

Proposed Vine Transit Fare Increase

Wednesday, February 21, 2024

Presented by:

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- Fares are required to generate revenue to offset a portion of NVTA's expenses as defined by the Transportation Development Act (TDA) as part of a sustainable long-term Financial Plan
- Fare adjustments shall be considered by the NVTA Board under the following scenarios:
 - Following NVTA's annual report if Vine has failed to meet its farebox ratio goal defined in the fare policy (15% threshold currently relaxed through 2026)
 - Every three years the NVTA Board of Directors will consider fare adjustments to match the previous three years of CPI-U for the San Francisco - Oakland - San Jose Region or to match the percent increase in Vine expenditures for the previous three years whichever is greater. Unless the farebox ratio for the previous fiscal

NVTA FARE CHANGE HISTORY



Pre-1985	1995	2006	2014
Adult: \$0.25 Student: \$0.10 Senior/Disabled: \$0.10 Children < 5: Free	Adult: \$1.00 Student: \$0.75 Senior/Disabled: \$0.50 Children < 5: Free	Adult \$1.25 Student: \$1.00 Senior/Disabled: \$0.60 Children <5: Free	Adult \$1.60 Student: \$1.10 Senior/Disabled: \$0.80 Children < 5: Free

Community shuttle services are singled out in the fare policy due to different rules and regulations, some of which stem from specific grant funding, federal regulations, state regulations and/or memoranda of understanding.

NEXT STEPS FARE CHANGE



Dec.
2023

Preparation of a Title VI under the Civil Rights Act of 1964

Jan.
2024

Presentation to Citizens Advisory Committee and Paratransit Coordinating Council

Feb.
2024

Public Hearing - open for 30 days

March
2024

Ask NVTA Board of Directors for Approval

Fare Change would go into effect on July 1, 2024

- Napa Valley Register Notice – Jan. 20 and Feb. 3
- La Voz Notice for 30 days starting Jan. 24
- Signs on all buses in English, Spanish and Tagalog



Public Hearing: Fare Adjustment

**Set for February 21, 2024, at 1:30 p.m. at
the Board Room in the Soscol Gateway
Transit Center, 625 Burnell St., in Napa**

CASE FOR A FARE CHANGE



- Consumer Price Index for all Urban Consumers (CPI-U), San Francisco-Oakland
 - CPI-U: 2014 =251.99 and 2022 = 327
 - In 2015 \$1.60 equals \$2.02 in 2022
- Rise in Transit Expenditures over the last 3 years
- Need to meet the Farebox Recovery Ratio in the future – was 8.99% in FY 22
- Align more closely with neighboring transit systems
- Individuals with income less than 200% of the federal poverty level

PROPOSED FARE CHANGE, SINGLE RIDE



	Current	Proposed	Numerical Difference	% Difference
Adult, now including 11X	\$1.60	\$2.00	\$0.40	25%
Youth, now including 11X	\$1.10	\$1.25	\$0.15	14%
Senior/Disabled/Medicare, now including 11X	\$0.80	\$1.00	\$0.20	25%
Express (Route 21)	\$3.00	\$3.50	\$0.50	17%
BART (Route 29)	\$5.50	\$6.00	\$0.50	9%
Cash, Paratransit (One Zone)	\$3.20	\$4.00	\$0.80	25%
Cash, Paratransit (Two Zones)	\$6.40	\$8.00	\$1.20	25%

PROPOSED FARE CHANGE, PASSES



- Monthly (31-Day): Vine passes shall be discounted to provide some savings to commuters compared with the cash fare, but not less than 30 times the cash fare
- Day: passes shall be priced at least equivalent to the cost of three boardings and no more than the cost of six boardings
- 20 Ride: passes shall provide the equivalent of 20 rides and shall be discounted no more than 10% from the actual value. These policies shall be applied equitably across all fare types (Adult, Youth and Discount)

Thank you!

