

Airport Preview



NVTA Staff

Lorem ipsum

Retreat Outline



01 Overview of Vine and its History

02 What Changed During COVID

03 Vine Financial Outlook

04 What Can We Do Differently
Promises
Opportunities

05 Closer Look at Special Needs Populations

Additional Airport Service



Route 29

Schedule to meet the BART Red Line to SFO

Add Nine Roundtrips Saturday and Sunday

Route 10X

Extended Service to Santa Rosa

Three Roundtrips on AM and PM Weekdays and Weekends

Stops at Santa Rosa Airport, SMART Airport station and Transit Mall

Route 25

Extended Service to Petaluma Transit Mall

Eight Roundtrips on Weekdays and Five on Weekends

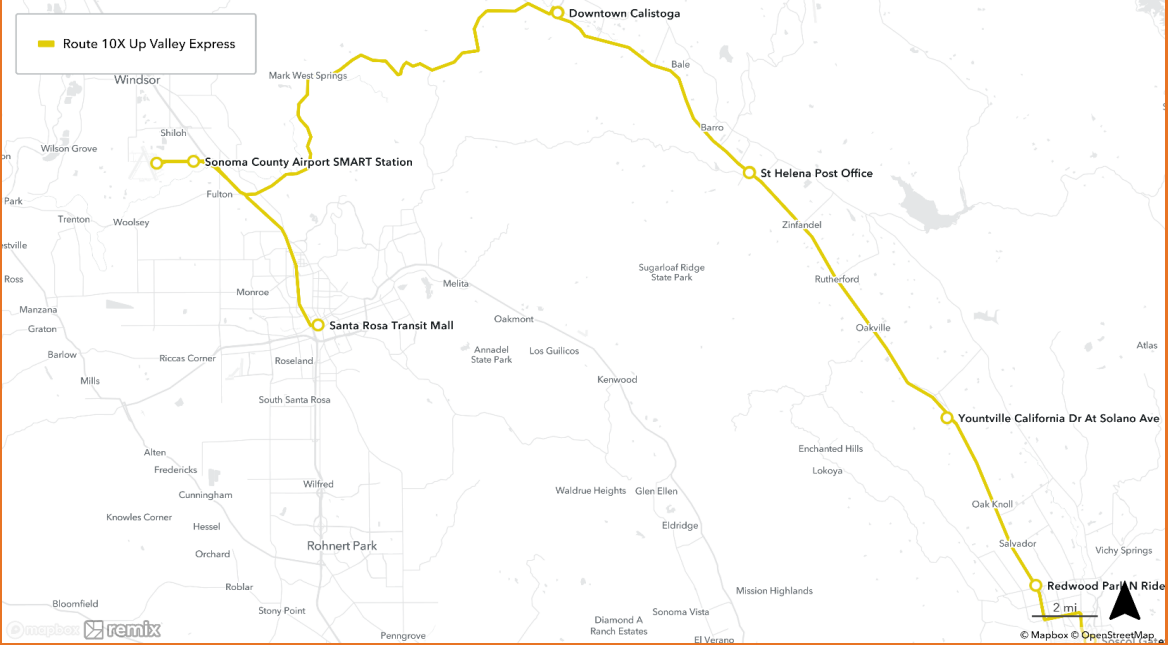
Stops at SGTC, Imola Park & Ride and the Petaluma Transit Mall (located right by the Petaluma SMART station)



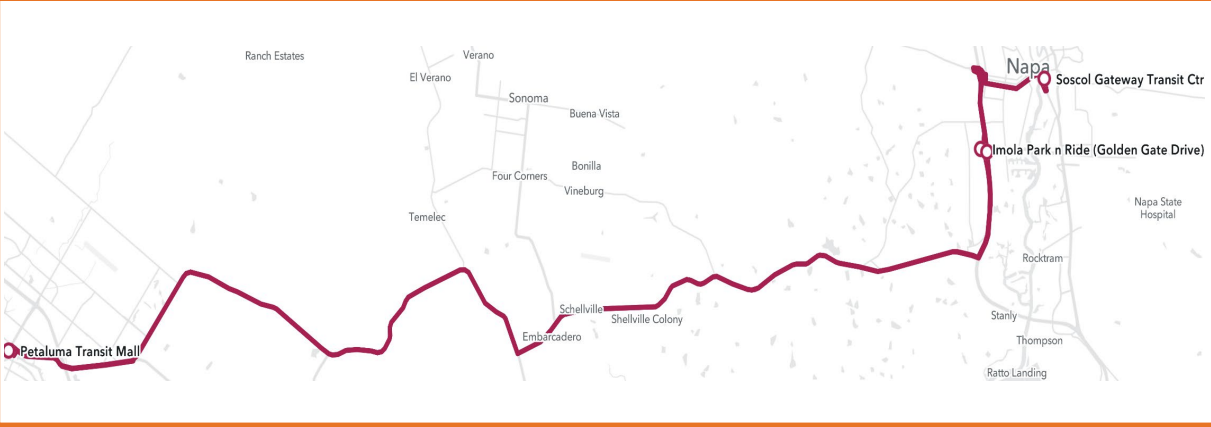
Additional Airport Service Maps



Route 10X Ext.



Route 25 Revival



Comparison of Airport Opportunities



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



VineGo Implications

New Service Areas = Must offer complementary paratransit service

Route 10X

Would have to coordinate with Sonoma County Transit to transfer riders. When Vine Transit used to operate to Santa Rosa, that rendezvous point was by the Coddington Mall

Route 25

Would have to coordinate with Sonoma County Transit to transfer riders. When Vine Transit used to operate Route 25, that rendezvous point was by the Sonoma Plaza

Implications

- Higher mileage
- Higher VineGo costs
- Less VineGo vehicles & drivers available for nearby service as they would have to travel much further distances

