

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Thursday, September 1, 2022  
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 California Assembly Bill 361 and Government Code Section 54953, due to the COVID-19 State of Emergency and the recommendations for physical distancing, the Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council (PCC) meeting will be held remotely via Zoom and in person at the JoAnn Busenbark Boardroom located at 625 Burnell Street, Napa, Ca 94559. Members of the public may observe and participate in the meeting from home or in person. The public is invited to participate telephonically or electronically via the methods below:

- 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](mailto: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](mailto: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](mailto:info@nvta.ca.gov) to request a copy of the agenda.

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

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact 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. Public Comment
4. Committee Member Comments
5. Staff Comments

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

## **6. PRESENTATIONS**

### **6.1 Introduction to ADA Ride (Art Hulscher)**

**Recommendation:** Art Hulscher of ADA Ride will provide an overview of ADA Ride.

**Estimated Time:** 10:15 a.m.

## **7. CONSENT AGENDA**

### **7.1 Meeting Minutes of March 3, 2022 Paratransit Coordinating Council Meeting (Kathy Alexander) (Pages 7-9)**

**Recommendation:** PCC action will approve March 3, 2022 PCC minutes.

**Estimated Time:** 10:30 a.m.

**Attachments:** [03-03-22 Draft Minutes.pdf](#)

### **7.2 Meeting Notes of May 5, 2022 Paratransit Coordinating Council Meeting (Kathy Alexander) (Pages 10-11)**

**Recommendation:** The May 5, 2022 Paratransit Coordinating Council Meeting notes are being provided as information only.

**Estimated Time:** 10:30 a.m.

**Attachments:** [05-05-22 Meeting Notes.pdf](#)

### **7.3 Meeting Notes of July 7, 2022 Paratransit Coordinating Council Meeting (Kathy Alexander) (Pages 12-13)**

**Body:** The July 7, 2022 Paratransit Meeting notes are being provided as information only.

**Estimated Time:** 10:30 a.m.

**Attachments:** [07-07-22 PCC Meeting Notes.rtf](#)

## **8. REGULAR AGENDA ITEMS**

### **8.1 Countywide Accessible Transportation Needs Assessment (Diana Meehan) (Pages 14-15)**

**Recommendation:** Staff will provide an overview of the Accessible Transportation Needs Assessment process. Information only

**Estimated Time:** 10:35 a.m.

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

### **8.2 Countywide Vision Zero Plan (Diana Meehan) (Pages 16-18)**

**Recommendation:** Staff will provide an overview of the Countywide Vision Zero Plan process. Information only

**Estimated Time:** 10:40 a.m.

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

### **8.3 Vine Transit Update (Libby Payan) (Pages 19-24)**

**Recommendation:** Staff will provide an update on Vine Transit operations. Information only

**Estimated Time:** 10:45 a.m.

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

## **9. FUTURE AGENDA ITEMS**

## **10. ADJOURNMENT**

### **10.1 Approval of Next Regular Meeting Date of November 3, 2022 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 26, 2022

Kathy Alexander (e-sign) 08-25-2022

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Kathy Alexander, Deputy Board Secretary

## Glossary of Acronyms

<b>AB 32</b>	Global Warming Solutions Act	<b>FAST</b>	Fixing America's Surface Transportation Act
<b>ABAG</b>	Association of Bay Area Governments	<b>FHWA</b>	Federal Highway Administration
<b>ACFR</b>	Annual Comprehensive Financial Report	<b>FTA</b>	Federal Transit Administration
<b>ADA</b>	American with Disabilities Act	<b>FY</b>	Fiscal Year
<b>APA</b>	American Planning Association	<b>GHG</b>	Greenhouse Gas
<b>ATAC</b>	Active Transportation Advisory Committee	<b>GGRF</b>	Greenhouse Gas Reduction Fund
<b>ATP</b>	Active Transportation Program	<b>GTFS</b>	General Transit Feed Specification
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>HBP</b>	Highway Bridge Program
<b>BAB</b>	Build America Bureau	<b>HBRR</b>	Highway Bridge Replacement and Rehabilitation Program
<b>BART</b>	Bay Area Rapid Transit District	<b>HIP</b>	Housing Incentive Program
<b>BATA</b>	Bay Area Toll Authority	<b>HOT</b>	High Occupancy Toll
<b>BRT</b>	Bus Rapid Transit	<b>HOV</b>	High Occupancy Vehicle
<b>CAC</b>	Citizen Advisory Committee	<b>HR3</b>	High Risk Rural Roads
<b>CAP</b>	Climate Action Plan	<b>HSIP</b>	Highway Safety Improvement Program
<b>CAPTI</b>	Climate Action Plan for Transportation Infrastructure	<b>HTF</b>	Highway Trust Fund
<b>Caltrans</b>	California Department of Transportation	<b>HUTA</b>	Highway Users Tax Account
<b>CASA</b>	Committee to House the Bay Area	<b>HVIP</b>	Hybrid & Zero-Emission Truck and Bus Voucher Incentive Program
<b>CBTP</b>	Community Based Transportation Plan	<b>IFB</b>	Invitation for Bid
<b>CEQA</b>	California Environmental Quality Act	<b>ITIP</b>	State Interregional Transportation Improvement Program
<b>CIP</b>	Capital Investment Program	<b>ITOC</b>	Independent Taxpayer Oversight Committee
<b>CMA</b>	Congestion Management Agency	<b>IS/MND</b>	Initial Study/Mitigated Negative Declaration
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program	<b>JARC</b>	Job Access and Reverse Commute
<b>CMP</b>	Congestion Management Program	<b>LCTOP</b>	Low Carbon Transit Operations Program
<b>CalSTA</b>	California State Transportation Agency	<b>LIFT</b>	Low-Income Flexible Transportation
<b>CTA</b>	California Transit Association	<b>LOS</b>	Level of Service
<b>CTP</b>	Countywide Transportation Plan	<b>LS&amp;R</b>	Local Streets & Roads
<b>CTC</b>	California Transportation Commission	<b>LTF</b>	Local Transportation Fund
<b>CY</b>	Calendar Year	<b>MaaS</b>	Mobility as a Service
<b>DAA</b>	Design Alternative Analyst	<b>MAP 21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
<b>DBB</b>	Design-Bid-Build	<b>MPO</b>	Metropolitan Planning Organization
<b>DBE</b>	Disadvantaged Business Enterprise	<b>MTC</b>	Metropolitan Transportation Commission
<b>DBF</b>	Design-Build-Finance	<b>MTS</b>	Metropolitan Transportation System
<b>DBFOM</b>	Design-Build-Finance-Operate-Maintain	<b>ND</b>	Negative Declaration
<b>DED</b>	Draft Environmental Document	<b>NEPA</b>	National Environmental Policy Act
<b>EIR</b>	Environmental Impact Report	<b>NOAH</b>	Natural Occurring Affordable Housing
<b>EJ</b>	Environmental Justice	<b>NOC</b>	Notice of Completion
<b>EPC</b>	Equity Priority Communities	<b>NOD</b>	Notice of Determination
<b>ETID</b>	Electronic Transit Information Displays	<b>NOP</b>	Notice of Preparation
<b>FAS</b>	Federal Aid Secondary		

## Glossary of Acronyms

<b>NVTA</b>	Napa Valley Transportation Authority	<b>SHOPP</b>	State Highway Operation and Protection Program
<b>NVTA-TA</b>	Napa Valley Transportation Authority-Tax Agency	<b>SNTDM</b>	Solano Napa Travel Demand Model
<b>OBAG</b>	One Bay Area Grant	<b>SR</b>	State Route
<b>PA&amp;ED</b>	Project Approval Environmental Document	<b>SRTS</b>	Safe Routes to School
<b>P3 or PPP</b>	Public-Private Partnership	<b>SOV</b>	Single-Occupant Vehicle
<b>PCC</b>	Paratransit Coordination Council	<b>STA</b>	State Transit Assistance
<b>PCI</b>	Pavement Condition Index	<b>STIC</b>	Small Transit Intensive Cities
<b>PCA</b>	Priority Conservation Area	<b>STIP</b>	State Transportation Improvement Program
<b>PDA</b>	Priority Development Areas	<b>STP</b>	Surface Transportation Program
<b>PID</b>	Project Initiation Document	<b>TAC</b>	Technical Advisory Committee
<b>PIR</b>	Project Initiation Report	<b>TCM</b>	Transportation Control Measure
<b>PMS</b>	Pavement Management System	<b>TCRP</b>	Traffic Congestion Relief Program
<b>Prop. 42</b>	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	<b>TDA</b>	Transportation Development Act
<b>PSE</b>	Plans, Specifications and Estimates	<b>TDM</b>	Transportation Demand Management Transportation Demand Model
<b>PSR</b>	Project Study Report	<b>TE</b>	Transportation Enhancement
<b>PTA</b>	Public Transportation Account	<b>TEA</b>	Transportation Enhancement Activities
<b>RACC</b>	Regional Agency Coordinating Committee	<b>TEA 21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>RAISE</b>	Rebuilding American Infrastructure with Sustainability and Equity	<b>TFCA</b>	Transportation Fund for Clean Air
<b>RFP</b>	Request for Proposal	<b>TIP</b>	Transportation Improvement Program
<b>RFQ</b>	Request for Qualifications	<b>TIFIA</b>	Transportation Infrastructure Finance and Innovation Act
<b>RHNA</b>	Regional Housing Needs Allocation	<b>TIRCP</b>	Transit and Intercity Rail Capital Program
<b>RM 2</b>	Regional Measure 2 Bridge Toll	<b>TLC</b>	Transportation for Livable Communities
<b>RM 3</b>	Regional Measure 3 Bridge Toll	<b>TLU</b>	Transportation and Land Use
<b>RMRP</b>	Road Maintenance and Rehabilitation Program	<b>TMP</b>	Traffic Management Plan
<b>ROW (R/W)</b>	Right of Way	<b>TMS</b>	Transportation Management System
<b>RTEP</b>	Regional Transit Expansion Program	<b>TNC</b>	Transportation Network Companies
<b>RTIP</b>	Regional Transportation Improvement Program	<b>TOAH</b>	Transit Oriented Affordable Housing
<b>RTP</b>	Regional Transportation Plan	<b>TOC</b>	Transit Oriented Communities
<b>SAFE</b>	Service Authority for Freeways and Expressways	<b>TOD</b>	Transit-Oriented Development
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	<b>TOS</b>	Transportation Operations Systems
<b>SB 375</b>	Sustainable Communities and Climate Protection Act 2008	<b>TPA</b>	Transit Priority Area
<b>SB 1</b>	The Road Repair and Accountability Act of 2017	<b>TPI</b>	Transit Performance Initiative
<b>SCS</b>	Sustainable Community Strategy	<b>TPP</b>	Transit Priority Project Areas
<b>SHA</b>	State Highway Account	<b>VHD</b>	Vehicle Hours of Delay
		<b>VMT</b>	Vehicle Miles Traveled

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

## Meeting Minutes - Draft Paratransit Coordinating Council (PCC)

Thursday, March 3, 2022

10:00 AM

SEE COVID-19 SPECIAL NOTICE

### 1. Call To Order

Chair Weir called the meeting to order at 10:03 a.m.

### 2.a Roll Call

**Present:** 4 - Doug Weir  
Julie Spencer  
Lisa DeRose-Hernandez  
Tom Collette

**Absent:** 2 - Beth Kahiga  
Betty Rhodes

### 2.b AB 361 Remote Meeting Authorization (Kathy Alexander) *(Pages 8-11)*

Kathy Alexander reported that the Governor's Emergency Order and recommendation from Napa County Public Health remain in place, therefore staff recommends continuing to hold meetings remotely.

**MOTION** by WEIR, **SECOND** by COLLETTE to **APPROVE** holding the March 3, 2022 and May 5, 2020 Paratransit Coordinating Council meetings remotely in accordance with AB 361. Motion was approved with the following vote:

**Aye:**4 - Chairperson Weir, Member Spencer, Member DeRose-Hernandez, and Vice Chair Collette

**Absent:** 2 - Member Kahiga, and Member Rhodes

### 3. Public Comment

None

### 4. Committee Member Comments

Member Spencer announced that she is retiring June 1, 2022.

### 5. Staff Comments

None

## **6. PRESENTATIONS**

### **6.1 Emergency Preparedness and Evacuations Presentation (Leah Greenbaum, County of Napa Office of Emergency Services)**

Leah Greenbaum, County of Napa, Office of Emergency Services, provided a presentation on the County's preparedness plan, emergency response, evacuation plans and its new evacuation communications tool, Zonehaven.

### **6.2 NVTA Project Update (Rebecca Schenck)**

Rebecca Schenck provided an update on NVTA's current projects, including Soscol Junction; Vine Trail - St. Helena to Calistoga; Vine Bus Maintenance Facility; Imola Avenue Park and Ride Improvements; SR 29 American Canyon Project Initiation Document; SR 37 - Interim/Congestion Relief Project; SR 37 Corridor Ultimate Project; and the Napa Valley Forward SR 29 Up Valley intersection improvements.

## **7. CONSENT AGENDA**

### **7.1 Meeting Minutes of March 3, 2022 PCC Meeting (Kathy Alexander) (Pages 12-14)**

Chair Weir noted that correction needed to be made to the date in the title - March 3, 2022 was changed to January 6, 2022.

**MOTION by SPENCER, SECOND by DEROSE-HERNANDEZ to APPROVE the January 6, 2022 PCC Meeting Minutes as presented. Motion passed with the following vote:**

**Aye:** 4 - Chairperson Weir, Member Spencer, Member DeRose-Hernandez, and Vice Chair Collette

**Absent:** 2 - Member Kahiga, and Member Rhodes

## **8. REGULAR AGENDA ITEMS**

### **8.1 Federal Transit Administration Section 5310 Project Recommendation (Rebecca Schenck) (Pages 15-16)**

Rebecca Schenck provided a report on the FTA Section 5310 Project process to date, noting that NVTA and Collabria Care are each submitting an application for vehicles.

**MOTION by COLLETTE, SECOND by WEIR to recommend that the Napa Valley Transportation Authority (NVTA) approve the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program for Napa County and NVTA's grant application. Motion was approved with the following vote:**

**Aye:** 4 - Chairperson Weir, Member Spencer, Member DeRose-Hernandez, and Vice Chair Collette

**Absent:** 2 - Member Kahiga, and Member Rhodes

### **8.2 Vine Transit Update (Libby Payan) (Pages 17-22)**

Libby Payan reported on the Vine Transit services operational performance for the second quarter of Fiscal Year 2021-2022. She also provided an update on the most recent operational and service changes related to the pandemic.

### **8.3 Fare Coordination and Integration Study (Libby Payan) *(Pages 23-132)***

Libby Payan provided an overview of the Metropolitan Transportation Commission's Fare and Coordination Integration Study (FCIS) that included the study's goals, strategies, key findings, recommendations and next steps.

## **9. FUTURE AGENDA ITEMS**

Senior Needs Assessment Update

## **10. ADJOURNMENT**

### **10.1 Approval of Next Regular Meeting Date of May 5, 2022 and Adjournment.**

Chair Weir adjourned the meeting at 11:38 a.m.

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Kathy Alexander, Deputy Board Secretary

## Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

### Meeting Notes - Draft Paratransit Coordinating Council (PCC)

Thursday, May 5, 2022

10:00 AM

REFER TO COVID-19 SPECIAL NOTICE

#### 1. Call To Order

Chair Weir called the meeting to order at 10:04 a.m.

#### 2. Roll Call

Quorum was not met.

Present: 3 - Doug Weir  
Julie Spencer  
Lisa DeRose-Hernandez

Absent: 3 - Beth Kahiga  
Tom Collette  
Betty Rhodes

#### 3. Public Comment

None

#### 4. Committee Member Comments

Member Spencer announced that Maury Robertson, the new Rianda House Executive Director will start May 16. Member Spencer also noted that this was her last PCC meeting as she is retiring at the end of May.

#### 5. Staff Comments

Rebecca Schenck reported that funding for a senior needs assessment has been included in the NVTVA 2022/2023 draft budget. Ms. Schenck will keep the PCC updated throughout the entire process.

## **6. CONSENT AGENDA**

### **6.1 Meeting Minutes of March 3, 2022 Paratransit Coordinating Council Meeting (Kathy Alexander) (Pages 7-9)**

No action was taken as quorum was not met.

## **7. REGULAR AGENDA ITEMS**

### **7.1 Napa Valley Transportation Authority's Biennial Budget for VineGo Americans with Disabilities Act (ADA) Paratransit Services for Fiscal Year 2022-23 (FY23) and Fiscal Year 2023-24 (FY24) (Antonio Onorato) (Pages 10-16)**

Antonio Onorato provided a presentation on the Fiscal Years 2022/2023 and 2023/2024 NVRTA budget, with an emphasis on the Vine Transit Services items. He invited the PCC to provide comment.

### **7.2 Vine Transit Operations Fiscal Year 2021-22 (FY21-22) Quarter 3 Update (Libby Payan) (Pages 17-23)**

Libby Payan provided a presentation on Vine Transit Operations for the third quarter of fiscal year 2021-2022 that included updates on ridership statistics, new electric buses, and potential schedule changes for June and August.

## **8. FUTURE AGENDA ITEMS**

- Recognition of Julie Spencer's and Beth Kahiga's service on the PCC
- March 3, 202 Meeting Minutes
- Senior Needs Assessment Update

## **10. ADJOURNMENT**

### **10.1 Approval of Next Regular Meeting Date of July 7, 2022 and Adjournment.**

Chair Weir adjourned the meeting at 10:58 a.m.

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Kathy Alexander, Deputy Board Secretary

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

## Meeting Notes - Draft Paratransit Coordinating Council (PCC)

JoAnn Busenbark Board Room

Thursday, July 7, 2022

10:00 AM

### 1. Call To Order

Chair Weir called the meeting to order at 10:01 a.m.

### 2. Roll Call

**Present:** 4 - Doug Weir  
Beth Kahiga  
Lisa DeRose-Hernandez  
Tom Collette  
**Absent:** 1 - Betty Rhodes

### 3. Public Comment

Public comment provided by Justin Hole.

### 4. Committee Member Comments

Chair Weir expressed his appreciation to Member Kahiga and Member Spencer for their service on the PCC.

### 5. Staff Comments

None

### 6. PRESENTATIONS

#### 6.1 Certificates will be presented to the following outgoing members in recognition of their service on the PCC:

**Julie Spencer, 2014-2022**  
**Beth Kahiga, 2003-2022**

Rebecca Schenck presented certificates of appreciation to Member Kahiga and Member Spencer for their long term service, and their contributions for improving public transit access for all Vine and VineGo riders.

#### 6.2 NVTA Marketing: What Lies Ahead (Valerie Walston)

Valerie Walston provided an overview of NVTA's marketing plan that included priorities, strategies and upcoming projects.

## **7. CONSENT AGENDA**

### **7.1 Meeting Minutes of March 3, 2022 Paratransit Coordinating Council Meeting (Kathy Alexander) (Pages 7-9)**

At this point in the meeting there was not a quorum, therefore, the March 3, 2022 Meeting Minutes were continued to the September 1, 2022 meeting.

### **7.2 Meeting Notes of May 5, 2022 Paratransit Coordinating Council (PCC) Meeting (Kathy Alexander) (Pages 10-11)**

## **8. REGULAR AGENDA ITEMS**

### **8.1 Vine Transit Services Update (Rebecca Schenck) (Pages 12-14)**

Rebecca Schenck provided an overview of the Vine Transit schedule that was implemented on June 19, 2022 as well as upcoming service changes starting August 14, 2022.

## **9. FUTURE AGENDA ITEMS**

- Accessibility needs for seniors update
- March 3, 2022 Meeting Minutes

## **10. ADJOURNMENT**

### **10.1 Approval of Next Regular Meeting Date of September 1, 2022 and Adjournment.**

Chair Weir adjourned the meeting at 10:45 a.m.

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Kathy Alexander, Deputy Board Secretary



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## NAPA VALLEY TRANSPORTATION AUTHORITY PCC Agenda Letter

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**TO:** Paratransit Coordinating Council  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Senior Planner  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Countywide Accessible Transportation Needs Assessment

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

Seniors are one of the fastest growing populations in Napa County. As the senior population increases, so does the need for improved transportation options that best serve them. The Napa Valley Transportation Authority (NVTA) will address transportation needs for seniors and individuals with disabilities in Napa Valley by initiating an Accessible Transportation Needs Assessment. The study will identify barriers to mobility for seniors and individuals with disabilities throughout Napa County, to create recommendations for achieving equitable and improved transportation options for these populations.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **BACKGROUND**

In late 2019, NVTA staff and representatives from multiple organizations representing the senior and disabled community met to discuss gaps in transportation options throughout the county and potential solutions to improve mobility for these populations. NVTA agreed to work with the county to identify these gaps through a comprehensive countywide transportation needs assessment specific to seniors and disabled community members. Progress towards the assessment was delayed with challenges during the COVID-19 pandemic and funding challenges.

In March 2022, the County of Napa Commission on Aging held a Transportation Needs Summit in Yountville and invited representatives from multiple organizations to resume discussions in preparation for a countywide transportation needs assessment.

The discussion identified that transportation is often a primary topic of conversation among seniors countywide within various organizations. The summit attendees also discussed that transportation is a collective problem, and not the burden of a single entity. It was decided that NVTA will take the lead role in the countywide Accessible Transportation needs assessment with robust stakeholder participation.

The Countywide Accessible Transportation Needs assessment will include, but not be limited to:

- Identification and analysis of all existing services and programs
- Evaluation of gaps in marketing and communications strategies for services
- Identification of transportation needs and gaps specific to seniors and individuals with disabilities
- Development of transportation service alternatives and programs
- Analysis of alternatives and programs with feasibility assessment
- Development of vision, goals, objectives, policies with actions and funding plan
- Comprehensive community outreach and feedback assessment

NVTA has released the Scope of Work to on-call planning consultant teams and plans to take the work authorization to the NVTA Board in September for approval. The project will kick-off in early October.

## **ATTACHMENTS**

None



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## NAPA VALLEY TRANSPORTATION AUTHORITY PCC Agenda Letter

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**TO:** Paratransit Coordinating Council  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Senior Planner/Program Administrator  
(707) 259-8327/ Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Countywide Vision Zero Plan

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

Vision Zero is a transportation system safety strategy to eliminate fatal and severe injury crashes on roadways. Sweden is credited as the first nation to introduce the concept in the 1997, when severe and fatal injuries had soared to historically high levels. Sweden and several other countries have achieved significant success improving safety through this strategy. Vision Zero is now widely accepted among U.S. Federal, State and Regional Transportation Departments, and local cities nationwide. The Vision Zero strategy identifies traffic safety as the highest priority for the design and operation of the transportation system, and views traffic fatalities and severe injuries as unacceptable and preventable.

Several funding sources are now requiring adoption of roadway safety plans or Vision Zero plans in order to ensure funding for transportation projects that prioritize safety for all road users. NVRTA is releasing a scope of work to its on-call planning consultants for a Countywide Vision Zero plan to be completed no later than November 2023 in order to meet requirements for several transportation funding programs, in particular the One Bay Area Grant, Cycle 3 (OBAG-3). This planning effort will assist in identifying and prioritizing safety projects and programs countywide in preparation for grant funding opportunities to make transportation safety improvements that will help achieve the goal of zero serious and fatal injuries countywide by 2030.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

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## **BACKGROUND AND DISCUSSION**

The concept of Vision Zero although not new, was introduced in NVTAs planning efforts during the development of the first Countywide Pedestrian Plan in 2016, and again with the update of the Countywide Bicycle Plan (2019). In June 2020, the Metropolitan Transportation Commission (MTC) adopted the first Regional Vision Zero policy under Resolution 4400 and formed a Vision Zero working group to advance regional Vision Zero safety efforts. In keeping with the advancement of safety goals nationally, regionally and locally, a more detailed description and commitment towards Vision Zero was included in the Countywide Transportation Plan, Advancing Mobility 2045 (CTP-2021) and is one of the objectives under the safety goal in the plan. The CTP safety goal states; “Improve system safety to support all modes and serve all users.” This CTP goal is supported by these five objectives, which includes Vision Zero:

- Design roadways and other transportation facilities to enhance coexistence of all modes
- Educate all road users so they may safely co-exist
- Work with Napa jurisdictions to adopt safety strategies such as *Vision Zero* that address their needs and requirements
- Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the ordinance to benefit all transportation modes
- Promote projects that expand travel options for cyclists and pedestrians as well as those projects that reduce congestion and improve safety for vehicles, pedestrians and cyclists

Meeting these safety objectives, and to advance Vision Zero countywide will require a cooperative, multi-sector, multi-jurisdictional effort, using what is known as the “Safe System” approach (Attachment 1). The Safe System approach addresses the safety of all road users and prioritizes roadway safety through acknowledgment of these six principles:

1. Death and serious injury is unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

Why Vision Zero? Why now?

Severe injuries and fatalities have been on a steady rise on roadways, especially among pedestrians. The 2022 Report “Dangerous by Design”

(<https://smartgrowthamerica.org/wp-content/uploads/2022/07/Dangerous-By-Design-2022-v3.pdf>) published by the Complete Streets Coalition and Smart Growth America indicates a 62% increase in U.S. pedestrian fatalities over a 10-year period (2009-2020), and provisional numbers for 2021 show the trend continuing. A five-year query for fatal and severe collisions for all jurisdictions in Napa County (2016-2021) through the Transportation Injury Mapping System/Statewide Integrated Traffic Records System (TIMS/SWITRS) showed a total of 532 crashes resulting in 98 fatalities, and 691 severe injuries. Fifty-six (56) of these victims were under the age of 18. NVTA wants to advance Vision Zero with support of local partners to create the reversal of this trend.

To advance the goal of improving roadway safety for all modes countywide, and to support the requirement under multiple grant funding programs, NVTA with the assistance of a consultant with expertise in safety planning, will develop a Countywide Vision Zero plan over the next year. This effort will be data-driven, and complement recent Local Roadway Safety Plans (LRSP) completed by the County and City of Napa and the City of American Canyon, and will help meet safety plan requirements for upper valley communities without an LRSP.

Meeting requirements for funding is important, but the ultimate goal of this planning effort is to improve roadways to the highest level of safety and reach the goal of reducing roadway fatalities and serious injuries to zero by 2030. The Federal Highway Transportation Agency (FHWA) has determined that nearly 40% of severe and fatal roadway collisions take place on local roads, and is encouraging local stakeholders to use data-driven, proven approaches to affect change, which is the primary goal of this effort.

#### **Countywide Vision Zero Plan Timeline (tentative)**

<b>DATE</b>	<b>TASK</b>
August 2022	Release Request for Task Proposal to on-call planning teams
Sept 2022	Vision Zero overview –NVTA Committees/Select consultant
Oct. 2022	Approve Work Authorization –NVTA Board
Oct.-Dec. 2022	Assemble project team/stakeholder work group/Data collection
Jan.-March 2023	Data analysis, identify High Injury Network Mapping/LRSP Review
April-June 2023	Public outreach/Evaluation of Existing Conditions/Strategy development
July-Sept. 2023	Draft Vision Zero Action Plan Review
Oct.-Nov. 2023	Final Plan Adoption

#### **ATTACHMENT**

- 1) FHWA Safe Systems Approach Brochure



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## NAPA VALLEY TRANSPORTATION AUTHORITY

### Paratransit Coordinating Council Agenda Memo

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**TO:** Paratransit Coordinating Council (PCC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Libby Payan, Senior Program Planner/Administrator  
(707) 259-8782 / Email: [lpayan@nvta.ca.gov](mailto:lpayan@nvta.ca.gov)  
**SUBJECT:** Vine Transit Update

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#### **RECOMMENDATION**

Information only. This report will provide an update on the operational performance for Vine Transit services and future schedule changes.

#### **FISCAL IMPACT**

Is there a Fiscal Impact? No

#### **BACKGROUND**

*New Schedule (August 14, 2022)*

Staff implanted some minor service changes that commenced on Sunday August 14, 2022. The following routes changed their timetables:

- Route E
- Route S
- Route 29

After surveying Route 29 riders and receiving feedback, staff re-instated the first Route 29 trip leaving the Redwood Park and Ride at 4:30am and eliminated the 5:00am departure in its place.

Route E altered its schedule to accommodate the start of the new school year for Camille Creek Community School, which is where most of the Route E ridership stems from.

Route S added one earlier trip that departs from the Soscol Gateway Transit Center at 5:15 am to allow riders to make a connection earlier than 6:00 am to the Imola Park and Ride where Routes 29 and 11X will begin serving in the next few months.

In addition to these timetable modifications, the American Canyon & St. Helena school trips have resumed since the school year has commenced.

The most significant service change was making Route W in the City of Napa bi-directional, meaning that it operates in both a clockwise and counterclockwise direction. Staff had previously reported that the Route W would serve Silverado Middle school in the morning and afternoon. However, staff met with school district officials who notified us that they surveyed students and have plans in place to bus in students to Silverado Middle School that previously attended Harvest Middle School. If the school district feels that a transit bus would be warranted, they will notify us.

### *Future Service Changes*

Some future service changes staff are still considering:

- Creating a new stop along Route 11 that will serve the Napa-Vallejo Flea market in American Canyon on Sundays
- Re-routing Routes 29 and 11X to serve the newly constructed Imola Park & Ride instead of the Soscol Gateway Transit Center to streamline service

### *Electric Buses Update*

Four out of the five electric BYD buses ordered are currently at the maintenance facility, located at 720 Jackson Street. The fifth bus remains at the BYD manufacturing facility in Lancaster, CA, where the manufacturer is currently waiting for parts to be delivered to modify the driver barrier to fit around the farebox. Those parts are expected to arrive soon and staff currently estimates the fifth bus will arrive in Napa in September.

NVTA has not deployed the four buses in Napa into revenue service yet. Transdev staff, including management, drivers and mechanics, recently received training from BYD on how to operate, maintain and fix the buses the week of August 8th. Now that all the training modules are complete, staff will deploy the buses to St. Helena, Yountville and the City of Napa for service very soon. Since the buses are nearly ready for deployment, ribbon-cutting ceremonies have been scheduled for the following dates & times:

Table 1. Ribbon Cutting Ceremonies

<b>Bus</b>	<b>Date</b>	<b>Time</b>	<b>Location</b>
Yountville Bee Bus	Tuesday September 20, 2022	1:30pm – 2:30pm	Location: Yountville Town Hall
St. Helena Butterfly Bus	Thursday September 22, 2022	10:00am – 11:00am	Location: TBD

Invitations for these ribbon-cutting ceremonies will be sent to each jurisdiction.

In addition to the five BYD electric buses nearly ready for commissioning, two Proterra electric buses are also on order. They are currently being assembled at Proterra's plant

with a current estimated shipping date of early fall 2022. Drivers, maintenance, and other Transdev employees have already begun to receive training on these new buses.

On August 16, the Federal Transit Administration officially announced that NVTA received a federal Low-No grant in the amount of \$6,341,892 for six new additional electric buses. These new six new electric buses will most likely perform local routes in the City of Napa.

Electric Bus Infrastructure: Two chargers are currently available at the maintenance yard in the City of Napa and the Yountville and are ready for use once the new electric buses go into service. The St. Helena charger will be ready for use once a new electrical panel is installed. NVTA staff is also working with City of American Canyon staff to install two chargers at their maintenance yard. These chargers would work with the two Proterra electric buses.

*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 2 shows an overall 75% increase in ridership from 18,453 to 32,348 in the City of Napa during the fourth quarter of FY 2020-21 compared to the fourth quarter of FY 2021-22. This large increase follows the same trend as most other services. The increases across most services can be attributed to the lifting of most COVID restrictions and the natural increases that warmer weather and the summer months bring to transit ridership.

*Table 2: City of Napa– Comparing Q4 of FY21 & FY22*

	<b>FY 20/21</b>	<b>FY 21/22</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Total</b>	18,453	32,348	75.30%	13,895

Table 3 also indicates an increase in ridership on the regional and express routes (10, 11, 21 and 29). There was a 21.53% increase in the fourth quarter between fiscal years 2020-21 and 2021-22. Route 11 showed the largest percentage increase in ridership (27.77%) of all of the regional and express routes.

*Table 3: Routes 10, 11, 11X, 21 and 29 Ridership – Comparing Q4 of FY21 & FY22*

	<b>FY 20/21</b>	<b>FY 21/22</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Route 10</b>	27,961	33,273	19.00%	5,312
<b>Route 11</b>	24,136	30,839	27.77%	6,703
<b>Route 11X</b>	N/A	1,213	-	1,213
<b>Route 21</b>	4,845	4,114	-15.09%	-731
<b>Route 29</b>	8,078	9,581	18.61%	1,503
<b>Total</b>	<b>65,020</b>	<b>79,020</b>	<b>21.53%</b>	<b>14,000</b>

Table 4 shows the ridership patterns on the four community shuttles. The combined ridership is up 47.28% 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 with the exception of the Yountville Trolley, which remains low due to the Yountville Veterans home being closed for transit and continued maintenance issues with the trollies.

*Table 4: Community Shuttles– Comparing Q4 of FY21 & FY22*

	<b>FY 20/21</b>	<b>FY 21/22</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Calistoga Shuttle</b>	2,923	3,688	26.17%	765
<b>St. Helena Shuttle</b>	1,121	1,392	24.17%	271
<b>Yountville Trolley</b>	1,553	1,130	-27.24%	-423
<b>American Canyon Transit</b>	1,932	4,879	152.54%	2,947
<b>Total</b>	<b>7,529</b>	<b>11,089</b>	<b>47.28%</b>	<b>3,560</b>

VineGo ridership is significantly rebounding (134.85%) compared to the same time period last year as shown in Table 5. This large increase in ridership can be attributed to the lifting of many COVID restrictions and the re-opening of various senior programs at Clinic Ole, Collabria Care, the Senior Center, etc.

*Table 5: VineGo Ridership – Comparing Q4 of FY21 & FY22*

	<b>FY 20/21</b>	<b>FY 21/22</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>VineGo</b>	1,033	2,426	134.85%	1,393

Tables 6, 7 and 8, compare the third quarter of FY 2021-22 to the fourth quarter of FY 2021-22 to provide additional context on ridership during the COVID-19 pandemic. Table 6 shows an overall increase of 13.79% in ridership in the City of Napa on the fixed routes.

*Table 6 City of Napa Ridership – Comparing Q3 of FY22 & Q4 of FY22*

	<b>Q3 FY 22</b>	<b>Q4 FY 22</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Napa Local On-Demand</b>	4,653	4,572	-1.74%	-81
<b>Route N</b>	12,296	15,519	26.21%	3,223
<b>Route S</b>	4,352	4,204	-3.40%	-148
<b>Route W</b>	6,351	7,042	10.88%	691
<b>Route E</b>	777	1,011	30.12%	234
<b>Total</b>	<b>28,429</b>	<b>32,348</b>	<b>13.79%</b>	<b>3,919</b>

Ridership increased over the prior quarter on all of the regional and express routes by 19.97% as seen in Table 7. Route 11X shows the largest increase at 67.08%, however, Route 11X service was temporarily suspended for a few weeks in January-February during an emergency schedule change due to the driver shortage during the winter COVID surge. Therefore, it is to be expected that the Q3 ridership is significantly lower than the Q4 ridership. Route 21 remained relatively stagnant, showing a slight increase of 1.56%

*Table 7: Routes 10, 11, 21 & 29 Ridership – Comparing Q3 of FY22 & Q4 of FY22*

	<b>Q3 FY 22</b>	<b>Q4 FY 22</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Route 10</b>	27,353	33,273	21.64%	5,920
<b>Route 11</b>	26,037	30,839	18.44%	4,802
<b>Route 11X</b>	726	1,213	67.08%	487
<b>Route 21</b>	4,051	4,114	1.56%	63
<b>Route 29</b>	7,698	9,581	24.46%	1,883
<b>Total</b>	<b>65,865</b>	<b>79,020</b>	<b>19.97%</b>	<b>13,155</b>

For the community shuttles, ridership increased on almost all services compared to the fourth quarter of the previous fiscal year as seen in Table 8 with the exception of the Yountville Trolley.

*Table 8: Community Shuttles– Comparing Q3 of FY22 & Q4 of FY22*

	<b>Q3 FY 22</b>	<b>Q4 FY 22</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>Calistoga Shuttle</b>	3,071	3,688	20.09%	617
<b>St. Helena Shuttle</b>	1,250	1,392	11.36%	142
<b>Yountville Trolley</b>	1,359	1,130	-16.85%	-229
<b>American Canyon Transit</b>	4,181	4,879	16.69%	698
<b>Total</b>	9,861	11,089	12.45%	1,228

VineGo ridership increased significantly by 95.33% when compared to the previous quarter of the current fiscal year as seen in Table 9. NVTA has been experiencing an uptick in VineGo applications and renewals over the last 3-4 months, therefore staff expects these higher ridership figures to continue as long as senior programs and activities around the Valley continue to operate.

*Table 9: VineGo Ridership – Comparing Q3 of FY22 & Q4 of FY22*

	<b>Q3 FY 22</b>	<b>Q4 FY 22</b>	<b>% Difference</b>	<b>Numerical Difference</b>
<b>VineGo</b>	1,242	2,426	95.33%	1,184

While ridership in Q4 FY 22 is much higher than previous quarters, ridership is still well below pre-COVID levels. Table 10 shows Q4 over the past four fiscal years and shows ridership still down -54% from FY 19 pre-COVID levels so additional ridership growth is still necessary to get closer to pre-COVID ridership levels.

*Table 10: Ridership – Comparing Q4 of FY 22, FY 21, FY 20 and FY 19*

	Q4 FY 21/22	Q4 FY 20/21	Q4 FY 19/20	Q4 FY 18/19
Fixed Route	106,796	70,179	66,104	246,021
Demand Response	18,087	21,856	11,778	27,349
Total	124,883	92,035	77,882	273,370

The final table (Table 11) shows the on-time performance for the nine fixed route services that NVRTA is currently operating. Most routes are showing acceptable levels of on-time performance with the exception of Route W. Staff believes the low on-time performance of 33% is due to a data error in the CAD/AVL schedule and will have it remedied with the current August 14, 2022 schedule.

*Table 11: On-Time Performance for Q4 of FY22*

	<b>On-Time</b>	<b>Late</b>	<b>Early</b>
<b>Route N</b>	61.00%	9.00%	30.00%
<b>Route S</b>	63.00%	19.00%	18.00%
<b>Route W</b>	33.00%	50.00%	16.00%
<b>Route E</b>	58.00%	32.00%	11.00%
<b>Route 10</b>	54.00%	14.00%	33.00%
<b>Route 11</b>	54.00%	12.00%	34.00%
<b>Route 11X</b>	56.00%	12.00%	32.00%
<b>Route 21</b>	50.00%	25.00%	24.00%
<b>Route 29</b>	45.00%	32.00%	23.00%
<b>Average</b>	52.67%	22.78%	24.56%

**ATTACHMENTS**

None