

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, September 2, 2021
10:00 AM

REFER TO COVID-19 SPECIAL NOTICE

Paratransit Coordinating Council (PCC)

*****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) Paratransit Coordinating Council (PCC) 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, iP 882 3261 2915
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 882 3261 2915 If asked for the participant ID or code, press #.

Public Comments

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

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 5:00

p.m. the day before 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 5 p.m. the day before the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

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

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

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

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

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

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

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

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

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

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

6. CONSENT AGENDA

6.1 Meeting Minutes of July 1, 2021 PCC Meeting (Kathy Alexander) (Pages 7-8)

Recommendation: PCC action will approve the July 1, 2021 meeting minutes.

Estimated Time: 10:15 a.m.

Attachments: [Draft Minutes.pdf](#)

7. REGULAR AGENDA ITEMS

7.1 Up Valley Senior Transportation Discussion (Rebecca Schenck) (Pages 9-12)

Body: The PCC will receive an overview of the St. Helena Shuttle service as well as community efforts to address senior transportation issues and discuss participation in a working group.

Recommendation: Information/Discussion only

Estimated Time: 10:15 a.m.

Attachments: [Staff Report.pdf](#)

7.2 Vine Transit Update (Rebecca Schenck) (Pages 13-18)

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

Recommendation: Information only

Estimated Time: 10:25 am

Attachments: [Staff Report.pdf](#)

8. FUTURE AGENDA ITEMS

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of November 4, 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 Thursday, August 26, 2021.

Kathy Alexander (e-sign) August 26, 2021

Kathy Alexander, Deputy Board Secretary

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
PCC Agenda Item 6.1
Continued From: New
Action Requested: Approval

Meeting Minutes - Draft Paratransit Coordinating Council (PCC)

Thursday, July 1, 2021

10:00 AM

REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

Chair Weir called the meeting to order at 10:02 a.m.

2. Roll Call

Present: 4 - Tom Collette
Doug Weir
Beth Kahiga
Julie Spencer

Absent: 2 - Randy Kitch
Lisa DeRose-Hernandez

3. Introductions

Also present:

Karla Newton, Adventist Health

Tobias Weare, California State Council on Developmental Disabilities

Charlene Hicks, Transdev

Iris Keller, Transdev

NVTA staff:

Rebecca Schenck, Program Manager Public Transit

Kathy Alexander, Administrative Technician

4. Public Comment

Tobias Weare asked if travel training and day programs had resumed since California reopened.

Member Spencer responded that Collabria Care had resumed day programs, but was not sure about other programs.

Rebecca Schenck reported that she provided travel training during the pandemic, and it is currently available.

5. Committee Member and Staff Comments

None

6. CONSENT AGENDA

6.1 Meeting Minutes of the May 6, 2021 Paratransit Coordinating Council Meeting (Kathy Alexander) (Pages 7-8)

[Due to a lack of quorum at the beginning of the meeting, this agenda item was taken after

agenda item 7.1, when a quorum was confirmed]

MOTION by COLLETTE, **SECOND** by SPENCER to **APPROVE** the Meeting Minutes of the May 6, 2021 PCC meeting. The motion was approved with the following vote:

Aye: 4 - Vice Chair Collette, Chairperson Weir, Member Kahiga, and Member Spencer

Absent: 2 - Member Kitch, and Member DeRose-Hernandez

7. REGULAR AGENDA ITEMS

7.1 Vine Transit Service Update (Rebecca Schenck) (Pages 9-13)

Rebecca Schenck reported on Vine Transit operational performance since the service change on May 9, 2021 that included information on VineGo, and provided the service changes scheduled for August 15, 2021.

A discussion regarding Vine Transit/VineGo service area, and exploring the addition of a shared shuttle for the Angwin/Calistoga/St. Helena area that would include service to St. Helena Hospital and Pacific Union College. The possibility of forming an Up Valley working group with representation from Adventist Health, City of Calistoga, City of St. Helena, County of Napa, and Pacific Union College was discussed.

[Member Kahiga in attendance at 10:12 a.m.]

8. FUTURE AGENDA ITEMS

- Up Valley working group discussion

9. ADJOURNMENT

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

Chair Weir adjourned the meeting at 10:55 a.m.

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Council (PCC) Agenda Memo

TO: Paratransit Coordinating Council
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Program Manager – Public Transit
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Up Valley Senior Transportation Discussion

RECOMMENDATION

Information/Discussion only

EXECUTIVE SUMMARY

Members of the Paratransit Coordinating Council will receive an overview of the St. Helena Shuttle service as well as community efforts to address senior transportation issues and discuss participation in a working group.

BACKGROUND AND DISCUSSION

State of Service in 2013

In early 2013, NVTA (formerly NCTPA) began the process of assessing the public transit needs of the residents of the City of St Helena in order to identify opportunities for potential service improvements. The purpose of this planning effort was to assess the 2013 St Helena Shuttle service and ascertain what changes might be made to better meet the needs of City residents. At that time, the St. Helena Shuttle operated as a deviated fixed-route service Monday – Friday, 7:45 AM to 5 PM. The service was funded by NVTA, the City of St. Helena and farebox revenue. The service used a single bus that operated on a deviated route. Four times a day the route served St. Helena Hospital. See map on the right.



The shuttle ridership at that time was as follows:

St. Helena Shuttle Ridership, 2012

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Avg/ Mo
494	612	812	742	951	515	503	957	955	1,086	971	412	9,010	751

The St. Helena Shuttle used only one bus on a fixed route that deviated upon request in its direction of travel. The route had been designed to cover most parts of the City in a relatively circuitous fashion. The result is that riders requesting a deviated trip were sometimes transported well out of their way in a direction they did not wish to go to make what would otherwise be a very direct trip.

Exacerbating this issue was that during certain times of day the bus left St. Helena entirely to serve St. Helena hospital in Deer Park which caused significant wait times for the bus in town and/or forced riders to unnecessarily ride to the hospital. It's significant that some 20% of the vehicle's in-service hours were spent going back and forth between Deer Park transporting fewer than 3 riders a day. This resulted in an empty bus being forced to go to Deer Park while limiting bus availability in town, causing extended wait times for the majority of riders and discouraging potential riders. As a consequence of that existing service design, a rider's experience with the service varied significantly. Overall, the deficiencies inherent in the design discouraged ridership.

Recommendations from St Helena Vine Community Bus Service Study, 2013

Clear and overwhelming input was received that indicated the St. Helena community desired service on the weekends and Friday and Saturday nights. In addition, it was also indicated that some youth would benefit from being able to receive rides home from after school recreational opportunities on weeknights. To address these priorities with available financial resources, NVTA proposed that days and hours of service be expanded to the following:

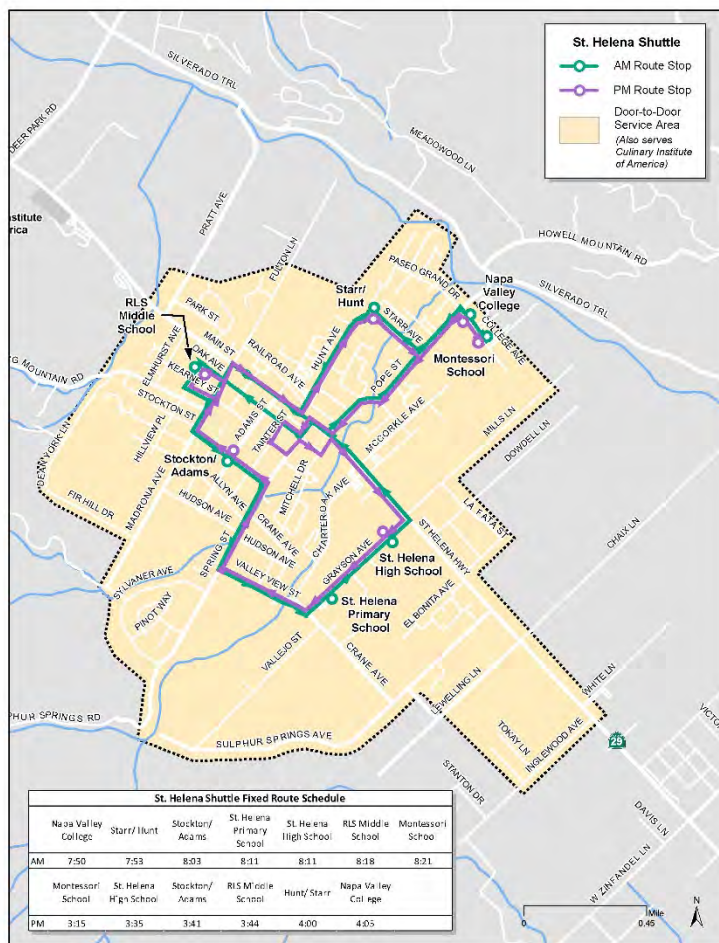
- Mon – Thurs 7:45 AM to 6 PM
- Friday 7:45 AM to 11 PM
- Saturday 10 AM to 11 PM
- Sunday 12 Noon to 7 PM

NVTA recommended the service be converted from Deviated Fixed-Route to On-demand Door-to-Door. However, Fixed Route service was deemed most appropriate to meet the needs of St. Helena's student population. Therefore, the exception to the On-demand Door-to-Door proposal provided approximately 30 minutes of fixed route service on weekday mornings and afternoons with a schedule synchronized as closely as possible to bell times of the public High School, Middle school and local Montessori school.

State of Service through March 2020

NVTA followed the recommendations of the 2013 study and operated the service as outlined above and shown in the map on the right between 2014 and March of 2020. Hours were restricted in March 2020 and the fixed routes serving schools were discontinued during the early parts of the COVID-19 pandemic when school was virtual.

As the 2013 study anticipated, the weekend hours and door-to-door service in the City of St Helena proved popular and the fixed route serving the schools boosted ridership significantly. You can see that the lowest ridership months in 2019 were June, and July when school was not in session. Overall ridership nearly doubled from 2013 to 2019 while the population remained relatively constant.



St. Helena Shuttle Ridership, 2019

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Avg /Mo
1,390	1,552	1,862	1,496	1,761	975	922	1,099	1,547	1,294	1,171	1,020	16,089	1,341

Future of Service in the City of St Helena

At the PCC meeting on July 1, 2021, a member of the PCC expressed interest in forming a working group to study potential future scenarios in the City of St. Helena that would allow for service for St Helena residents, and potentially a larger population, to the St. Helena hospital.

Staff will provide an update on similar efforts by the Napa County Commission on Aging for the PCC to discuss and consider forming an independent group or working with the group being formed by the Commission.

ATTACHMENT(S)

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Council Agenda Letter

TO: Paratransit Coordinating Council
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Transit Manager
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: 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, NVRTA 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