

NVTA

NAPA VALLEY TRANSPORTATION AUTHORITY

2021 ANNUAL REPORT





**SOSCOL GATEWAY
TRANSIT CENTER**

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ABOUT

NVTA serves as the countywide transportation planning agency for the incorporated and unincorporated areas within Napa County and is responsible for programming State and Federal funding within an intermodal policy framework including highways, streets, and roads; transit and paratransit; and bicycle and pedestrian network improvements. NVTA also provides fixed route and on-demand transit services in Napa County, including Vine Transit in Napa, regional and express bus services, American Canyon Transit, Calistoga Shuttle, Yountville Trolley, St. Helena Shuttle, and VineGo paratransit services.



LETTER FROM THE CHAIR

What a year 2021 was for transportation and transit in Napa County. While it has been a challenging period since the pandemic began for NVTA and all transit agencies across the state, there are many reasons to be proud. The following report will go in detail on all the accomplishments and progress NVTA has made to address many transportation and transit issues in the county we call home. As the Metropolitan Transportation Commission (MTC) Chair, I have had a unique opportunity to put our local needs at the forefront, which has yielded additional resources for Napa County. MTC is the Bay Area's regional transportation planning agency and is charged with funding transportation projects and transit throughout the Bay Area.

As MTC Chair, I was able to work with MTC and NVTA staff to bring \$8 million in new resources as part of the Napa Valley Forward program for intersection improvements at SR 29 and Rutherford Road, Oakville Cross Road, and Madison Street in Yountville. The projects are in the very preliminary design and environmental phases, and the "quick strike" funds will cover the pre-construction phases and some of the construction for potential roundabouts and other improvements to make the intersections safer and to improve traffic along SR 29. NVTA staff are currently working on bringing in the remaining \$22 million needed from federal competitive grants. The NVTA/MTC project team are evaluating improvements that will:

- minimize impacts on local businesses and property owners,
- make intermodal improvements to make connections to crossroads safer for all users, and
- improve traffic conditions along the corridor.

The incredible staff at NVTA was also able to pull together funding for the Soscol Junction Project (SR 29/SR 221), the Calistoga to St. Helena Vine Trail Project, the Vine Bus Maintenance Facility, and Imola Park and Ride. Two of the projects are underway, and the Soscol Junction and Vine Trail projects are scheduled to break ground in the coming months. These projects have taken years to develop, and it is rewarding to see our efforts come to fruition.

In my role as MTC Chair, I have had the opportunity and honor to work with the Bay Area transit managers, cities and counties, and other stakeholders to rebuild and reimagine what a post-pandemic transit system should be. The goal is to improve connectivity and create a seamless experience to bring riders back and regrow interest in transit. Everyone should expect real and impactful, positive changes to transit in the Bay Area in the coming years.

I applaud the efforts of the NVTA team and look forward to seeing these projects at the local and regional levels in action.

Alfredo Pedroza
Chair, NVTA Board of Directors



LETTER FROM THE EXECUTIVE DIRECTOR

In a year marked by recovery and resilience, 2021 ended on a positive note. The last half of the year saw a huge leap forward for several large projects. While funding is always a major challenge to see through transportation projects, the year brought a flurry of legislative activity, and, with it, sorely needed funding.

The Infrastructure Investment and Jobs Act is commonly referred to as the Bipartisan Infrastructure Law (BIL). It will continue existing transit programs; modernize transit; expand public transit options; replace thousands of deficient transit vehicles and buses with zero-emission vehicles; and improve accessibility for the elderly and people with disabilities. The BIL strongly invests in our nation's infrastructure and shapes the future of public transportation. These bold investments in public transportation will tackle climate change, advance equity, meet growing and evolving mobility demands, and create jobs.

Significant new funding opportunities became available in 2021:

- The BIL created the new Rural Surface Transportation program that pumps \$2 billion into rural roads and bridge improvements and \$12.5 billion to bridge upgrades.
- The U.S. Department of Transportation will distribute \$1.5 billion in grant opportunities to help communities modernize infrastructure.

At the state level, Governor Newsom is making billions of dollars available for zero-emission vehicles and infrastructure. NVTA has already procured seven zero-emission vehicles and hopes to transition to a fully electric fleet prior to the California Air Resources Board Innovative Clean Transit mandate.

Transportation contributes almost 30% of greenhouse gas emissions (GHGs) in America, making transportation the primary source of GHG emissions. NVTA shares federal and state commitments to do everything we can to reduce releasing GHGs into the environment. NVTA has numerous projects on the horizon, all of which are designed to cut congestion, improve reliability, and provide viable alternatives to the public that also reduce GHGs. Funding for these projects is key. NVTA will continue to pursue opportunities to finance projects that improve mobility for Napa Valley residents and visitors, while creating positive impacts on the environment.

“NVTA shares federal and state commitments to do everything we can to reduce releasing greenhouse gases into the environment.”

A handwritten signature in black ink, appearing to read 'Kate Miller', with a long horizontal flourish extending to the right.

Kate Miller
NVTA Executive Director

VINE TRANSIT BUS MAINTENANCE FACILITY



In November 2021, NVTA closed on a loan from the U.S. DOT's Transportation Infrastructure Finance and Innovation Act (TIFIA). This is only the third loan approved nationwide by TIFIA's Rural Project Initiative (RPI). The Department of Transportation provides financing for RPI and other surface transportation infrastructure through the federal Build America Bureau (BAB).

This loan for \$19,917,401 is on a 35-year fixed interest rate of 1.01%. It totals 49% of the construction costs of the new Vine Bus Maintenance Facility. NVTA plans to pay back the loan using existing revenues over a 30-year period.

The Vine Bus Maintenance Facility has received the following funds:

- TIFIA Loan: \$19,917,401
- Transportation Development Act: \$9,219,573
- Federal Transit Administration grants: \$5,328,977
- Loan from the Bank of Marin: \$5,000,000
- SB1 Local Partnership Program: \$1,100,000
- SB1 State of Good Repair: \$83,872

The total cost of the project is \$40,649,823.



Current construction (March 2022)



S O S C O L JUNCTION



Current conditions at Soscol Junction

The Napa Valley Transportation Authority received a \$25 million grant to improve the intersection of Highways 29 and 221 at south Napa County's Soscol Junction. These funds come from the competitive Senate Bill 1 (SB 1) Solutions for Congested Corridor (SCC) program.

Twenty-one projects were submitted for the grant, and Soscol Junction ranked the second highest in priority since the project will greatly combat congestion without increasing capacity on the State Highway system. Most notably, the Project will reduce vehicle hours of traffic delay by 90% and CO2 emissions by a staggering 94,000 tons over the next 20 years.

This \$25 million grant will match a mix of funds from the State Transportation Improvement Program, Local Partnership Program, and local developer fees to fully fund the \$50 million project.

Soscol Junction has long been NVTAs most needed transportation improvement. The Project will replace the traffic signal with a north-south free-flowing overpass on Highway 29. It will also include double roundabouts at-grade to allow for turning movements in all directions for all modes.

Design has been completed and bids have been received. The next step will be to break ground in spring 2022.



Proposed improvements at Soscol Junction



IMOLA PARK & RIDE

In partnership with Caltrans, the Napa Valley Transportation Authority broke ground on the Imola Park & Ride Project in September 2021.

This project includes constructing and installing:

- Northbound and southbound bus pullouts and platforms, with acceleration and deceleration lanes, on SR 29;
- Pedestrian walkways and lighting throughout;
- Sidewalk and bicycle facilities on the south side of Imola Avenue;
- Traffic signal improvements for bus and pedestrian access;
- Sheltered waiting areas;
- Wayfinding and transit information;
- New pavement at the Park & Ride facility; and
- Electric vehicle charging stations.

The project will create a timesaving for Vine express bus riders. Riders will experience significantly reduced travel times to and from the El Cerrito Del Norte BART station by bypassing the City of Napa and the Soscol Gateway Transit Center. Additionally, these improvements will create a more walkable and bikeable environment, while improving the overall aesthetics of the otherwise busy traffic area.

The Park & Ride lot at Golden Gate Drive will receive a major face lift, which will include a complete reconstruction of the pavement, new electric vehicle charging stations, lighting, bike lockers, and improved access.

Construction is expected to be completed by Summer 2022. This project is estimated to cost \$4 million in federal, state, and local funds.



Breaking ground on the Imola Park & Ride construction project (September 2021)

NAPA VALLEY FORWARD

The Napa Valley Transportation Authority is working with the Metropolitan Transportation Commission (MTC) to improve three up-valley intersections. MTC committed \$8 million to complete the pre-construction phases of the project and a portion of the construction costs. The project is located at the intersections of SR 29 and Madison Street, Oakville Cross Road, and Rutherford Road. Improvements will consist of compact roundabouts, traffic signals, and/or traffic calming to improve traffic operations and safety for all modes, including bicycles and pedestrians.

This project is expected to substantially reduce crashes, promote lower speeds, and reduce conflict points, meeting a wide range of traffic conditions.

NVTA received public input on the project from local residents and stakeholders. Roundabouts were preferred by those in attendance.

Overall, participants at these community meetings expressed common themes:

- Participants have used roundabouts and are comfortable using them.
- Participants agreed that roundabouts would reduce congestion and improve safety.
- Participants recognized the safety offered by roundabouts.

NVTA will conduct additional outreach as the project moves through the environmental phase and a preferred alternative is selected. The Napa Valley Forward team is working on design refinements. Construction could begin as soon as 2023.



Project rendering of roundabouts at the intersection of SR 29 and Rutherford Road

VINE TRANSIT ROUTES

Public Transit: Coming Back from COVID-19

The headlines of 2021, like those of 2020, were dominated by global and unimaginable sadness and grief brought on by the pandemic. But the positive and forward-thinking staff of the Napa Valley Transportation Authority were determined to find a rainbow in the storm.

In 2021, NVTA embraced two major themes: support the needs of the community and innovate the Vine Bus transit system.



Helping the Community

As families were forced out of work and faced unfamiliar financial crises due to the pandemic, NVTA stepped in to help. Vine bus drivers delivered groceries to those who lacked transportation and to community members who are disabled or caring for someone in need.

Feeding the community:

- For seven months, Vine Transit provided food service for ParentsCAN's care for families who have children with a wide range of disabilities (19 delivery days, averaging 30 households a month)
- For eight months, Vine Transit provided food service to the City of American Canyon (11 delivery days, averaging 15 households a month)

Innovating Transit

The pandemic shut down transit worldwide. People were fearful of becoming sick; they began working from home and stopped commuting to central business districts. As public transportation demands changed, NVTA was able to revolutionize the way it served people throughout the Valley.

NVTA saw empty buses as an opportunity. "The thing about strange times is that they allow for experimentation and innovation," said NVTA Director Miller.

NVTA altered its local routes in the City of Napa and pivoted to stop-to-stop on-demand service. This allowed passengers to book rides on the Ride The Vine mobile app. The app also lets riders monitor bus arrival and destination times.



After a year into the pandemic, people were more willing and eager to leave their homes and return to normal activities. By this time, NVTA was armed with a year of invaluable data about riders and their needs from the on-demand transit experiment. The Vine bus was poised to return to service: it established four new fixed bus routes, while keeping its popular on-demand service in certain zones.

"Combined, the on-demand and fixed bus routes are perfect complements to fulfill the transit needs of Napa Valley residents and visitors, especially in a time when it is difficult to recruit bus drivers and other workers," explains Director Miller.

MEASURE T

On November 6, 2012, the voters in Napa County approved the Napa Countywide Road Maintenance Act, known as Measure T. This transportation-related measure is a 1/2-cent sales tax expected to generate about \$500 million over 25 years. Revenue from Measure T goes to reconstruction and rehabilitation of local streets and roads, as well as improvements within the roadway like sidewalks, ADA ramps, curbs, and gutters.

Local jurisdictions provide regular updates to the Independent Taxpayer Oversight Committee (ITOC) on their progress.

\$22,299,082
Total Measure T revenue

12
Number of Measure T projects completed

Highlighted below are some of the projects completed by the Napa Valley jurisdictions.

AMERICAN CANYON JAMES ROAD IMPROVEMENTS



FAST FACTS

TYPE OF CONSTRUCTION: RECONSTRUCTION INCLUDING PEDESTRIAN AND BICYCLE IMPROVEMENTS

LOCATION: JAMES RD. FROM W. AMERICAN CANYON RD. TO CRAWFORD WAY

ROAD SEGMENT LENGTH: 903 FEET

SIDEWALK LENGTH: 903 FEET

OF CURB RAMPS (INSTALLED/REPLACED): 7

TOTAL PROJECT COST: \$605,924

MEASURE T FUNDS: \$605,924

CALISTOGA PETRIFIED FOREST & FOOTHILL BLVD. SIGNALIZATION



FAST FACTS

TYPE OF CONSTRUCTION: SIGNALIZATION DESIGN

LOCATION: PETRIFIED FOREST & FOOTHILL BLVD.

ROAD SEGMENT LENGTH: N/A

SIDEWALK LENGTH: N/A

OF CURB RAMPS (INSTALLED/REPLACED): N/A

TOTAL PROJECT COST: \$29,022

MEASURE T FUNDS: \$29,022

CITY OF NAPA SOSCOT AVENUE OVERLAY



FAST FACTS

TYPE OF CONSTRUCTION: OVERLAY
LOCATION: SOSCOT AVENUE FROM CENTRAL AVENUE TO LA HOME DRIVE
ROAD SEGMENT LENGTH: 2,500 FEET
SIDEWALK LENGTH: N/A
OF CURB RAMPS (INSTALLED/REPLACED): N/A
TOTAL PROJECT COST: \$2,200,000
MEASURE T FUNDS: \$2,200,000

COUNTY OF NAPA MT. VEEDER ROAD STORM DAMAGE REPAIR



FAST FACTS

TYPE OF CONSTRUCTION: STORM DAMAGE REPAIR AND ROAD CONSTRUCTION
LOCATION: MT. VEEDER ROAD AT MILE-POST-MARKER 5.1
ROAD SEGMENT LENGTH: 255 FEET
SIDEWALK LENGTH: N/A
OF CURB RAMPS (INSTALLED/REPLACED): N/A
TOTAL PROJECT COST: \$1,624,646
MEASURE T FUNDS: \$1,606,646
OTHER FUNDS: \$18,000

YOUNTVILLE WASHINGTON PARK PAVING PROJECT



FAST FACTS

TYPE OF CONSTRUCTION: REHABILITATION
LOCATION: MOUNTAIN AVENUE TO TERMINUS
ROAD SEGMENT LENGTH: 4,118 FEET
SIDEWALK LENGTH: N/A
OF CURB RAMPS (INSTALLED/REPLACED): N/A
TOTAL PROJECT COST: \$389,674
MEASURE T FUNDS: \$389,574

TRANSIT STATISTICS

2021 RIDERSHIP

373,564 Trips

Fixed Route Service



On-Demand Service



The year saw continued systemic change in transit demands and operations, due to the global pandemic. The world saw headlines like, “Will Lagging Ridership Cloud the Future of Public Transit?” (*New York Times*, March 22, 2021) and “The pandemic changed the workday, but will transit riders return?” (*Washington Post*, April 16, 2021). There was solace knowing that NVTA wasn’t alone and that other transit agencies were facing similar challenges.

Ridership on Vine vehicles was down over 60%, as people worked from home or found other modes for commuting. As discussed previously, that allowed NVTA staff to get creative at the dawn of the pandemic. The year before, NVTA had shifted services entirely to on-demand in the City of Napa, comfortably bringing people stop-to-stop; on-demand services remained very popular throughout the year.

As the world slowly went back to work, NVTA added four new fixed routes to augment the popular on-demand service. NVTA is continuing to monitor rider trends and behavior so that Vine Transit can continue to meet the demands of the Napa Valley.

YEAR OVER YEAR **RIDERSHIP**

	2021	2020
Community Shuttle Rides	31,196	30,662
Napa Local Fixed Route Rides & On-Demand Rides	81,349	125,574
Regional Routes	256,605	283,044
Paratransit	4,414	7,322
Total	373,564	446,602

FINANCIALS

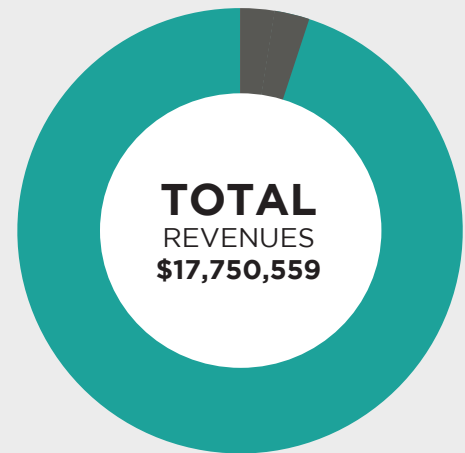
OPERATIONS

Congestion Management Authority	\$1,746,100
Federal Highway Administration	\$899,263
State & Other Grants/Revenues	\$4,859,394
TDA/Local Transportation Funds	\$2,769,968
Federal Grants	\$4,938,515
State Transit Assistance	\$1,054,172
Fares	\$515,553
Other Grants & Revenues	\$501,596
TOTAL OPERATIONS	\$17,284,561

CAPITAL

TDA/Local Transportation Funds	\$465,998
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NVTA REVENUES



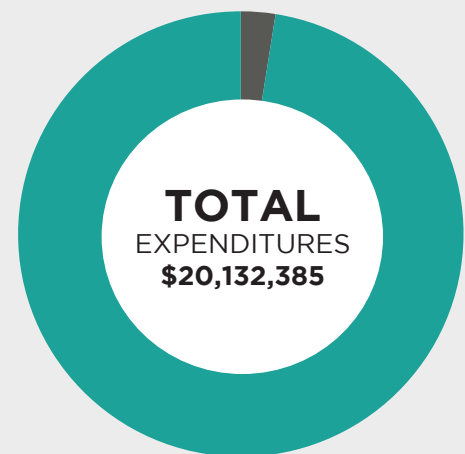
OPERATIONS

Professional Services	\$5,328,506
Salaries and Benefits	\$1,997,561
Agency Administration	\$540,767
Purchase Transportation & Fuel	\$8,550,387
Depreciation Expense	\$2,576,209
Insurance	\$400,256
Transit Administration	\$738,699
TOTAL OPERATIONS	\$20,132,385

CAPITAL

Equipment	\$465,998
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NVTA EXPENDITURES



NVTA TAX AUTHORITY (MEASURE T)

General Revenue	\$20,454,360
Expenditures	
Local Streets & Roads	\$20,176,102
Administration	\$236,260

REVENUES: \$20,454,360

EXPENDITURES: \$20,412,362

**The above statistics are for illustrative purposes only. NVTA's financial management practices ensure the Authority's financial condition is healthy and stable. For a copy of NVTA's Audited Financial Statements for Fiscal Year ending June 30, 2021 along with the Single Audit, visit NVTA's website at nvta.ca.gov.*

FOR FISCAL AUDITS AND SINGLE AUDITS, GO TO
[NVTA.CA.GOV/FISCAL-AUDITS-SINGLE-AUDITS](https://nvt.ca.gov/fiscal-audits-single-audits)



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