

EXECUTIVE DIRECTOR'S REPORT

JUNE 2023



The following is a general summary of activity at Napa Valley Transportation Authority and Vine Transit:



The California Transportation Commission unanimously approved the application submitted earlier this spring by the Bay Area Infrastructure Finance Authority (BAIFA) for authorization to operate a toll facility on Highway 37 between Mare Island in Vallejo and the junction with State Route 121 at Sears Point in Sonoma County. The State Route 37 project is a joint effort of the four North Bay Transportation Agencies – Napa Valley Transportation Authority (NVTA), Solano Transportation Authority (STA), Sonoma County Transportation Authority (SCTA), and the Transportation Authority of Marin (TAM), and the Metropolitan Transportation Commission (MTC) and Caltrans.



MTC's Programming and Allocations committee approved referring two Regional Measure 3 allocations to NVTA to the full Commission for approval. One of the allocations is for the \$20 million North Bay Transit program for the Vine Maintenance Facility reimbursements and the other is for \$20 million for SR 29 South County improvements for Soscol Junction reimbursements.

MTC Staff updated the Commissioners on the Housing Incentive Pool. The program will award transportation funds to the 15 jurisdictions that produced or preserved the greatest number of affordable housing units from 2018 and 2022. Adjustments to the final report are still underway and MTC anticipates distributing the awards in 2024. The City of American Canyon remains near the top of the standings in 6th place.



MTC Staff updated Commissioners on the Next Generation Bay Area Freeways Study. The Study is intended to evaluate implementing pricing strategies on Bay Area freeways and urban areas to reduce vehicle miles traveled. The study was kicked off in 2022 and the report was largely focused on information gathered in Round 1 of the Public Engagement process. Participating members of the public voiced frustration about traffic and concerns about affordability issues associated with tolling. The proposal for the first round of analysis includes three pricing strategies:

- Cordon Pricing around Major Urban Centers
- All-Lane Highway Tolling in Transit-Rich Corridors
- All-Lane Highway and Arterial Tolling in Transit-Rich Corridors

The Study was first implemented in 2022 and will be completed in the winter of 2024.

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NVTA completed the first Federal Transit Administration triennial review in over four years; the delay was the result of the pandemic. There were 6 findings all of which were procedural in nature. I think the results of the review are truly laudable, given that we had millions of dollars of contracts between the new Vine Bus Maintenance Facility and bus procurements, and a pandemic and staffing changes. I want to acknowledge Tony Onorato, Rebecca Schenck, Libby Payan, but especially NVTA procurement and DBE officer Renee Kulick for truly excellent work.



BottleRock ridership over the weekend of BottleRock this year was 5,771 unlinked passenger trips. This compares to 4,131 last year or roughly 40% increase over 2022 unlinked passenger trip. It was still 48% lower than pre-pandemic ridership figures. Much of this can be attributed to the on-demand service in the outer rings of the City as that service shut down earlier than the core fixed route, regional services, and express bus services.



On Saturday, June 10, NVTA staff were at the Napa Farmers Market to promote the Vision Zero Survey, which is now slowed. NVTA staff will return to the Farmers Market in August when we'll promote new changes to the Vine.



NVTA staff is coordinating with the Napa Hispanic Chamber to plan workshops on the work NVTA performs. The first workshop is in the planning phase and will be about what and how to become a disadvantaged business enterprise and how to work with larger contractors to get government business.

