

**Public Comment –
Item 9.1 Public Hearing for a Proposed Vine Transit Fare Increase**

Written comment submitted via email:

From: Patrick M <pmarino.seiu1021@gmail.com>

Sent: Monday, February 12, 2024 3:57 PM

Subject: Public Hearing on Vine Transit fare adjustment set for Feb. 21, 2024_Question for

I have a question for the public comment.

Give the increases in fares proposed; will the NVTa board increase current transit financial incentives offered for county and city employees to not only keep pace but increase incentive for employees to use the vine to commute to work in keeping with carbon reduction policies/proposals and climate change initiatives by Napa cities and county?

Presently the County of Napa offers \$20 per month as a transit incentive which is less than half of the cost of a current monthly pass from for Route 21 that goes from Solano to Napa where many county employees live and commute from.

Regards, Patrick

From: Alex Corey <ascorey14@gmail.com>

Sent: Tuesday, February 20, 2024 10:27 PM

Subject: Protest of Proposed Fare Change

My name is Alex Corey and I have been riding the Vine since 2017. As a huge proponent of public transit, I always try to advocate for equitable transit access to all members of each part of the county. When I heard about the proposed fare increase, I was a bit baffled, to be perfectly honest. As someone who has been riding with NVTa for a number of years, I don't really see a reason for the fare increase. While NVTa has done some good things to help with road infrastructure, unfortunately, public transit in Napa County has taken a massive hit. While I also understand that these problems were also caused by a global health crisis, and traffic in the Bay Area, NVTa has done nothing (at least to my knowledge) to start fixing and improving our public transit itself. Many routes don't effectively serve all members of the community (including commuters) and buses on larger regional routes are inconsistent and unreliable pretty frequently. Drivers also don't really seem to care about that and frequently make stops which cause further delays and headache for riders who wish to get to their destinations on time. Not to mention the NVTa's advertised new stop at Middleton Way in American Canyon which never came to fruition.

That being said, I am opposed to the fare change as it will further exacerbate NVTa's ability to provide equitable, reliable, and affordable public transit to citizens of Napa County. Please focus on ensuring reliable and consistent service for riders so we can feel like supporting NVTa first. I also ask that NVTa please reinstate its pre-August 2023 schedule on the Route 11 bus since it seems that the aforementioned Middleton Way stop does not seem to be coming any time soon. Thank you, Alex Corey
American Canyon, CA

February 21, 2024

Dear Members of the Napa Valley Transportation Authority (NVTa) Board of Directors:

My name is Scott Owens, a resident of Yountville. I represented the Town of Yountville on the Napa Valley Transportation Authority Citizen Advisory Committee as its appointed representative from 2018 to 2023. I write today in support of the fair increase outlined in the board agenda. Since 2014, I have used the NVTa Vine 29 as my main mode of transportation as a commuter between Yountville and El Cerrito del Norte Bart to connect to BART and travel to my place of work in downtown Oakland. The Vine 29 bus is a reliable, climate-friendly, and affordable alternative to driving, and the current fare of \$5.50 and the slight increase to \$6.00 is still often much less than one would spend on bridge tolls and gasoline (if/when not using an electric car).

The area of concern that I would like to highlight for the board is the recurring issue with the Clipper transponders, the fare collection box on the buses. I raised the issue to the NVTa Citizen Advisory Committee in July 2023 and noted that passengers are charged \$1.60 for the Vine 29 to ride to and from El Cerrito del Norte to Redwood Park and Ride (my Clipper Transaction History shows: between April and July 2023, of the 25 Vine 29 rides, 14 were \$5.50 and 11 were \$1.60 — some \$0; between November 27, 2023 and February 20, 2024, of the 38 Vine 29 rides, 11 were \$5.50 and 27 were \$1.60, \$2.00, or \$3.00). While seemingly a bargain for regular commuters, it is inequitable and unfair to those passengers who are planning to pay using cash — and prepared to do so with \$5.50 — when riders using Clipper are afforded the major discount of \$3.90 — or as is also often the case, passengers are waved onto without paying because of issues with the Clipper transponder.

I acknowledge and appreciate the efforts of NVTa staff to attract and retain a dedicated team of transit operators to keep the system moving and get visitors and commuters from Calistoga to transit connections at El Cerrito del Norte BART station or the Vallejo Ferry Terminal via regional routes, such as the Vine 29 or 11X buses.

A permanent fix to the Clipper transponder fare box collection would not only help the leadership of NVTa to collect the appropriate fares but also to maximize revenue and address any forecasted budget shortages.

Thank you.



Scott J. Owens
Yountville, CA