
Napa County	39.65%	\$112.1	39.65%	\$198.3	39%	\$195.0
St. Helena	5.90%	\$16.7	5.90%	\$29.5	7%	\$35.0
Yountville	2.70%	\$7.6	2.70%	\$13.5	3%	\$15.0
NVTA	1.00%	\$4.4	1.00%	\$5.0		
Total	100.00%	\$284.4	100.00%	\$500.1	100%	\$500.1

Staff has analyzed the impact on PCI scores if Measure T is not altered, shown in Figure 1. A PCI of 80 is considered a state of good repair.

Figure 2 shows PCI scores based on Measure X Distributed Using Existing Measure T Formulas. Figure 3 shows Measure X Distributed Using Return to Source/County 50% Return to Source 50% Lane Miles. Figures 2 and 3 show how PCI scores are much higher under the proposed bonding scenarios as compared to the status quo.

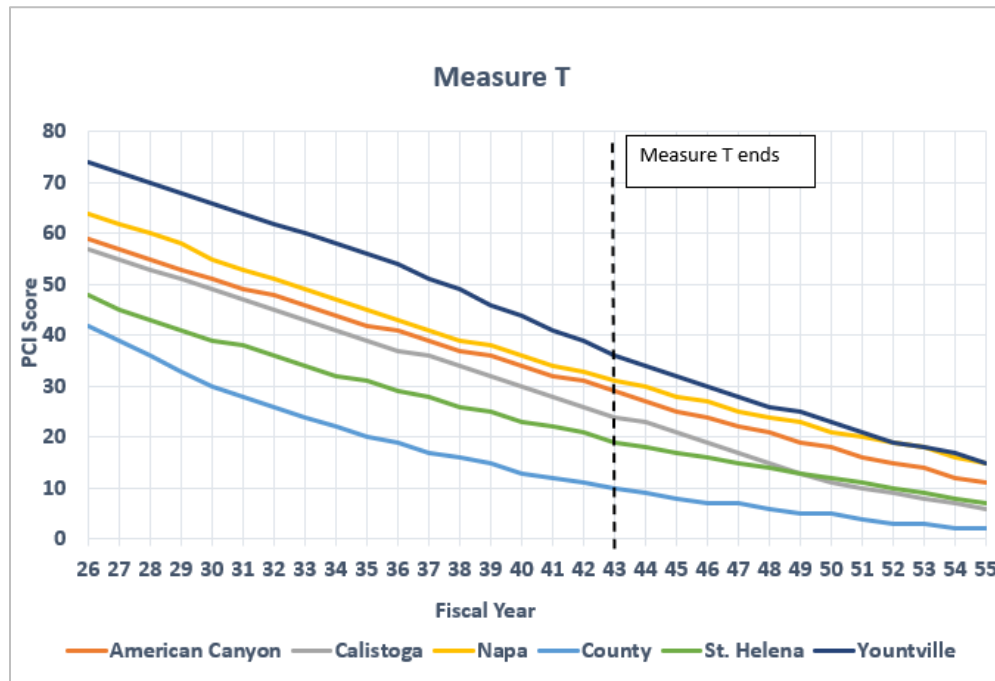


Figure 1. Future PCI scores across Napa County jurisdictions with current Measure T structure and revenue, assuming no changes to the measure.

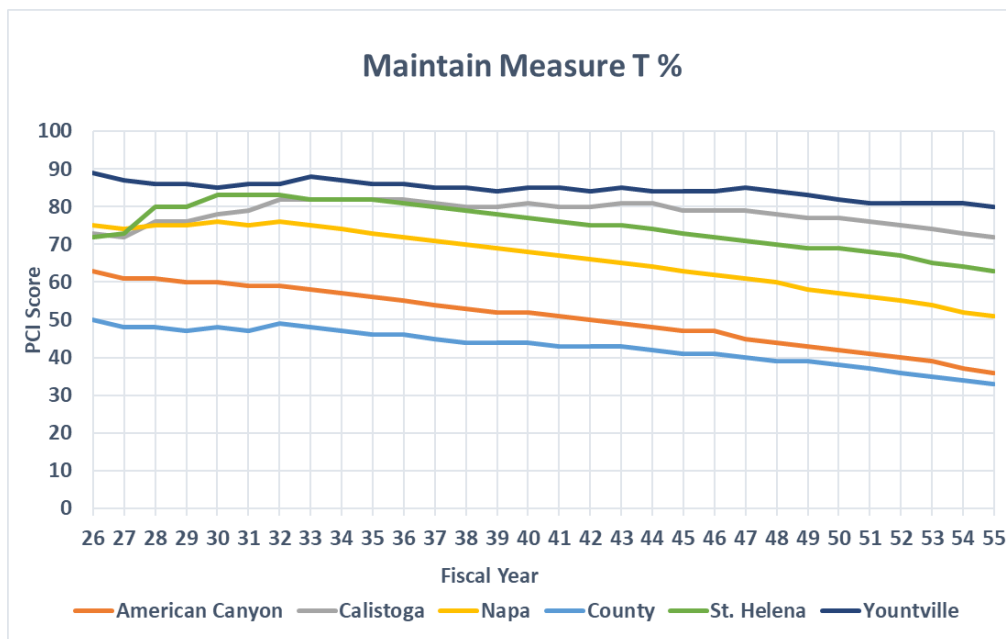


Figure 2. PCI scores across Napa County jurisdictions during the term of Measure X, with Measure X distribution according to the Measure T allocations.

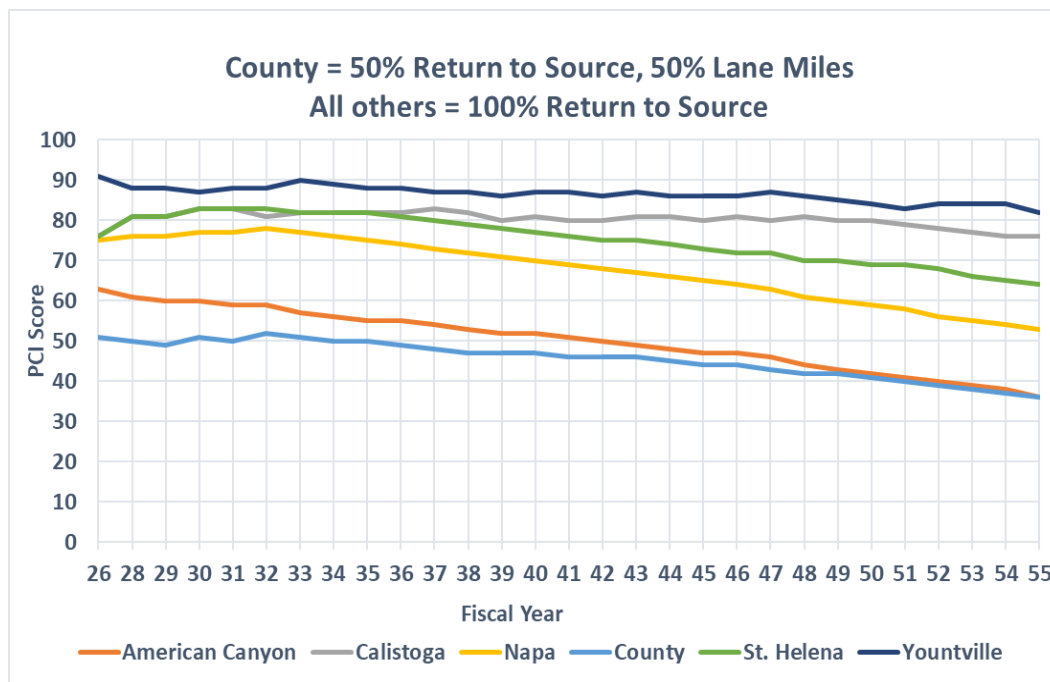


Figure 3. PCI scores across Napa County jurisdictions during the term of Measure X, with Measure X distribution according to return to source for all jurisdictions except the county, which is distributed based on 50% Return to Source and 50% Lane miles.

- No existing opportunity to use revenues to advance “Non-Measure T” projects

Many local sales tax measures for transportation around the state include provisions that would allow a jurisdiction to advance projects that are included in the measure and have committed funding elsewhere that will be available at a future date. This mechanism is often referred to as a *funding exchange*. Eligible projects have committed funding in an established formula program, such as the RTIP, and are ready to commence construction but must wait for the funding to be available – which could be years in the future. Using local funding to advance such a project could reduce the capital cost of that project because it’s being delivered sooner. Another eligible Measure project would then be replaced in the established funding program. The provision would need to factor in inflationary and investment opportunity costs and timing considered to ensure revenue factors are being optimized.

- Increase administration oversight from 1% to 2%

Administration oversight around the state for similar measures range between 2% to 5%. NVTA staff has been able to manage the oversight expenses because the current measure is based on a formula. If the NVTA-TA Board is interested in

pursuing changes, such as bonding and including capital projects, then additional revenues will be needed to oversee Measure X complexities.

5. Increase

Sales tax measures around the state range between ½% to 2%. NVTA staff acknowledges that increasing taxes in Napa County is difficult, and that Measure T's success was somewhat based on appending it onto the back end of Measure A, the Flood program, when it expired in 2018. Coupled with the timing of when the poll was completed (May 2021), staff decided to delay questions related to an increase and instead focused on other elements to understand what might be accomplished without additional taxation. That said, staff will elicit the NVTA-TA Board's input on a ¼% to ½% increase at the retreat.

Next Steps

NVTA will ask the NVTA-TA board for direction at its September 13 meeting on:

- Their interest to change Measure T; and if supportive, a targeted election date
- Their interest on what to change based on the above discussion
- Seek input on the local streets and road formula
- Seek further direction on additional polling and organizing

SUPPORTING DOCUMENTS

Attachments: None



September 2, 2021
TAC Agenda Item 9.1
Continued From: New
Action Requested: Information

NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner
(707) 259-5976 / Email: aesqueda@nvta.ca.gov
SUBJECT: Request for Jurisdictions' Hot Mix Asphalt Concrete Quantities

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

At the monthly utility coordinating meeting, County of Napa staff was informed that Syar Industries has increased demand for hot mixed asphalt concrete (HMAC) resulting in delays in supplying HMAC to jurisdictions for paving projects. NVRTA is compiling a list of projects with expected construction dates and estimated HMAC quantities needed for each jurisdiction. The objective of this exercise is to assist Syar Industries in its planning to understand near term product demand to minimize HMAC delivery delays.

BACKGROUND AND DISCUSSION

None

SUPPORTING DOCUMENT

Attachment: (1) Hot Mix Asphalt Concrete (HMAC) Required for Napa County Projects
FY 2021/2022

Hot Mix Asphalt Concrete (HMAC) Required for Napa County Projects FY 2021/2022

Agency	Project	Tons	Timeframe
City of Napa	Grandview Foster (street crew completing now)	1,566	
City of Napa	Pinot (next for street crew)	5,701	
City of Napa	Monarch Paulson	9,671	
City of Napa	Vine Trail	159	
City of Napa	Las Flores Parking Lot	340	
City of Napa	Oak Street Emergency	320	
City of Napa	Soscol Ave Rehab	2,470	
St. Helena	R19-79 Year 2 Pavement Restoration	2,547	
Yountville	Washington Street South	1,578	Mid-Oct 2021
Caltrans	Napa CT projects	114,349	FY 2021-2022
Caltrans	2W760 - Glass Wildfire Pavement Repairs		9/1/2021
Caltrans	4G210 - Huichica Creek Bridge Replace		2021 -2022
Caltrans	4J300 - SR29 CAPM Cold Plane and Pave		2022
Caltrans	28120 - SR29/221/Soscol Interchange		2022 - 2023
Caltrans	1W480 - LNU Wildfire Repairs		Oct-2021
NVTA	2Q260 – SR29 Vine Trail Bike Path (Oversight)	5,500	Spring 2022 - Summer 2023 (18 mos)
NVTA	1G850 Imola Park and Ride (Caltrans Oversight)	1,028	Fall 21/Spring 22



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner
(707) 259-5976 / Email: aesqueda@nvta.ca.gov
SUBJECT: Napa Valley Vine Trail Coalition (NVVTC) Technical Advisory Committee Appointment

RECOMMENDATION

That the Technical Advisory Committee (TAC) appoint a member and an alternate to represent the TAC on the Napa Valley Vine Trail Coalition (NVVTC) Board of Directors.

EXECUTIVE SUMMARY

The Napa Valley Vine Trail Coalition Board of Directors requested that the NVRTA TAC appoint a delegate member to represent the TAC on the NVVTC Board. Joe Tagliaboschi was the previous representative, serving from February 2020 until his retirement in July 2021. The NVVTC is also requesting that TAC appoint an alternate for the delegate. Derek Rayner is the current alternate representing the NVRTA TAC on the NVVTC Board.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

None

SUPPORTING DOCUMENTS

Attachment: (1) NVVTC Board Roster

Napa Valley Vine Trail Coalition Board Meeting

ATTACHMENT 1
TAC Agenda Item 9.2
September 2, 2021

28 Voting Member 14 needed for quorum

Board Member

Alternate

LAND & AGRICULTURAL INTEREST GROUPS

Napa Valley Vintners (co-founder)	Michelle Novi	Jesse Ramer
Land Trust of Napa County (co-founder)	Joseph M. Keebler	Doug Parker
Napa Valley Grapegrowers (co-founder)	Walt Brooks	Jennifer Putnam
Napa County Farm Bureau	Peter Nissen	Ryan Klobas

PUBLIC AGENCIES

Napa Valley Transportation Authority NVT	Danielle Schmitz	Diana Meehan
NVT/TAC Public Works & Planners	Joe Tagliaboschi	Derek Rayner
ATAC Napa County Active Transportation Advisory Committee	Mike Costanzo	Kate Miller
Napa County Regional Park & Open Space District	Tony Norris	
Napa County Law Enforcement	John Robertson	John Blencowe
City of Vallejo/Solano County	Steve Pressley	
Napa Valley College	Ron Kraft	Katherine Kittel

ECONOMIC INTEREST GROUPS

Visit Napa Valley	Linsey Gallagher	Whitney Macdonald
Napa Valley Chambers of Commerce		
Napa County Hispanic Chamber of Commerce		
North Bay Assoc. of Realtors, Napa Chapter	Carla Giffin	
Calistoga Vitality Group	Gia Nikolova	Bob Beck
Cycling Businesses of Napa Valley	Kellie Macway	

ENVIRONMENTAL INTEREST GROUPS

Sierra Club Napa Group	Ellen Udoff	Chris Benz
Friends of the Napa River	Barry Christian	Tim Yarish

CULTURAL & COMMUNITY INTEREST GROUPS

Napa County Bicycle Coalition	Patrick Band	Joel King
Health, Wellness & Medical Coalition		
Youth Development & Safety Education Coalition	Willow Williams	Casey Wedding
Runners of Napa Valley	Dame' Rahal	
Rotary Clubs of Napa Valley	Dwain Bitter	

OFFICERS

Executive Director (Non Voting)	Philip Sales	
President, Board Chair, Exec/Governance Committee Vice-Chair	Chuck McMinn	
Vice President, Exec/Governance Committee Chair	Joseph M. Keebler*	
*Has separate Vote if Land Trust are represented by Doug Parker		
Secretary	Kimberly Meredith	
Treasurer	Laura Stark	

COMMITTEE CHAIRS

Legal Counsel (Non Voting)	Jim Terry	
Audit Committee Chair	Carla Griffin*	
*Has separate Vote if Realtors are represented by Alternate		
Finance & Investment Committee	Steve Pressley*	
*Has separate Vote if Vallejo/Solano Co are represented by Alternate		
Marketing Committee Chair	Janette Maack	
Maintenance Committee Chair	Mark Lucas	
Program Committee Chair		

ADVISORY MEMBERS NON VOTING

Arts Council Napa Valley / ACE Committee		
California Department of Fish & Game (Advisory)	Corinne Gray	
Caltrans District 4 (Advisory)	Sergio Ruiz	
Sustainable Napa County (Advisory)	Jeri Gill	William Bennett
Winegrowers of Napa County (Advisory)	Michelle Benvenuto	
San Francisco Bay Trail (Advisory)		
Emeritus Board (Advisory)	Dave Meyers	
Emeritus Board (Advisory)	Mark Richmond	
Emeritus Board (Advisory)	Dieter Deiss	



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Transit Manager
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Fiscal Year 2020-21 Fourth Quarter Vine Transit Update

RECOMMENDATION

Information only. This report will provide an update on the operational performance for Vine Transit services covering the fourth quarter of Fiscal Year (FY) 2020-21. The report will also provide an update on operational and service changes related to the pandemic.

EXECUTIVE SUMMARY

This report summarizes the Vine's operational performance during the fourth quarter for Fiscal Year (FY) 2020-21, covering the period of April 1 to June 30, 2021, and provides an update on service changes in response to growing ridership trends. The memo compares the fourth quarter of FY 2021 (April – June) to both the fourth quarter of FY 2020 and to the previous quarter (January - March) to highlight the differences between the same time period last year and to recent months of the COVID-19 pandemic.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND & DISCUSSION

Summary of Pandemic-related Operational Changes

In March 2020, NVTA made a number of service changes in response to reduced ridership demand associated with the coronavirus pandemic and public health orders

issued by the State and County of Napa. Specifically, service hours were reduced, fare payment was suspended, seat spacing was introduced, and buses began using rear door only boarding whenever feasible to ensure the safety of riders and drivers.

In mid-March, weekday service hours on Routes 10 and 11 were reduced to a Saturday schedule. Routes 10X and 11X were suspended – after already showing mixed ridership performance in the months preceding the pandemic. On April 27, 2020, local fixed route services in the City of Napa (A-H) were suspended and transitioned to Stop to Stop On-Demand service for local trips. On May 13, 2020, following the County of Napa's revised Shelter at Home order, NVTa posted notices requiring the use of face coverings by passengers and staff. All of these service changes remained in effect during Q4 of FY21.

Napa On-Demand riders pay the same local \$1.60 full fare, \$1.10 student fare, and \$0.80 reduced fare for elderly and disabled riders that were previously established for local routes; 20-ride, and 31-day fare passes are also accepted. The Clipper fare card is encouraged and NVTa, in partnership with MTC and other transit operators, rolled out a full Clipper marketing campaign to introduce the new Clipper-START program, which launched in January 2021 and provides subsidized fares for eligible low-income adults. Staff continues to coordinate with MTC on the next generation of Clipper (Clipper 2.0) and as a first step on the long road to Clipper 2.0, a new Clipper Mobile app was released in April 2021.

Throughout Q4 FY 2020-21, NVTa continued to support auxiliary Emergency Operation Center (EOC) functions that include meal delivery to residents in isolation and quarantine sites, food bank distribution while centers are closed to the public, and related transportation. These operations will cease in August of 2021 as NVTa returns to higher level of service and Napa County EOC operations slow down.

On April 7, 2021, the State of California moved Napa County from Substantial Risk Level (Red Tier) to the less restrictive Orange Tier. Then on June 15, 2021, the State of California reopened and nearly all of the restrictions were lifted. As a result of reopening of the California economy and increased ridership in the fourth quarter of FY 2020-21, NVTa added additional service on May 9, 2021 and on August 15, 2021.

On May 9, 2021, the Vine returned to a weekday schedule on the Routes 10 and 11 (had been running on Saturday schedules since March 2020); implement a fixed-route/on-demand hybrid which introduced two new fixed routes (Routes N and S) and maintained the existing on-demand service in the City of Napa; and extended hours on Friday and Saturday nights in Yountville and Calistoga by two additional hours.

Finally, on August 15th the Vine reintroduced the Route 11X in response to the Vallejo Ferry new service in July; added Route E and Route W in the City of Napa; added a second shuttle in Calistoga and American Canyon and reinstituted the fixed route school

tripper in St Helena and American Canyon. Operational data on the August changes are not yet available.

Vine Transit Performance

The first four tables compare ridership across different services in the fourth quarter of FY 2020-21 (April to June) to the same period in the prior fiscal year. Table 1 shows a 5.9% decrease in ridership from 18,740 to 17,628 in the City of Napa during the fourth quarter of FY 2019-20 to the current fiscal year.

Table 1: City of Napa – Comparing Q4 of FY20 & FY21

	FY 19/20	FY 20/21	% Difference	Numerical Difference
Total	18,740	17,628	-5.9%	-1,112

Table 2 indicates an increase in ridership on the regional and express routes (10, 11, 21 and 29) in contrast to the local routes. The increase in the fourth quarter between fiscal years 2019-20 and 2020-21 was 18.75% percent. Routes 10 showed the largest percentage increase in ridership (37.92%) of all of the regional and express routes.

Table 2: Routes 10, 11, 21 and 29 Ridership – Comparing Q4 of FY20 & FY21

	FY 19/20	FY 20/21	% Difference	Numerical Difference
Route 10	20,432	28,180	37.92%	7,748
Route 11	22,525	24,040	6.73%	1,515
Route 21	4,189	4,845	15.66%	656
Route 29	7,718	8,087	4.78%	369
Total	54,864	65,152	18.75%	10,288

Part of the reason for the decrease in the City of Napa ridership compared to the significant increase in Regional ridership is that the number of revenue hours across these four regional routes returned to pre-COVID levels in the middle of Q4 on May 9, 2021. Meanwhile, the revenue hours on the local routes remained well below pre pandemic levels and will only return to comparable levels on August 15, 2021.

Table 3 shows the ridership patterns on the four community shuttles. The combined ridership is up 112% compared to the same quarter in the prior fiscal year. Ridership increased across all the community shuttles in the fourth quarter of the current fiscal year.

Table 3: Community Shuttles– Comparing Q4 of FY20 & FY21

	FY 19/20	FY 20/21	% Difference	Numerical Difference
Calistoga Shuttle	1,308	2,923	123%	1,615
St. Helena Shuttle	665	1,121	69%	456
Yountville Trolley	290	1,553	436%	1,263
American Canyon Transit	1,292	1,932	50%	640
Total	3,555	7,529	112%	3,974

VineGo ridership is also starting to rebound (42.88%) compared to the same time last year as shown in Table 4. NVTa still has a reduced number of vehicles serving VineGo as ridership remains well below pre-COVID. Many of the customers who use VineGo travel for programs that remain suspended during the pandemic such as Collabria Day Program, Napa Senior Center events, and Clinic Olé classes.

Table 4: VineGo Ridership – Comparing Q4 of FY20 & FY21

	FY 19/20	FY 20/21	% Difference	Numerical Difference
VineGo	723	1,033	42.88%	310

Tables 5, 6 and 7, compare the third quarter of FY 2020-21 to the fourth quarter of FY 2020-21 to provide additional context on ridership during the COVID-19 pandemic. Table 5 shows a solid increase in ridership in the City of Napa between the last two quarters. This is most likely caused by the movement of Napa County from the Substantial Risk Level (Red Tier) to the Moderate Risk Level (Orange Tier) on April 7, 2021, along with the overall reopening of the State of California on June 15, 2021. The less restrictive Orange Tier meant that most activities reopened in the County with various modifications, resulting in an overall increase in ridership.

Table 5 City of Napa Ridership – Comparing Q3 of FY21 & Q4 of FY21

	Q3 FY 21	Q4 FY 21	% Difference	Numerical Difference
Napa Local On-Demand	13,361	13,294	-0.50%	-67
Route N (started May 9th)	N/A	2,995	N/A	N/A
Route S (started May 9th)	N/A	1,339	N/A	N/A
Total	13,361	17,628	31.9%	4,267

Ridership increased over the prior quarter on the regional routes by 27.64% as seen in Table 6. This is most likely caused by Napa moving into the Orange Tier and then fully reopening causing some commuters to return to the office.

Table 6: Routes 10, 11, 21 & 29 Ridership – Comparing Q3 of FY21 & Q4 of FY21

	Q3 FY 21	Q4 FY 21	% Difference	Numerical Difference
Route 10	20,225	28,180	39.33%	7,955
Route 11	19,876	24,040	20.95%	4,164
Route 21	4,014	4,845	20.69%	831
Route 29	6,928	8,087	16.73%	1,159
Total	51,044	65,152	27.64%	14,108

For the community shuttles, ridership increased on all services compared to the third quarter of the current fiscal year as seen in Table 7 as tourists began to return to Napa Valley and locals began to take more trips.

Table 7: Community Shuttles – Comparing Q3 of FY21 & Q4 of FY21

	Q3 FY 21	Q4 FY 21	% Difference	Numerical Difference
Calistoga Shuttle	1,541	2,923	89.68%	1,382
St. Helena Shuttle	1,060	1,121	5.75%	61
Yountville Trolley	1,154	1,553	34.58%	399
American Canyon Transit	1,679	1,932	15.07%	253
Total	5,434	7,529	38.55%	2,095

VineGo ridership increased by 328 passengers when compared to the third quarter of the current fiscal year as seen in Table 8. NVTa has also seen an uptick in VineGo applications and renewals so VineGo ridership should continue to rise and more people become eligible.

Table 8: VineGo Ridership – Comparing Q3 of FY21 & Q4 of FY21

	Q3 FY 21	Q4 FY 21	% Difference	Numerical Difference
VineGo	705	1,033	46.52%	328

The final table (Table 9) shows the on-time performance for the six fixed route services that NVTa is currently operating. The N and S Routes in the City of Napa are showing an acceptable level of on-time performance at 87.90%, but the Route 21 remains a problem. Changes were made to the Route 21 schedule on May 9, 2021 to try to improve on-time

performance, but it barely changed. This is something that will be a top priority with the installation of the new CAD/AVL system in the second quarter of FY 2021-22. The new CAD/AVL system will be increasingly accurate and allow NVRTA and dispatchers to pinpoint specific trips and driver actions that may cause the poor on-time performance.

Table 9: On-Time Performance for June 2021

	On-Time	Late	Early
Route N	88.00%	8.60%	3.40%
Route S	87.80%	9.60%	2.60%
Route 10 N	57.20%	18.60%	24.20%
Route 10 S	66.70%	24.30%	9.10%
Route 11 N	51.90%	26.50%	21.60%
Route 11 S	58.90%	16.50%	24.70%
Route 21 N	42.60%	10.90%	46.50%
Route 21 S	60.20%	18.40%	21.40%
Route 29 N	79.40%	20.60%	0.00%
Route S	61.40%	23.10%	15.50%
Average	73.84%	14.48%	11.69%

August Service Changes to Accommodate Anticipated Ridership Increases

In response to increased ridership and the start of the school year, the Napa Valley Transportation Authority (NVRTA) will implement two new fixed-route services in the City of Napa, expand local service hours and provide express service for commuters to the Vallejo Ferry Terminal beginning on August 15, 2021.

NVRTA will operate longer hours on the Routes N, S, and Vine on-demand service. In addition, two new City of Napa routes, Route E and Route W, will serve the Shurtleff and Westwood neighborhoods. The new local routes offer a convenient option for riders in the high-demand areas and allow Vine Transit to continue to offer on-demand service in areas with lower demand.

NVRTA continues to follow recommended health and sanitation requirements. As mandated by the Transportation Security Administration, face masks are required on Vine vehicles, at bus stops, and all facilities.

ATTACHMENT(S)

None