

**September 19, 2018
NVTA Board of Directors
Meeting Handouts**

- 1. August 9, 2018 Letter Regarding Vine Route 1**
- 2. Draft NVTA Caltrans Report September 2018**
- 3. Revised Attachment 1 to Item 9.1 First Amendment to Napa Valley Transportation Authority (NVTA) Agreement No. 18-42 with Project Finance Advisory Limited (PFAL)**
- 4. Item 10.1 Retreat Framework Presentation**
- 5. Item 10.2 Vine Vision: Transit Restructuring Overview Presentation**
- 6. Item 10.3 Travel Demand Technologies Presentation (NVTA and Ride Amigos)**
- 7. Item 10.4 Autonomous Vehicle Demonstration Presentation**
- 8. Item 10.5 Engaging the Community Presentation**

CC Matt
Kate

3418 Scenic Dr,
Napa, CA.
94558

Gus.gorman.pg@gmail.com

08/9/2018

Board Secretary
Napa Valley Transportation Authority
625 Burnell St.
Napa, California 94559

Correspondence c/o: Route One:

I wrote to the board on 10/6/2017, about the change to Napa Valley Vine bus route one. It is very clear that traffic backs up with parents from the West part of town crossing HWY-29 at the first street over crossing.

What would it take to reroute bus one to turn left at California Blvd, then right at Lincoln Ave, then right down Jefferson.

I am sure that students and teacher could take this bus to Napa High school, plus it would be open to the public, therefore not being a "school bus special".

This may also delay the city of Napa traffic circle project by taking some cars off the road.

http://napavalleyregister.com/news/local/city-state-to-join-forces-on-napa-roundabouts/article_61ce4b91-9d83-534f-ac9d-1a5897d3b6b4.html

Sincerely,



Patrick C Gorman

RECEIVED
JUL 20 13 P 2:52

PROJECT INITIATION REPORT

EA 4J820

Tulucay Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa

Scope: Bridge Replacement

EA 0J890

5-Way Intersection; NAPA 121-PM 7.3 in City of Napa

Scope: Intersection Improvement

EA 0J760

Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa

Scope: Construct Class 1 Multiuse Path

EA 0P730

Advance Mitigation; NAPA 29 PM 15.6/22.8 in County of Napa

Scope: Mitigation Purchase under Roadside Protection and Restoration Program

EA 0Q690

Storm Damage; NAPA 12 PM 2.1/2.6 in County of Napa

Scope: Construct Rock Slope Protection (RSP) to prevent further slope washout.

EA 0Q820

Storm Damage; NAPA 29 PM 12.2 in City of Napa

Scope: Culver repair and grout injection at slipout

EA 0Q830

Storm Damage; NAPA 29 PM 46.1 in County of Napa

Scope: Construct CIDH segmented pile wall at slipout

EA 0Q790

Storm Damage; NAPA 121 PM 13.4/20.7 in County of Napa

Scope: Construct RSP at five slipout locations.

EA 0Q810

Storm Damage; NAPA 121 PM 16.1 in County of Napa

Scope: Construct Reconstruct embankment with lightweight fill.

EA 1Q620

Pavement Preservation; NAPA 121 PM 4.5/10.7 in City of Napa

Scope: Pavement repair

SHOPP ID 20511

Pavement Rehab; NAPA 29 PM 7.3/13.5 in County of Napa

Scope: Pavement rehabilitation.

SHOPP ID 17842

Pavement Rehab; NAPA 29 PM 42.1/48.6 in County of Napa

Scope: Pavement rehabilitation

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

ENVIRONMENTAL

EA 2K420

Storm Damage; NAPA 128 PM 9.2 in County of Napa

Scope: Construct RSP to prevent further slope washout.

Cost Estimate: \$0.8M Construction Capital

Schedule: PAED: 04/2019 PS&E: 06/2020 RWC: 07/2020 RTL: 08/2020

EA 4J830

Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa

Scope: Bridge Replacement

Cost Estimate: \$7.9M Construction Capital

Schedule: PAED: 10/2020 PS&E: 04/2022 RWC: 04/2022 RTL: 05/2022

EA 0K000

ADA Compliance; NAPA 29 PM 0.0/14.6 in County of Napa

Scope: Upgrade Pedestrian Facilities

Cost Estimate: \$990K Construction Capital

Schedule: PAED: 03/2020 PS&E: 09/2021 RWC: 10/2021 RTL: 01/2022

EA 0K630

Bridge Rails; NAPA 29 PM 14.1/19.04 in County of Napa

Scope: Upgrade / Replace Bridge Rails

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 06/2020 PS&E: 12/2021 RWC: 01/2022 RTL: 04/2022

EA 2K150

Bridge Rails; NAPA 29 PM 28.43/29.3 in County of Napa

Scope: Upgrade / Replace Bridge Rails

Cost Estimate: \$4.2M Construction Capital

Schedule: PAED: 03/2021 PS&E: 05/2022 RWC: 04/2023 RTL: 04/2023

EA 4J990

Storm Water Quality Improvement; NAPA 29 PM 32.0/33.0 in County of Napa

Scope: Improve water quality and fish passage

Cost Estimate: \$7.6M Construction Capital

Schedule: PAED: 10/2020 PS&E: 04/2022 RWC: 05/2022 RTL: 06/2022

EA 2K810

Anti-Vandalism Measure; NAPA 29 121-PM 11.0/R21.0 in County of Napa

Scope: Replace Fencing

Cost Estimate: \$3.1M Construction Capital

Schedule: PAED: 06/2020 PAED: 12/2021 RWC: 01/2022 RTL: 04/2022

EA 4J300

Pavement Preservation; NAPA 29-PM 29.3/36.9 From York Creek Bridge to Junction Route 128 in Calistoga

Scope: Roadway/ Pavement preservation (CAPM)

Cost Estimate: \$9.7M Construction Capital

Schedule: PAED: 10/2019 PS&E: 04/2020 RWC: 10/2020 RTL: 11/2020 CCA: 06/2021

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ENVIRONMENTAL CONTINUED

EA 4J410

Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon

Scope: Rehabilitate Culverts

Cost Estimate: \$3.3M Construction Capital

Schedule: DED: 05/2020 PAED: 11/2020 PS&E: 12/2021 RWC: 5/2022 RTL: 06/2022 CCA: 9/2023

EA 2J88U

Garnett Creek, Garnett Branch and No-Name Creek: NAPA 29-PM .39.0 & 43.8 in County of Napa

Scope: Sub-structure rehabilitation and bridge scour mitigation

Cost Estimate: \$3.9M Construction Capital

Schedule: PAED: 02/2019 PS&E: 02/2020 RWC: 3/2020 RTL: 04/2020 CCA: 12/2021

EA 4J210

Capell Creek Bridge #21-0064; NAPA 121-PM 18.59 in County of Napa

Scope: Sub-structure rehabilitation and bridge scour mitigation

Cost Estimate: \$1.4M Construction Capital

Schedule: PAED: 09/2018 PS&E: 02/2020 RWC: 03/2020 RTL: 4/2020 CCA: 12/2021

EA 28120

Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa

Scope: Construct New Interchange at SR 221/29/12

Cost Estimate: \$35M Construction Capital-Not Programmed

Schedule: DED: 3/16/15 PAED: 06/2019

DESIGN

EA 4G920

Tulucay Creek Bridge Repair; NAPA 121-PM 6.1/6.2 in City of Napa

Scope: Bridge Repair

Cost Estimate: \$2.2M Construction Capital

Schedule: PAED: 10/19/16 PS&E: 3/27/2018 RWC: 3/27/18 RTL: 4/12/18 CCA: 06/2019

EA 4G21A

Env. Mitigation at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Environmental mitigation, monitoring and report at Huichica Creek

Cost Estimate: \$1.0M Construction Capital

Schedule: PAED: 4/9/18 PS&E: 04/2022 RTL: 06/2022

EA 2J100

Construct Roundabout; NAPA 29-PM 11.36 in City of Napa

Scope: Cooperative Project to construct a roundabout at northbound First St. Interchange.

Cost Estimate: \$3.8M Construction Capital

Schedule: PAED: 7/18/16 PS&E: 4/27/18 RWC: 4/27/18 RTL: 5/4/18 CCA: 12/2020

EA 1G430

Conn Creek Bridge Scour Mitigation; NAPA 128 PM R7.4 on Silverado Trail in County of Napa

Scope: Replace Bridge at Conn Creek

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 10/5/15 PS&E: 6/2018 RWC: 6/20/18 RTL: 6/29/18 CCA: 12/2020

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DESIGN CONTINUED

EA 2J570

Storm Damage; NAPA 121-PM 20.06 in County of Napa

Scope: Culvert and erosion repair

Cost Estimate: \$1.8M Construction Capital

Schedule: PAED: 7/24/17 PS&E: 05/2/18 RWC: 05/2/18 RTL: 06/29/18 CCA: 06/2020

EA 3G64A

Env. Mitigation & Plant Establishment at Napa River Bridge; NAPA 29 PM 37.0 in City of Calistoga

Scope: Environmental mitigation at Napa River Bridge

Cost Estimate: \$0.5M Construction Capital

Schedule: PAED: 2/9/15 PS&E: 06/2019 RWC: 06/2019 RTL: 06/2019

EA 4G210

Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Remove existing triple box culverts and replace with a new single span bridge

Cost Estimate: \$8.7M Construction Capital

Schedule: PAED: 04/09/18 PS&E: 10/2019 RWC: 10/2019 RTL: 10/2019 CCA: 12/2021

EA 4G840

Capell Creek Bridge; NAPA 128-PM 20.2 in County of Napa

Scope: Bridge Replacement

Cost Estimate: \$12.1M Construction Capital

Schedule: PAED: 6/16/16 PS&E: 6/4/18 RWC: 6/28/18 RTL: 6/29/18 CCA: 12/2022

CONSTRUCTION

EA 4G490

Concrete Barrier; NAPA 29 PM 11.9 at Solano Ave. Southbound Onramp in City of Napa

Scope: Install Concrete Barrier (Type 60)

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED: 1/06/16 RTL: 3/2/17 AWD: 10/11/2017(FBD Vanguard Const) CCA: 6/28/18

EA 4H200

Pavement Preservation; NAPA 29-PM 13.5/25.5 from 0.4 mile north of Trancas St. to Mee Ln. in County of Napa

Scope: Resurface existing pavement

Cost Estimate: \$17.1M Construction Capital

Schedule: PAED: 1/29/16 RTL: 6/14/17 AWD: 11/30/17 (Ghilotti Bros Inc) CCA: 12/2019

EA 3J740

Wooden Valley Earthquake Damage; NAPA 121-PM 14.80 in County of Napa

Scope: Earthquake damage permanent restoration/ Install anchored wire mesh

Cost Estimate: \$890K Construction Capital

Schedule: PAED: 8/15/17 RTL: 9/15/17 AWD: 4/4/18(American Civil Contractors) CCA: 11/2018

EA 3G140

ADA Curb Ramps; NAPA 29 and 128; in City of Calistoga

Scope: Upgrade and construct curb ramps at various locations.

Cost Estimate: \$1.4M Construction Capital

Schedule: PAED: 4/29/16 RTL: 7/3/17 AWD: 2/28/18 (Granite Const.) CCA: 11/2018

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CONSTRUCTION CONTINUED

EA 3G641

Napa River Bridge Scour Mitigation: NAPA 29 PM 37.0 in City of Calistoga

Scope: Replace Bridge at Napa River Bridge

Cost Estimate: \$9.2M Construction Capital

Schedule: PAED: 2/9/15 RTL: 6/30/16 AWD: 3/17/17 (Valentine Corp.)

CCA: 12/2019

ACTION ITEMS:

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

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**FIRST AMENDMENT TO
NAPA VALLEY TRANSPORTATION AUTHORITY ("NVRTA")
AGREEMENT NO. 18-42**

THIS FIRST AMENDMENT ("AMENDMENT") TO NAPA VALLEY TRANSPORTATION AUTHORITY ("NVRTA") AGREEMENT NO. 18-42 ~~herein after referred to as "Agreement"~~ is made and entered into as of this ____ day of _____, 2018 between the NAPA VALLEY TRANSPORTATION AUTHORITY (~~hereinafter referred to as~~ "NVRTA"), and PROJECT FINANCE ADVISORY LIMITED (~~aka~~ "PFAL" or "CONTRACTOR"), whose mailing address is 16A Funston Avenue, The Presidio, San Francisco, CA 94129, ~~hereinafter referred to as~~ "CONTRACTOR";

RECITALS

WHEREAS, in July 2018 NVRTA contracted for specialized services to receive financial advisory services from CONTRACTOR for the Vine Transit Maintenance Facility Project pursuant to the Agreement No. 18-42 ("Agreement"); and

WHEREAS, NVRTA wishes to amend the Agreement to obtain additional services as set forth in EXHIBIT A to assist in the application of and filing for Federal credit assistance available under the Transportation Infrastructure Finance and Innovation Act ("TIFIA"); and

WHEREAS, CONTRACTOR can provide the requested additional services at a cost to NVRTA in the amount not to exceed \$90,000.

TERMS

NOW, THEREFORE, the NVRTA and CONTRACTOR agree to amend the Agreement as follows:

1. Section 2, Scope of Services, is amended to include additional services as described in EXHIBIT A attached hereto to the Amendment. The Scope of Services described in EXHIBIT A attached to the Agreement remain unchanged.

~~4.2.~~ Section -3, -Compensation, is amended to include additional rates for the additional scope of services of the Agreement and at the rates set forth in EXHIBIT B attached hereto to the Amendment. The Compensation described in EXHIBIT B to the Agreement otherwise remains unchanged. are amended to include:

a) ~~Rates. In consideration of CONTRACTOR's fulfillment of the promised work, NVRTA shall pay CONTRACTOR annually at the rates set forth in EXHIBIT B, attached hereto and incorporated by reference herein.~~

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~~(b) — Expenses. Unless explicitly agreed in writing, no direct expenses, including travel or other expenses, will be reimbursed by NVTa.~~

~~(c) — Maximum Amount. Notwithstanding subparagraphs (a) and (b), t~~
The maximum payments under this Agreement, together with the Amendment, shall be a total of **\$139,999** for professional services and expenses; provided, however, that such amounts shall not be construed as guaranteed sums, and compensation shall be based upon services actually rendered.

23. Except as set forth above, the terms and conditions of the Agreement shall remain in full force and effect as previously approved.

IN WITNESS WHEREOF, this A~~greement~~ Amendment was executed by the parties hereto as of the date first above written.

"NVTa"

"CONTRACTOR"

Project Financial Advisory Limited

By _____
KATE MILLER
Executive Director

By _____
VICTORIA TAYLOR
President & CEO

ATTEST:

By _____
KARALYN E. SANDERLIN
NVTa Board Secretary

APPROVED AS TO FORM:

By _____
SLOAN SAKAI YEUNG & WONG~~DEEANNE GILLICK~~
NVTa General Counsel

DRAFT

EXHIBIT A

SCOPE OF WORK

APPLICATION FILING SERVICES FOR TIFIA

TASK DESCRIPTION

1. Engage with Build America Bureau Outreach Staff to Prior to Submitting TIFIA Application

PFAL will engage with the Build America Bureau's ("the Bureau") Outreach team before formally submitting a Letter of Interest document to ensure that the relevant programmatic requirements are met, initial risk assessments are complete, the project's merits are well understood and acceptable to the Bureau, and there is a reasonable degree of confidence that TIFIA eligibility requirements are satisfied. This will ensure that all key project elements are in place to gain the maximum benefit for NVTa and ensure an efficient application and underwriting process. This will involve PFAL & IDS:

- Working with NVTa staff to collate project information to present in a succinct way;
- Preparing for and holding conference calls to discuss information with the Bureau staff, as needed;
- Addressing Bureau staff questions with supporting information;

Timeline: 3 weeks

2. Submit Letter of Interest

PFAL will prepare a Draft Letter of Interest for NVTa to review and submit to the Bureau, and we will make any necessary revisions based on Bureau feedback prior to a Final version being submitted by NVTa. With the information developed in item 1 above, PFAL will prepare all information required in the TIFIA Letter of Interest template such as; (i) description of the project and the location, purpose, and cost of the project, (ii) outline the proposed financial plan, including the requested credit assistance and the proposed obligor, (iii) provide a status of environmental review, (iv) provide information regarding satisfaction the eligibility requirements of the TIFIA credit program, (v) develop a preliminary financial model to produce key metrics required in the letter of interest, and (v) determine eligibility to use the TIFIA streamlined application process and fee assistance. During this time will maintain regular communication with Bureau staff to keep them involved and included in our process and to get advance notification of any concerns or issues.

To complete the draft application, PFAL will need to explore the other forms of financing (e.g. California I-Bank and Tax Exempt debt options) that could be used alongside TIFIA credit assistance to ensure the financial plan is complete in order to deliver the project. Also, PFAL will ensure that there are no aspects of the other financing sources that would impact the eligibility of TIFIA debt or other preferred financing alternatives.

Timeline: 3 weeks (in parallel with item 1 above)

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TASK DESCRIPTION

3. If Requested, Provide Additional Information and Preliminary Rating Opinion Letter*

PFAL will work with NVTB and the Bureau to assist with their in-depth creditworthiness review of the project and the proposed revenue stream identified to repay the TIFIA credit product, as well as any other collateral proposed to secure the credit instrument.

In connection with this review, PFAL will provide a feasibility study (as applicable) with a fully functional Microsoft Excel-based financial model to demonstrate the viability of the project and financial plan as required by the TIFIA program. In addition, PFAL will work with one rating agency to obtain a preliminary rating opinion letter that incorporates the proposed project and plan of finance.

Please note that securing rating agency opinions will bear fees that are separate from our fee indication below. PFAL will assist in negotiating favorable rates with rating agencies.

Timeline: 8 weeks (following item 2 above)

**** The services to be provided under this Task are optional and will only be implemented if deemed necessary to meet U.S. Department of Transportation (DOT) requirements, Contractor shall not construe this Task as a guaranteed assignment and compensation thereof, however the cost associated with this Task is to be considered in the cost proposal.***

DRAFT

EXHIBIT B

TIFIA APPLICATION COST SHEET

Task	Scope of Work	Timeline	Fee
1.	Engage with Bureau Staff to Determine Relevant Requirements for Draft TIFIA Application	3 weeks	\$10,000
2.	Submit Letter of Interest/Draft Application	3 weeks (in parallel with item 1 above)	\$20,000
3.	Provide Additional Information and Preliminary Rating Opinion Letter	8 weeks (following item 2 above)	\$60,000*
Total – NOT TO EXCEED			\$90,000

Note:

* Contractor shall not construe this Task as a guaranteed assignment and compensation thereof, however the cost associated with this Task is to be considered in the cost proposal. See Task 3 in EXHIBIT A.

Advancing Mobility in Napa Valley

NVTA Board Retreat
September 19, 2018



Agenda

1. Introduction
2. Vine Vision
3. Travel Demand Technologies – “MaaS”
4. Last Mile and Local Connections

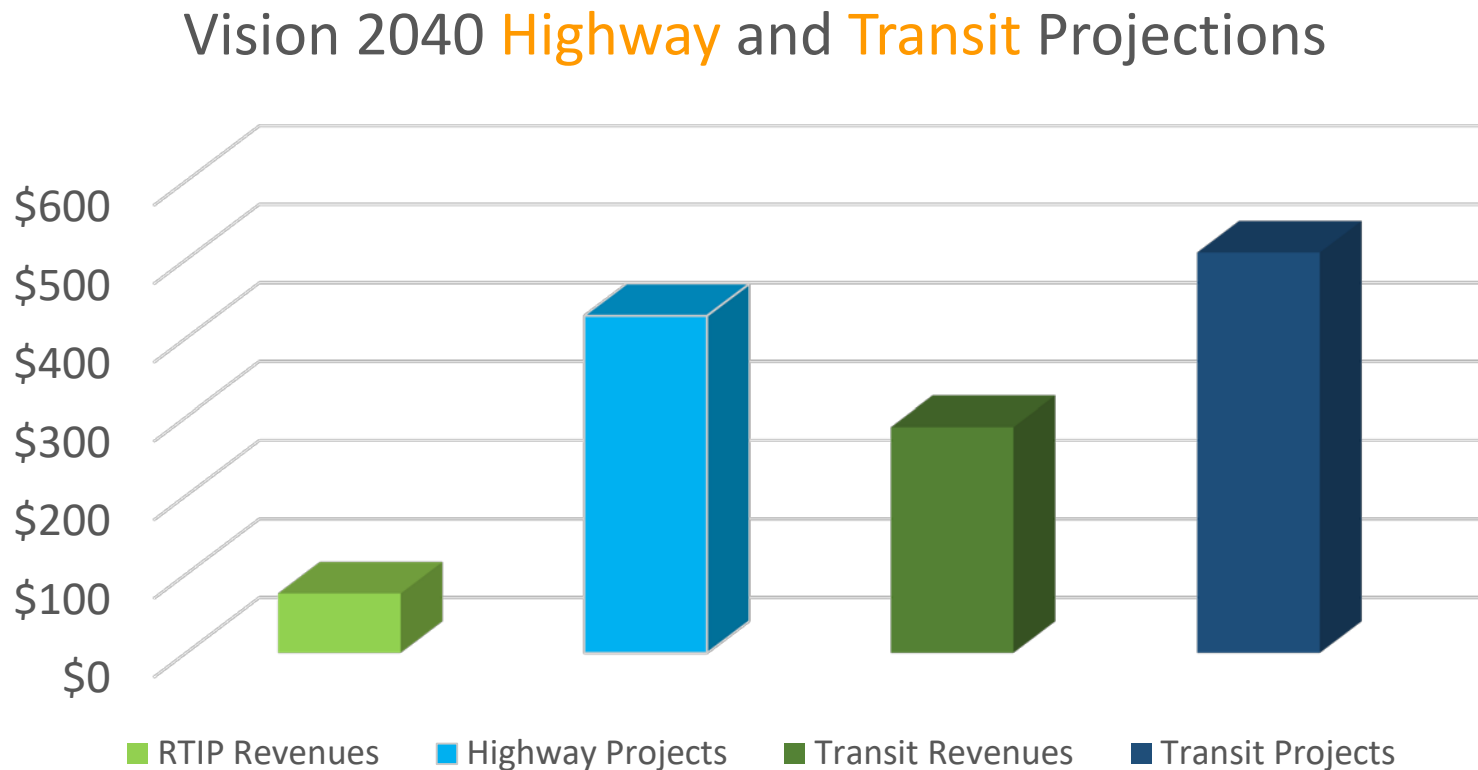


10.1 Introduction

- Advancing Mobility In Napa Valley is about looking to technology to enhance transportation systems by making multi-modal travel easier and encourage the community to use alternative modes
- New technologies can effectively reduce traffic and help better manage costs – typical technology costs are significantly lower than transportation “brick & mortar” infrastructure projects – providing a partial solution to deal with a number of fund sources currently at risk.

10.1 Introduction

- Can transportation technology help us live within our means?



10.1 Introduction

Proposition 6 on the November Ballot put certain funds at risk

- Senate Bill 1 – Road Repair and Accountability Act State Transportation Improvement Program
 - Local Streets & Roads Funds
 - State Transit Assistance (STA)
 - State Highway Operations and Protection Program (SHOPP)

10.1 Introduction

The passage of Proposition 6 may indefinitely delay key projects and programs

- Soscot Junction
- SR 29 American Canyon Complete Streets
- Operational improvements at SR 29 and 12 (Airport and Carneros)
- Rehabilitation of highways, and local streets in roads in Napa Valley
- Transit Operations and Capital Improvements – such as express bus improvements on SR 29

10.1 Introduction

In context of making changes to the Vine fixed route system, it means using new approaches to planning (Comprehensive Operation Analysis) and technologically advanced planning tools to redefine the system (Remix)

10.1 Introduction

Mobility as a Service (Maas) provides technology tools (apps) and support (administration/marketing) to provide commuter options that add flexibility and incentives to shape behavior.

10.1 Introduction

Introducing new technologies for last mile and local connections

- Autonomous Vehicle Demonstration
- On demand shuttles/rides (Lyft/Uber, etc.).
- E-Bike Share

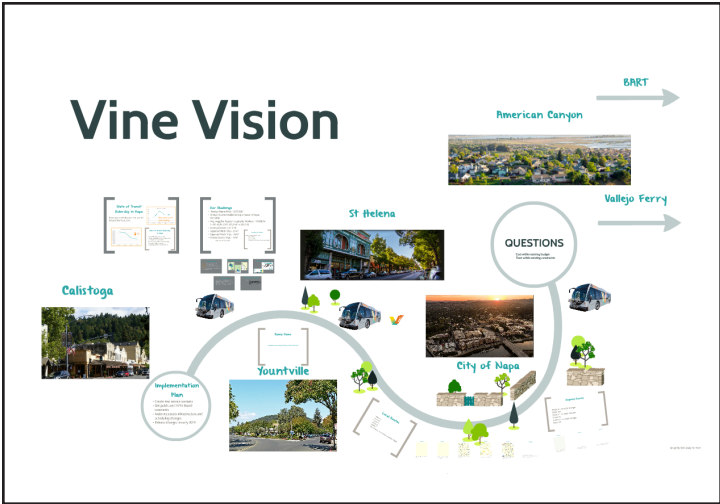
10.1 Introduction

Putting a face on who we are

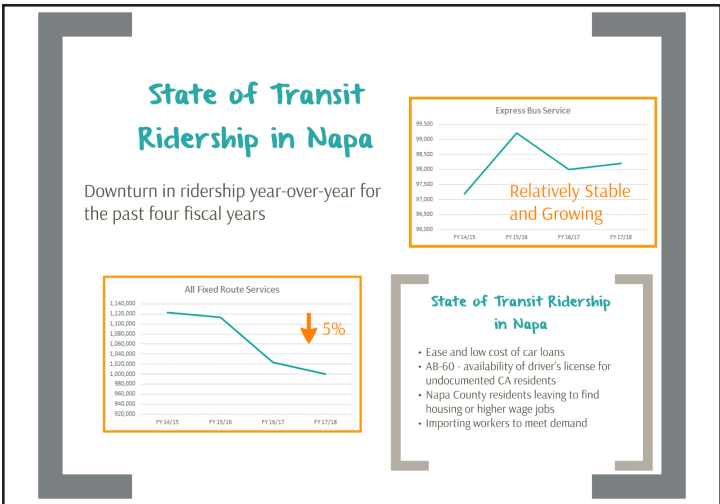
- Board member and partner participation

Marketing New Services – Engaging the Public using social media platforms

- To disseminate and sustain marketing campaigns about changes and new programs
- Educating the public on how to use new technologies and existing services
- To inform businesses and the community about incentives for using alternative modes







State of Transit Ridership in Napa

- Ease and low cost of car loans
- AB-60 - availability of driver's license for undocumented CA residents
- Napa County residents leaving to find housing or higher wage jobs
- Importing workers to meet demand

Our Challenge

- Median Home Price - \$637,500
- Annual income needed to buy a house in Napa \$141,000
- Avg. wage for Napa's Hospitality Workers - \$11.08/hr to \$17.46/hr (FTE \$23,046 to \$36,317)
- Unemployment rate 3.1%
- Imported Work Trips - 25%*
- Exported Work Trips - 16%*
- Visitor/tourist Trips - 15%*

*Source: 2013 Travel Behavior Study

Searching for Answers

- Comprehensive Operational Analysis
 - Market Analysis
 - Technical Analysis
 - Needs Assessment
 - Implementation Plan (focus of today's conversation)

Searching for Answers

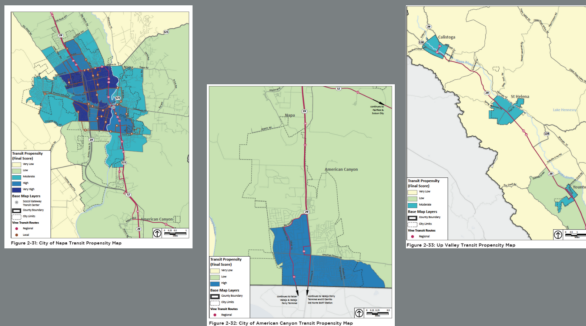
Comprehensive Operational Analysis

- Market Analysis
- Technical Analysis
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- Implementation Plan (focus of today's conversation)

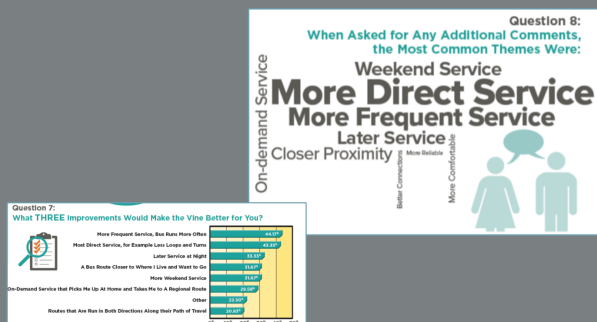
Market Analysis

- **QUESTION 1:** How is Transit performing today?
- **QUESTION 2:** Who is a typical transit rider?
- **QUESTION 3:** Where do typical transit riders live?
- **QUESTION 4:** Where are current transit riders coming from and going to?
- **QUESTION 5:** What areas inside and outside the County are most supportive of transit?

Market Analysis: Transit Propensity



Market Analysis: Survey



Technical Analysis

- Route performance analyzed to better understand where service is underutilized or where demand is high requiring a service increase
- Travel behaviors for current Vine riders also reviewed using data automated passenger counters (APCs)

Needs Assessment Example

Solution	Threshold/Marker
Consolidate Routes	Local routes should be at a minimum of a quarter mile from each other and not overlap, except on major corridors
Routes should not form a "loop"	A route should have a different and distinguishable start and end point.
Create bi-direction service	Trip lengths taken on a single route should be equitable in both directions.



Implementation Plan

- Create new service scenario
- Get public and NVT Board comments
- Make necessary infrastructure and scheduling changes
- Release changes in early 2019

Remix Demo

<http://platform.remix.com/map/3b3cbb5?latlng=38.25686,-122.46449;10.5>

Local Routes

- Route A
- Route B
- Route C
- Route D
- Route E
- On-Demand - North Napa and Alta Heights

Route A



- Timed transfer will be coordinated with the Route B

Route B



- Improve service with bidirectional service leading to equal travel times to and from ones destination

Route C



- Same as old Route 8, it works well and does not need changes

Route D



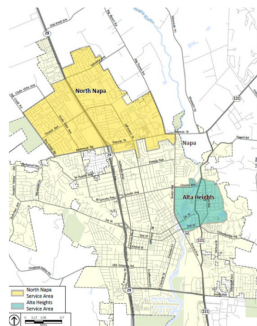
- Removal of service along Terrace Drive

Route E



- Combines several routes into a linear service and provides bidirectional service

On Demand



- Fixed Route Service will be eliminated from Alta Heights
- On-demand service will take residents directly from "neighborhood nodes" to locations within the service area
- People wishing to ride elsewhere will be connected to all other fixed route service at the Sausal Gateway Transit Center or Redwood Park and Ride

Regional Routes

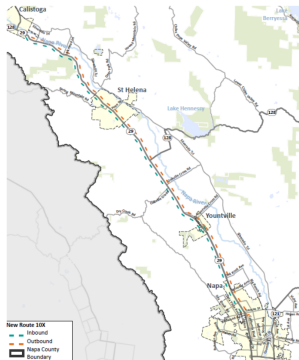
Route 10 - no major changes
Route 10X
Route 11 - no major changes
Route 11x
Route 21 - no major changes
Route 29

Route 10X

Route 11x

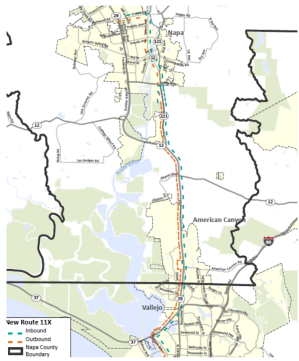
Route 29

Route 10X



- Service Limited to Commute Hours
- Timed Transfer to 11X
- Replaces UpValley leg of Route 29

Route 11x



- Service limited to commute hours
- Timed transfer to 10x
- Replaces Ferry trip of current Route 29

Route 29



- Every 60 minutes off-peak and 30-minutes on-peak
- No longer goes to the Vallejo Ferry Terminal

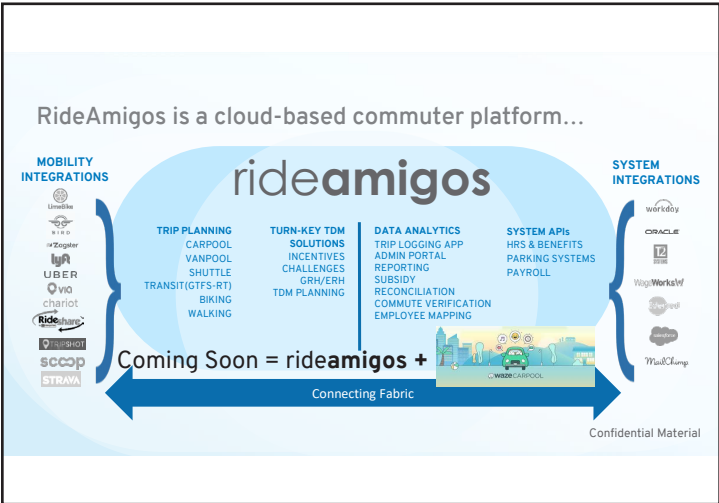
QUESTIONS

Cost within existing budget
Fleet within existing constraints

Vine Vision







Multimodal Trip Planning for Commuters

- Trip Planning for Car & Vanpool matching, Local Transit, Biking & Walking
- Mid route corridor ridematching
- Rideboard for events and one-time trips
- Mode comparison including public/private transportation networks and infrastructure
- Private Networks: Internal employee carpool matching

Confidential Material

This slide has a dark blue background. It features a list of five bullet points describing the platform's capabilities. To the right of the text are two smartphone screens displaying the RideAmigos app interface. The left screen shows a 'Rideboard' with various trip options, and the right screen shows a map with a route. The text 'Confidential Material' is in the bottom right corner.

Gamification: Change Commuter Behavior

Turn-key TDM Solutions

→ Commuter Challenges

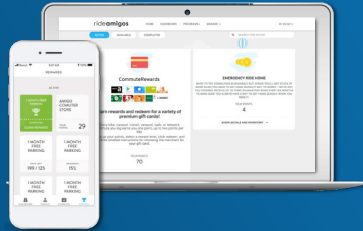
- ◆ Bike to Work Month
- ◆ Employer Competitions

→ Commuter Store

- ◆ Offer premium rewards:
 - Amazon
 - Starbucks
 - Whole Foods
 - Airbnb

→ Guaranteed Ride Home

- ◆ Uber/Lyft/Taxi



Confidential Material

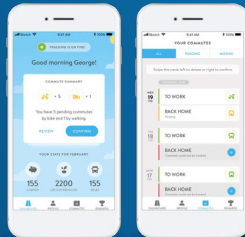
App-based tracking and confirmation

→ Passive & predictive commute tracking between custom origin and work locations

→ Intuitive commute mode confirmation

→ Mobile dashboard shows individual impact and sustainability stats

→ Verified data for employer incentives



Confidential Material

Comprehensive Administrative Dashboard

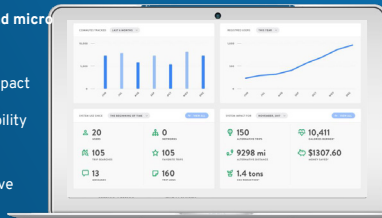
→ Reporting Dashboard with macro and micro view of commuter program results

→ Report on user, employer, regional impact

→ Dashboard shows individual sustainability stats

→ Data verification reporting for incentive program

→ CSV, Excel and PDF export functionality

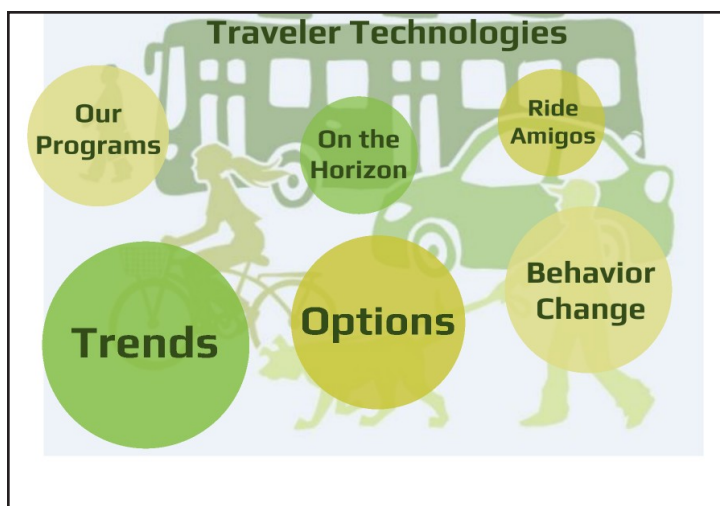


Confidential Material

ride**amigos**

Victor Fani
Strategic Partnerships
victor@rideamigos.com

Kathryn Hagerman
Director of Marketing
kathryn@rideamigos.com

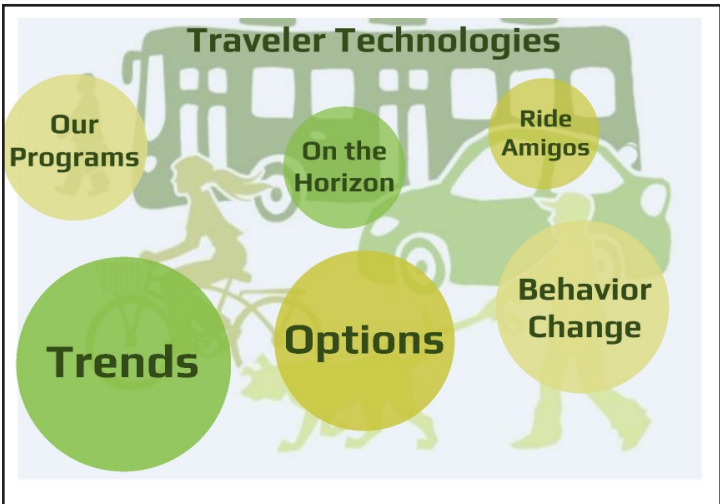












Mobility as a Service MaaS

Bringing all your transportation
options together into a single,
easy to use mobile App

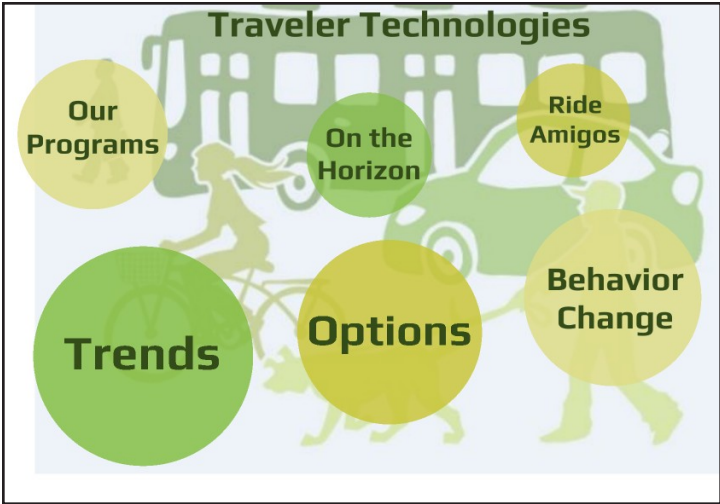


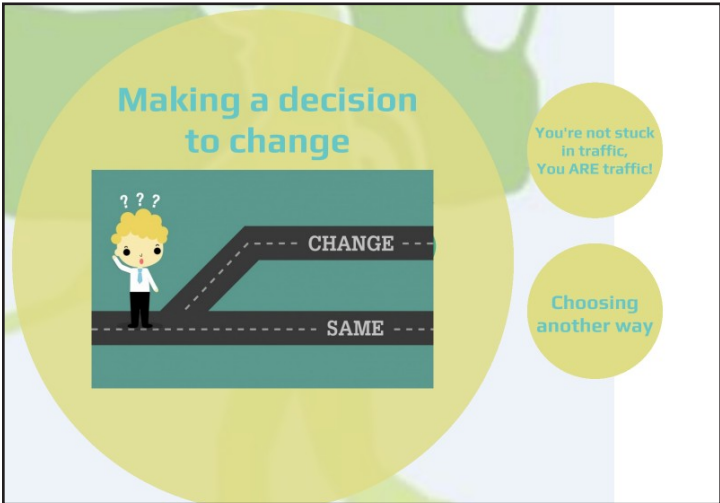
10 Apps to
improve your
COMMUTE

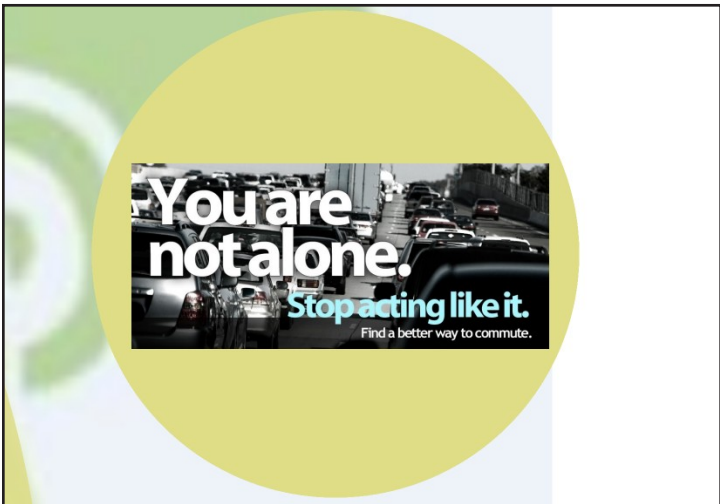


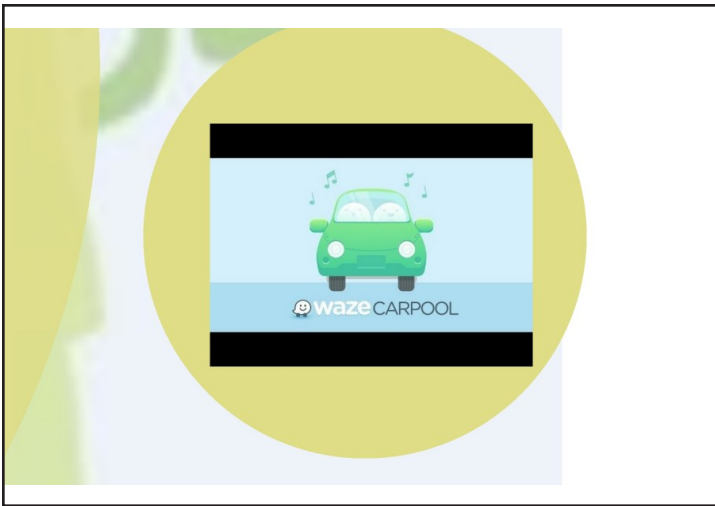
Carpool
Bike Share
Car Share
Transit
Dockless Scooters
Uber/Lyft
Parking

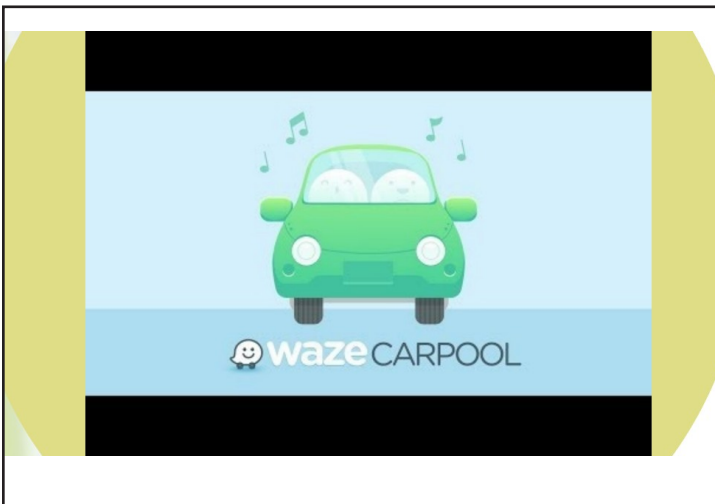


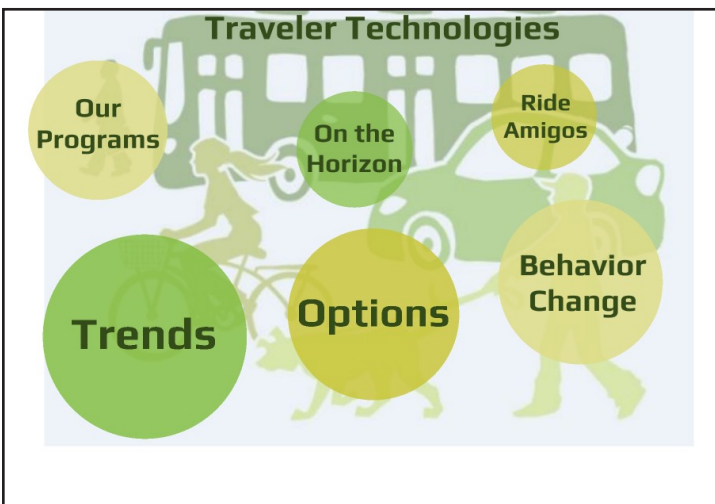






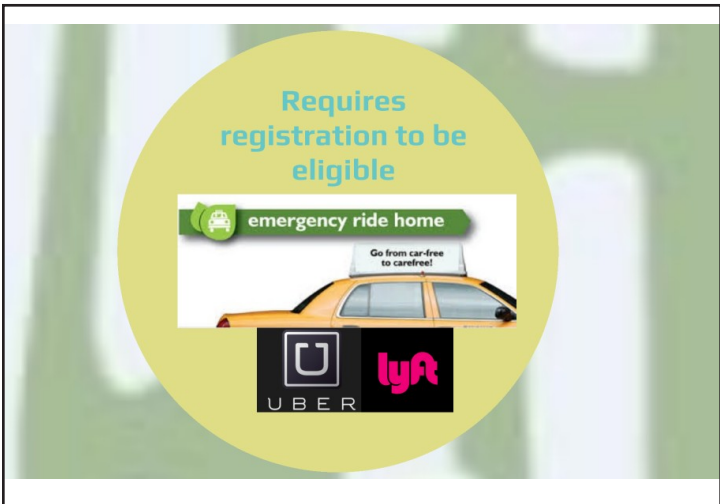






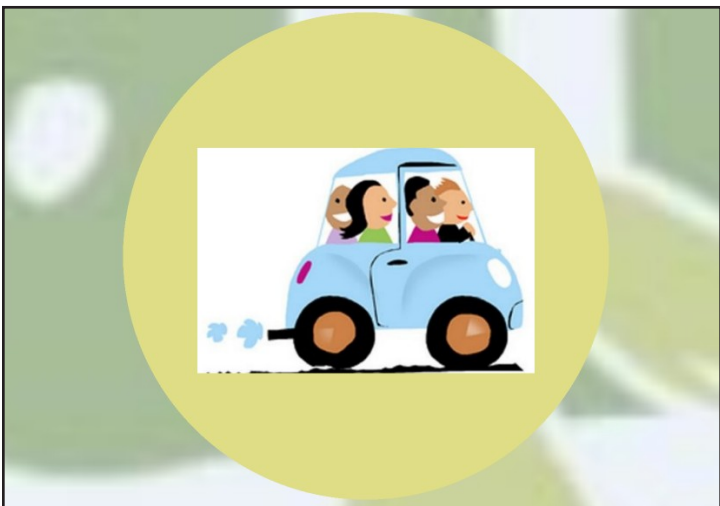






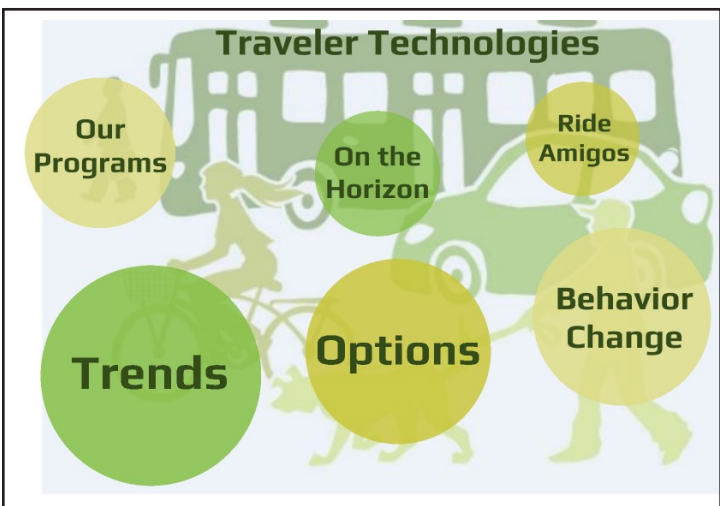















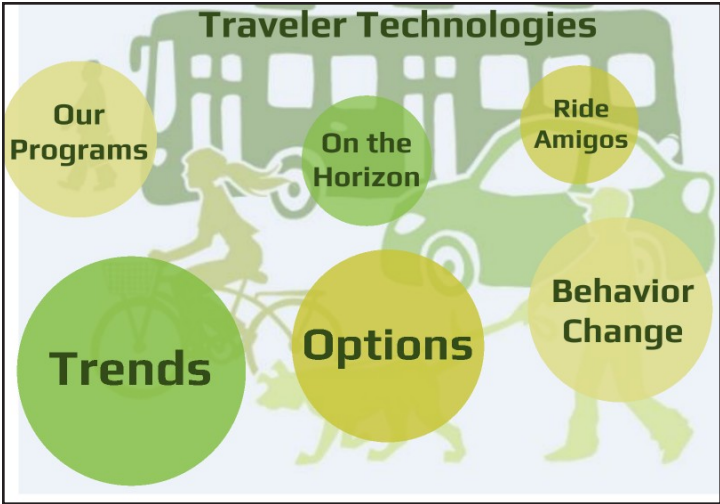
How can we encourage people to make use of the transportation systems in place?

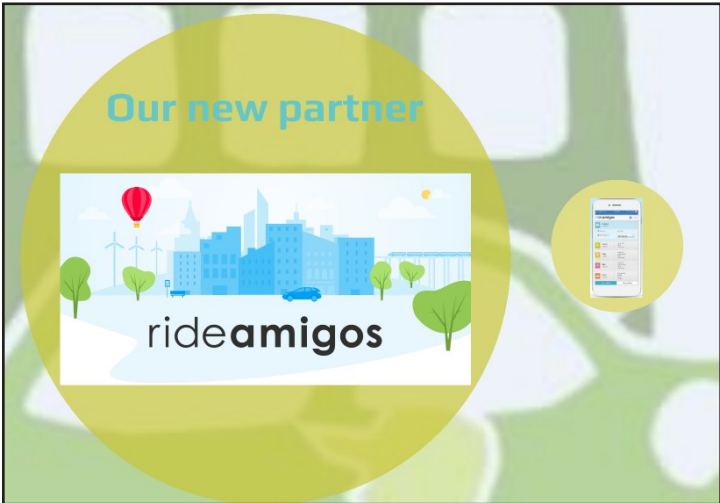
Awareness

Make it easy

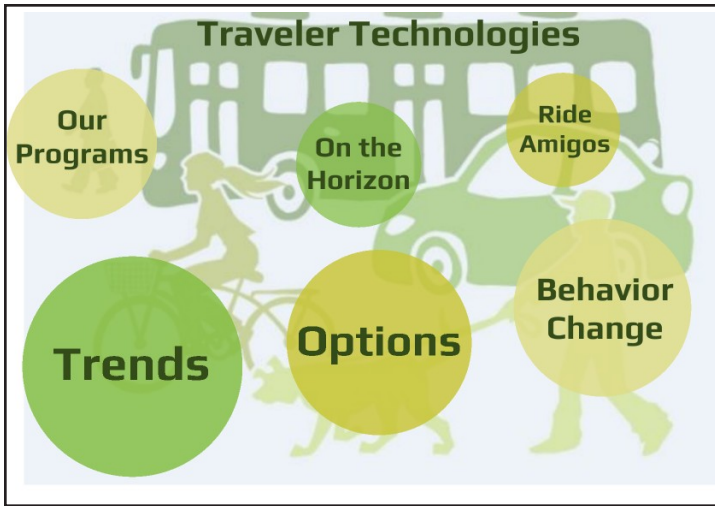


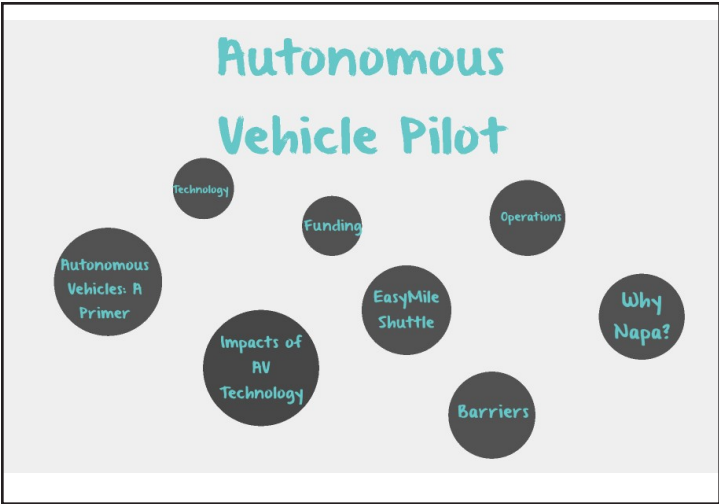


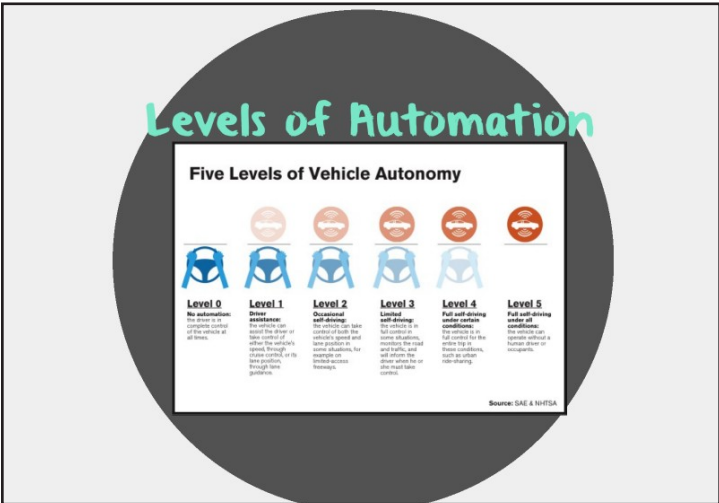


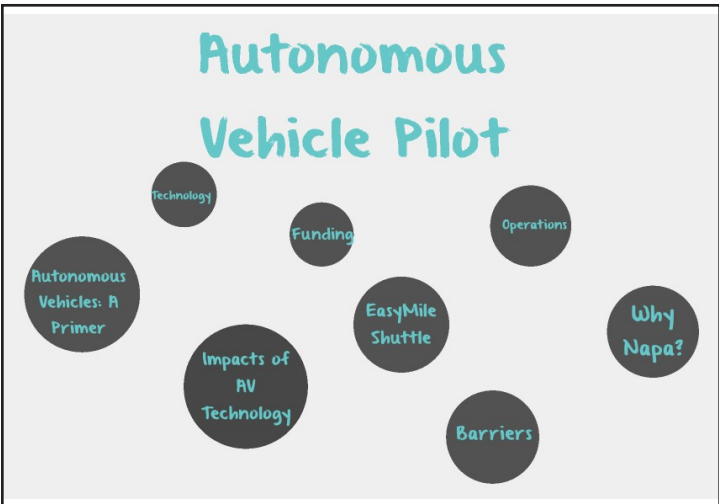












UTOPIAN PERSPECTIVE



dystopian
perspective



Autonomous Vehicle Pilot

Autonomous
Vehicles: A
Primer

Technology

Funding

Operations

Impacts of
AV
Technology

EasyMile
Shuttle

Barriers

Why
Napa?

Existing barriers

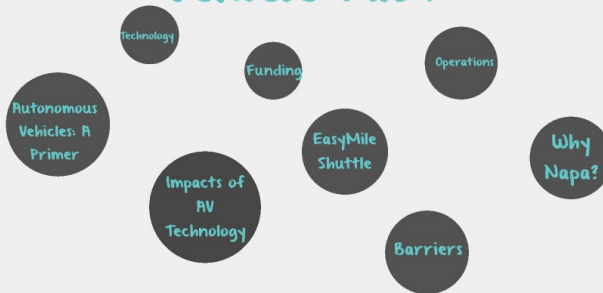
Safety/Liability

Interaction between levels
of AVs

Infrastructure

State/Federal Regulations

Autonomous Vehicle Pilot

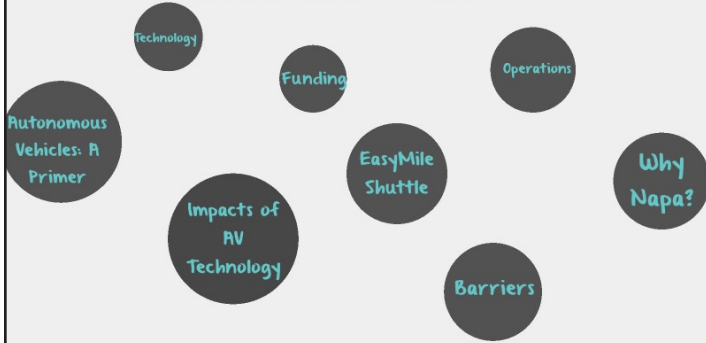


Benefits of a local project

Testing in Downtown Napa allows for the public to get familiarized with innovative technology and put's Napa at the forefront of this new evolution in mobility.

There are a significant number of trips between the hotels, restaurants, Oxbow, and Transit Center. The shuttle would allow for multiple persons to have easy access and to all Downtown has to offer.

Autonomous Vehicle Pilot



Shuttle Specifications



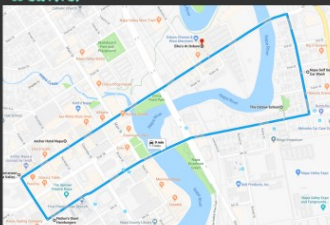
Driverless
100% Electric
Speeds of up to 30 MPH
Accommodates up to 12 people
ADA Accessible
No roadway infrastructure needed

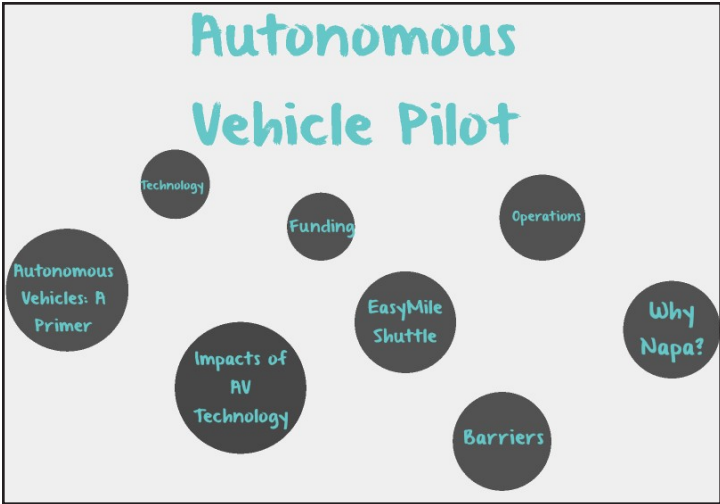
DIMENSIONS:
Length 13.12'
Width 6.56'
Height 9.419'

Proposed Route

Operating Constraints

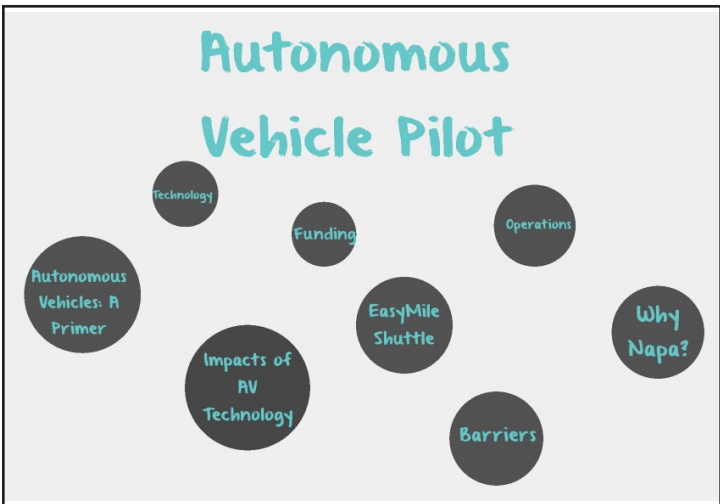
Must operate on a grid pattern
Preferred option is clockwise to avoid left turns
Cannot operate on a state highway
Weather





A diagram titled "Budget for shuttles" in teal. It features a large dark grey circle containing the following text in teal:

- Proposed time frame: 6 months-1 year
- Recommended hours of Operation:
Sunday thru Thursday: 11:00 AM to 8:00 PM
Friday and Saturday, 12:00 PM to 9:00 PM
- Recommended Frequency: 2/3 vehicles; 10-15 minute headways
- Turnkey operations, March implementation
- Cost: approximately \$500k-\$1,000,000



Funding Opportunities

BAAQMD Pilot Grant, \$250k available

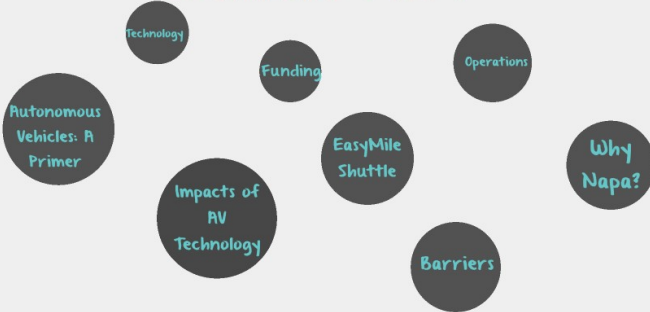
Staff will apply for funds for the current cycle

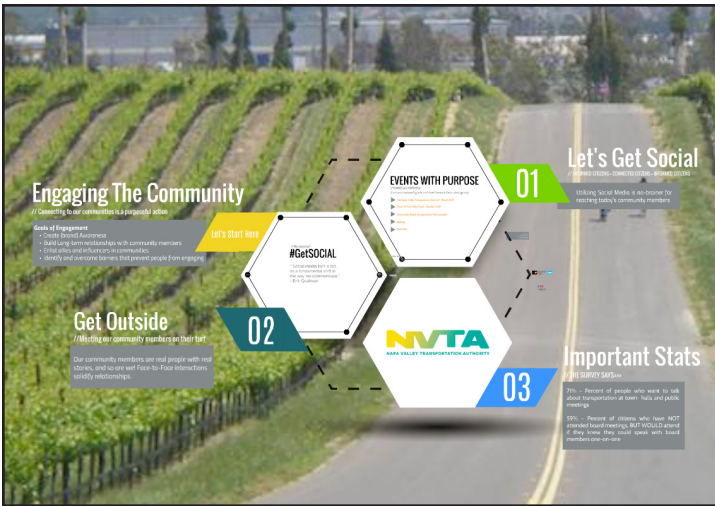
Autonomous Vehicle Pilot

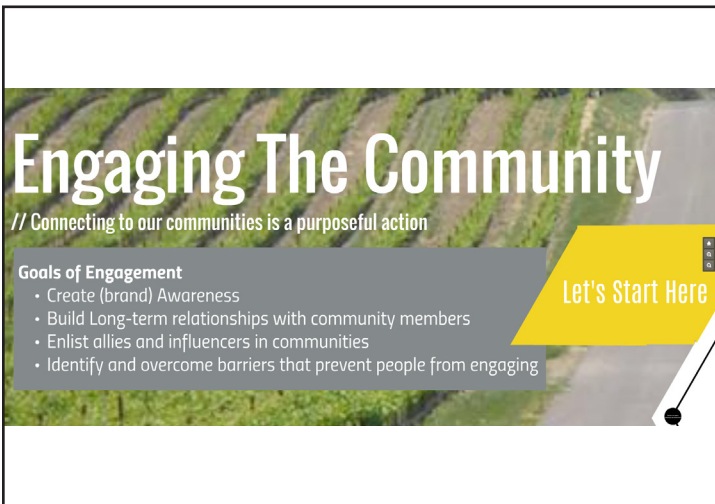


Andrew Chatham
Transdev

Autonomous Vehicle Pilot











01

Let's Get Social

// INFORMED CITIZENS - CONNECTED CITIZENS - INFORMED CITIZENS

Utilizing Social Media is no-brainer for reaching today's community members

// Why should we?

#GetSOCIAL

" Social media isn't a fad, its a fundamental shift in the way we communicate."
- Erik Qualman



The numbers don't lie

In recent survey
Napa Valley residents
confirmed that they rely on social
media as a source of
transportation information





Exploring new ways to reach out and share information

YouTube

- Fun videos that allow citizens to learn and engage at their convenience

vimeo



LIVE

- Giving people the opportunity to take part in events when they can't physically be there

Get Outside

//Meeting our community members on their turf

Our community members are real people with real stories, and so are we! Face-to-Face interactions solidify relationships.

02

//GO WHERE THE PEOPLE ARE
or HOST EVENTS IN THEIR COMMUNITY



EVENTS WITH PURPOSE

// PLANNED and PURPOSEFUL

Start with outreach goals and work towards them strategically

- ▶ The Napa Valley Transportation Summit - March 2019
- ▶ Touch-A-Truck (Bus) Event - October 2018
- ▶ Community Based Transportation Plan outreach
- ▶ BikeFest
- ▶ Earth Day

03

Important Stats





// THE SURVEY SAYS>>>

71% - Percent of people who want to talk about transportation at town halls and public meetings

59% - Percent of citizens who have NOT attended board meetings, BUT WOULD attend if they knew they could speak with board members one-on-one

How can you help?

Let's collaborate!!



You can help by building on the strong relationships you already have with your community members!

Encourage community members to:

- Attend meetings
- Download the apps
- Like NVTA on Facebook
- Follow us on Instagram & Twitter
- Get on the NVTA email list
