



EQUITY

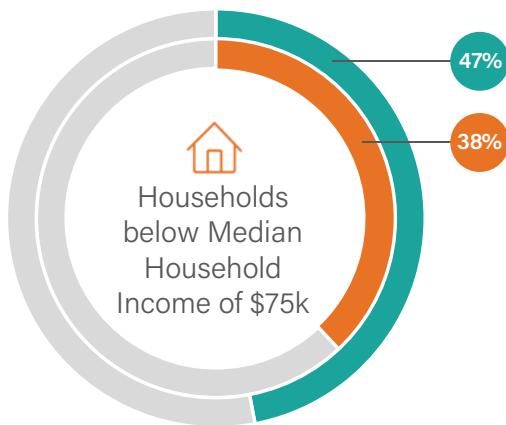
MEASURE: NUMBER OF HOUSEHOLDS BELOW THE COUNTY MEDIAN INCOME THAT ARE WITHIN A QUARTER MILE OF TRANSIT

BASELINE PERFORMANCE MEASUREMENT:

▶ **85%** of below median income households have transit access

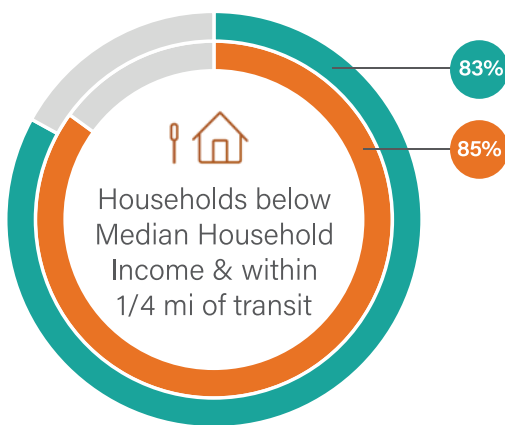
TARGET:

▶ **100%** of below median income households have transit access



● Mid-Plan Review
Total Households: **48,745**

● 2021 CTP Data
Total Households: **42,747**



● Mid-Plan Review
Total Households: **18,695**

● 2021 CTP Data
Total Households: **19,951**

KEY TAKEAWAYS

- 2% reduction in households below median income within a quarter mile of transit

▶ **Metric Not Met**

Note: The ACS 2017-2021 Napa County Median Household Income (MHI) is \$97,498; however, since the MHI falls within the ACS bracket of \$75,000 - \$99,000 the metric counts all households below that bracket. ACS 2014-2018 MHI was \$84,753.

COVID-19 IMPACTS

- As a result of COVID-19, population tended to move to more rural areas for space
- At its lowest, Vine ridership had a 70 percent decrease
- NVTA transitioned the Vine system from a fixed route system to on-demand stop to stop in the City of Napa accessible through the RidetheVine mobile app
- Even though service hours to local shuttle services were reduced, they continued to operate to enable community members transit service

GOING FORWARD

- Continue to monitor this metric to determine if there is a need for route adjustments based on demographic shifts and demand
- Continue reinstating fixed-route service that was cut due to COVID-19

KEY DATA SOURCES:

CTP 2021

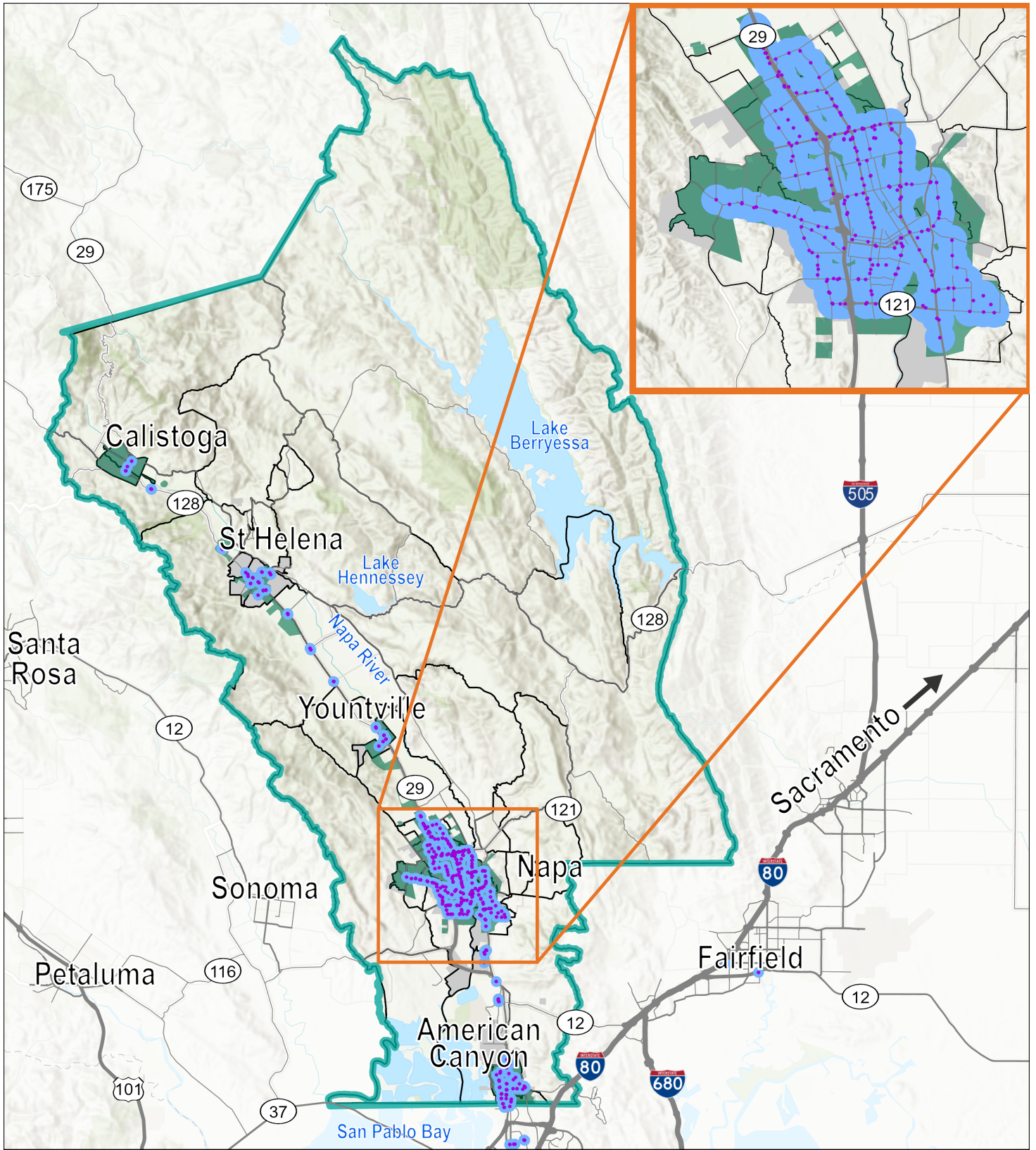
- American Community Survey (ACS) Five Year Estimates, 2014-2018; Table B19001 (Households by income bracket and block group)
- Census block group geographic boundaries
- Vine Transit stop locations

MID-PLAN REVIEW

- American Community Survey (ACS) Five Year Estimates, 2017-2021; Table B19001 (Households by income bracket and block group)
- Census block group geographic boundaries
- Vine Transit stop locations

EQUITY

MEASURE: NUMBER OF HOUSEHOLDS BELOW THE COUNTY MEDIAN INCOME THAT ARE WITHIN A QUARTER MILE OF TRANSIT



Legend

- Interstate
- Freeway or Expressway
- Principal Arterial
- Minor arterial
- Major Collector
- City Boundary
- County Boundary
- 1/4 Mile From Bus Transit Stop
- Developed Area
- Block Group
- Bus Transit Stop



Source: NVTA



SAFETY

MEASURE: NUMBER OF SEVERE INJURY AND FATAL COLLISIONS

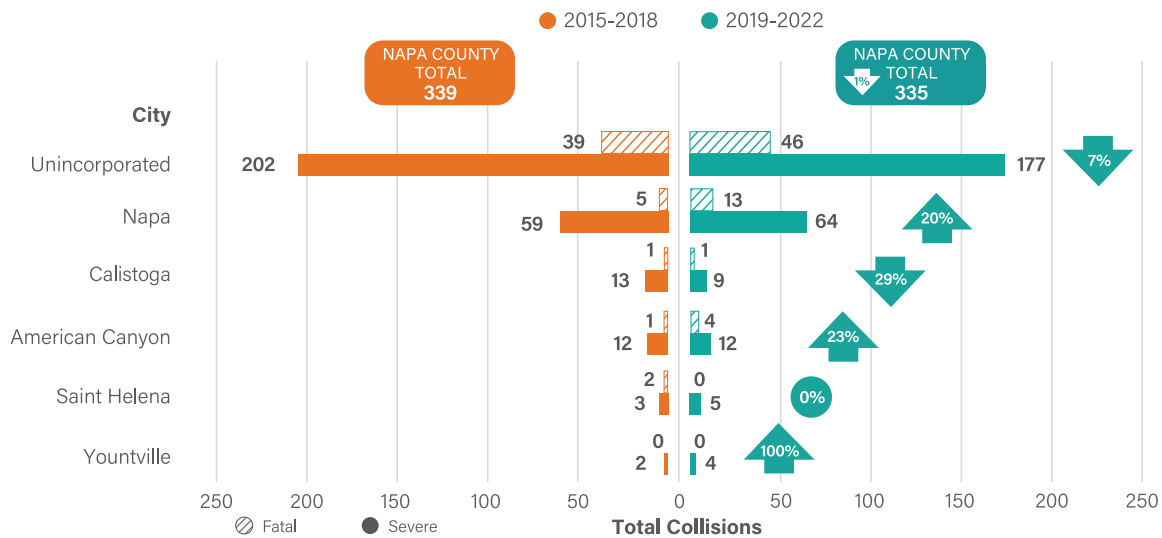
BASELINE PERFORMANCE MEASUREMENT:

- ▶ **48** Fatal Collisions
- ▶ **291** Severe Injury Collisions

TARGET:

- ▶ **0** Fatal Collisions
- ▶ **0** Severe Injury Collisions

Fatal & Severe Collisions



KEY TAKEAWAYS

- Fatalities increased from 48 to 64 (33% increase)
- Severe injuries decreased from 291 to 271 (7% decrease)
- ▶ **Metric Not Met**, fatalities moving in wrong direction, severe injuries moving in right direction

COVID-19 ERA IMPACTS

- In California, from 2019 to 2022, the number of fatalities increased 22 percent and the fatality rate per 100 million VMT increased 28 percent
- Between 2019 and 2022, California and the Bay Area had a higher percentage of fatal collisions with pedestrians at 26.7% and 28.6% compared to Napa County at 17.9%
- Between 2019 and 2022, California, the Bay Area, and Napa County had similar bicyclist and alcohol involved fatalities at between 3% and 5% of crashes
- Between 2019 and 2022, Napa County had a much higher percentage of motorcycle fatalities at 22% compared to California at 13.9% and the Bay Area at 14.8%

ON-GOING AND COMPLETED REGIONAL SAFETY INITIATIVES

- Napa Valley Transportation Authority Vision Zero Plan (Adopted October 18, 2023) with the goal to reduce severe roadway injuries and fatalities to zero by 2030
- All six NVTA member jurisdictions have adopted local resolutions of support

VISION ZERO-GOING FORWARD

- NVTA is forming a countywide Vision Zero Working Group
- NVTA staff have developed an interactive online "storymap" which includes collision data, project details from jurisdictions, and will include updates from the Vision Zero Working Group

KEY DATA SOURCES:

CTP 2021

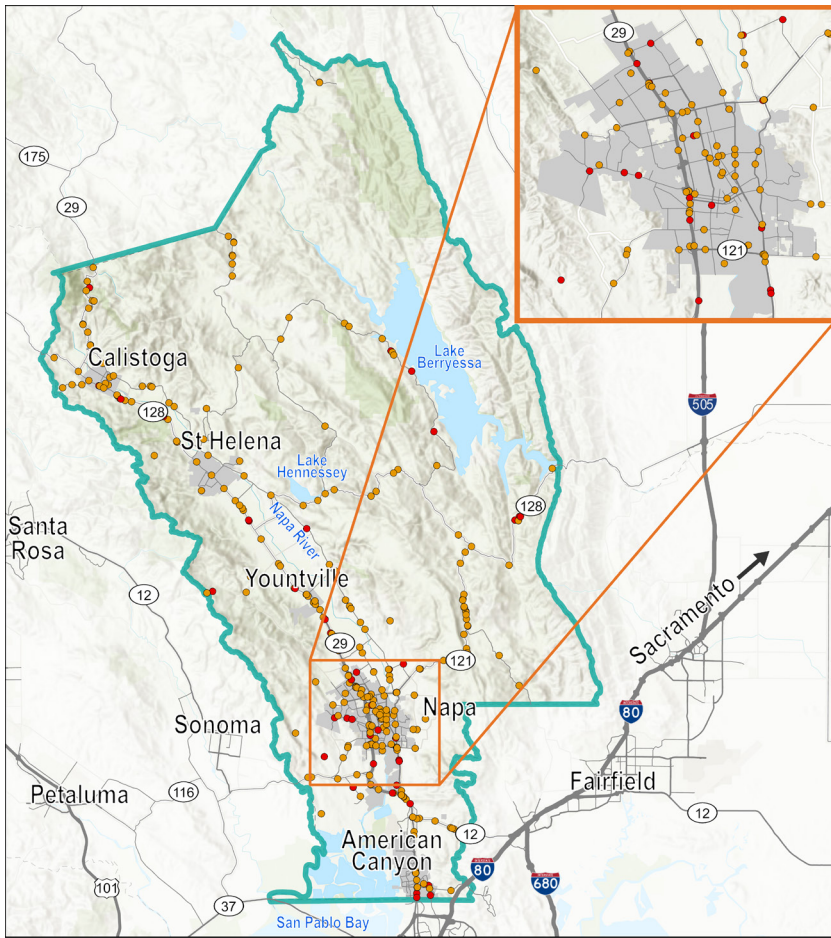
- Transportation Injury Mapping (TIMS): 2015 - 2018 (Geocoded data and mapping application of CHP's Statewide Integrated Traffic Records System - University of California, Berkeley SafeTREC)

MID-PLAN REVIEW

- Transportation Injury Mapping (TIMS): 2019 - 2022 (Geocoded data and mapping application of CHP's Statewide Integrated Traffic Records System - University of California, Berkeley SafeTREC)

SAFETY

MEASURE: NUMBER OF SEVERE INJURY AND FATAL COLLISIONS

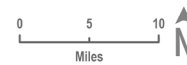


LEGEND:

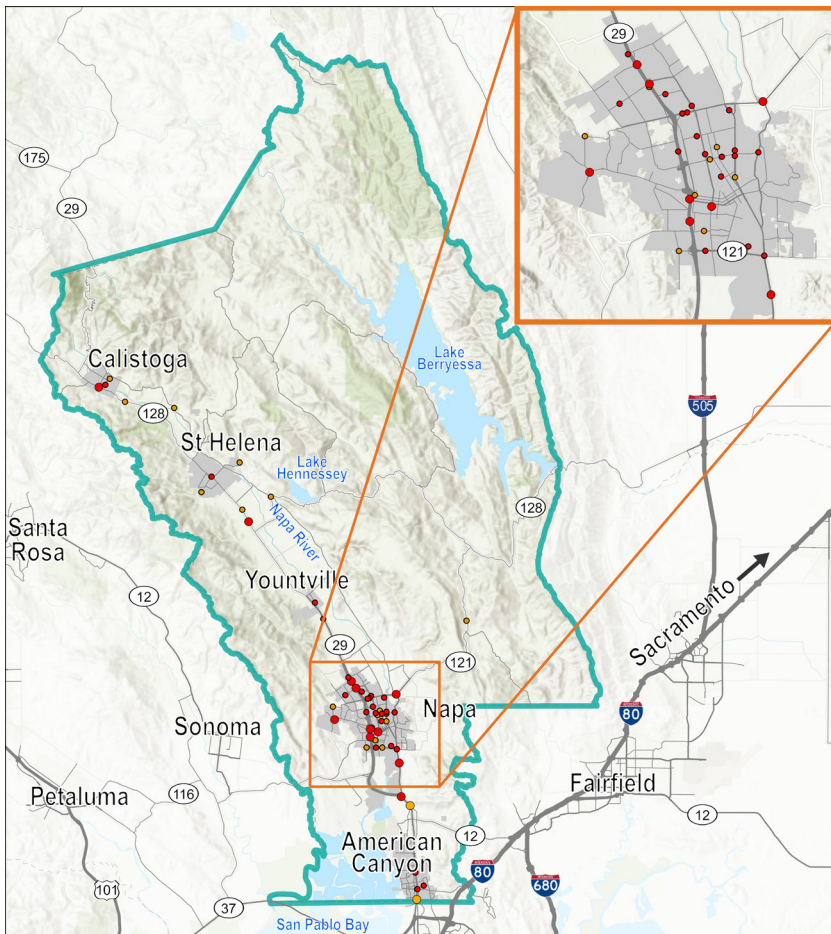
- Interstate
- Freeway or Expressway
- Principal Arterial
- Minor arterial
- Major Collector
- City Boundary
- ▭ County Boundary

All Crashes by Severity (2019 - 2022)

- Fatal
- Severe Injury



Source: NVTI, Statewide Integrated Traffic Records System (SWITRS), 2019 - 2022



LEGEND:

- Interstate
- Freeway or Expressway
- Principal Arterial
- Minor arterial
- Major Collector
- City Boundary
- ▭ County Boundary

Pedestrian and Bicycle Fatal and Severe Injury Collisions (2019 - 2022)

- Pedestrian Fatalities
- Pedestrian Severe Injury
- Bicycle Fatalities
- Bicycle Severe Injury



Source: NVTI, Statewide Integrated Traffic Records System (SWITRS), 2019 - 2022



CONGESTION #1

MEASURE: PEAK PERIOD DELAY INDEX

BASELINE PERFORMANCE MEASUREMENT:

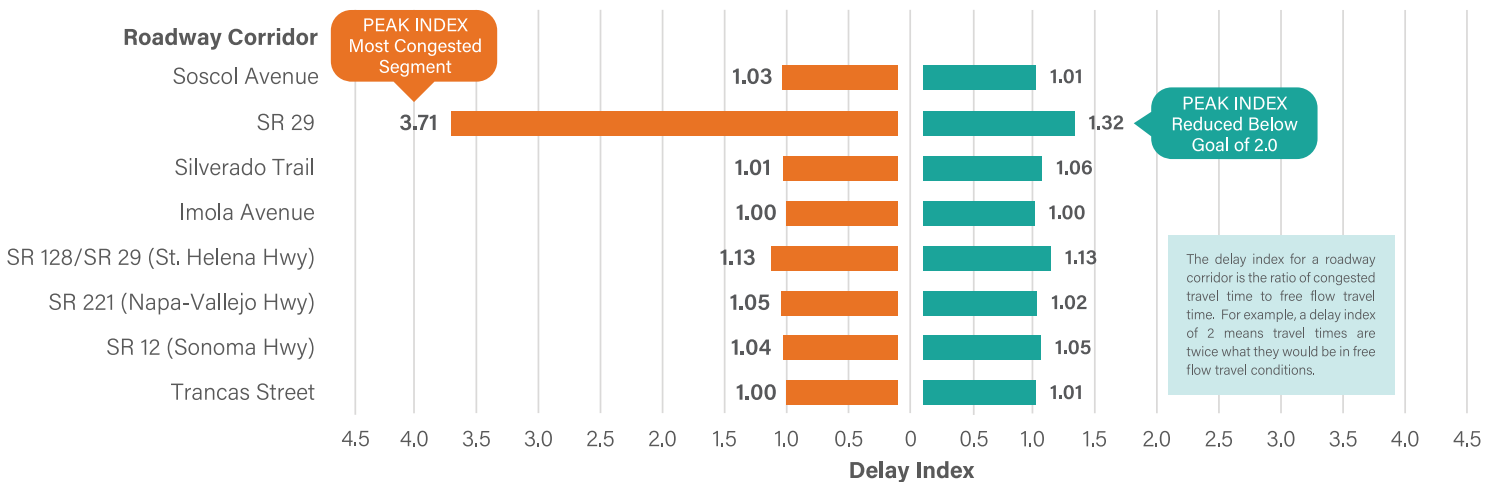
- ▶ Peak period delay index of **3.71** for the most congested roadway segment

TARGET:

- ▶ Peak period delay index less than or equal to **2.0** for all monitored roadway segments

Peak Period Delay Indexes

● CTP 2021 ● Mid-Plan Review



KEY TAKEAWAYS

- Peak Period Delay Index on most congested segment went from 3.71 to 1.32, less than the 2.0 target
- Northbound SR 29 (SR 12 to Soscol Junction) most congested segment in AM
- Inputs to the Solano/Napa Activity Based (SNABM) model updated since CTP 2021 impacted outputs

▶ **Metric Achieved**

COVID-19 IMPACTS

- Commuters during peak periods decreased due to unemployment and employees continuing to work remotely or in hybrid arrangements
- Napa County was particularly susceptible to losses of in-person employment related to the large service-sector industry that requires in-person workers
- Recent studies and predictions show that employees who are able will continue to work remotely or in hybrid arrangements into the future to a greater degree than prior to COVID-19

GOING FORWARD

- Continue to monitor this metric to determine if a recovering economy, remote and hybrid work habits warrant a metric target adjustment
- Should this metric be adjusted to below a Peak Period Delay Index of 2.0 considering work location shifts?
- Are there congestion mitigating projects that could be proposed or expedited at locations with the most congestion?
- Continue promoting alternative modes of transportation including transit, walking, biking, and utilization of the V-Commute Program

KEY DATA SOURCES:

CTP 2021

- Daily trip tables, free flow travel times and congested travel times from Napa Activity Based Model (Baseline Scenario - 2020)

MID-PLAN REVIEW

- Daily trip tables, free flow travel times and congested travel times from Napa Activity Based Model (Baseline Scenario - 2022)



CONGESTION #2

MEASURE: AVERAGE WEEKDAY PERSON HOURS OF DELAY ON NAPA ROADWAYS

BASELINE PERFORMANCE MEASUREMENT:

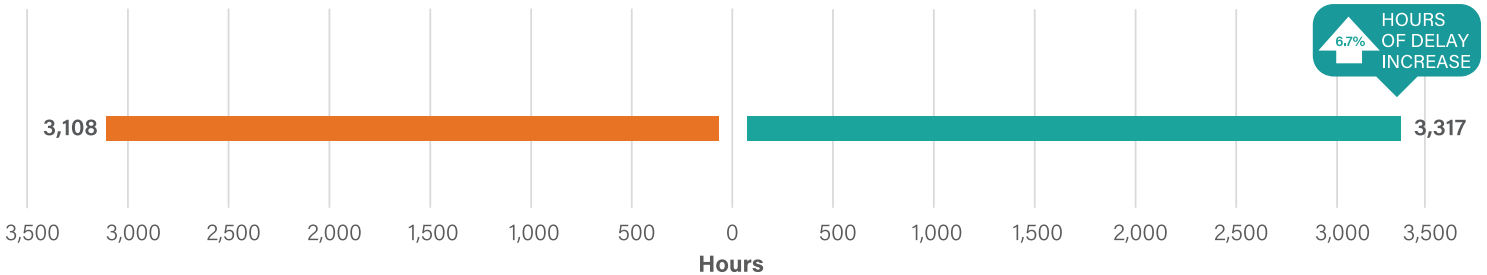
▶ **3,108** Daily person hours of delay on NAPA Valley Roadways

TARGET:

▶ Reduce the daily person hours of delay on NAPA Valley Roadways from Baseline Levels

Average Weekday Hours of Delay

● CTP 2021 ● Mid-Plan Review



KEY TAKEAWAYS

▪ Person hours of delay went from 3,108 person hours to 3,317, an increase of 6.7% as opposed to the targeted reduction

▶ **Metric Not Met**

COVID-19 IMPACTS

- In April 2020, U.S. Vehicle Miles Traveled was 40 percent lower than April 2019.
 - » CTP 2021 data is from 2020 datasets, therefore baseline may be artificially low
- U.S. Vehicle travel rebounded to 4 percent below pre-pandemic levels in 2021 and 1 percent below 2019's prepandemic levels in 2022 when CTP Mid-Plan Review data was accessed
- The return of tourists and remote workers have increased congestion throughout the day, but lessened peak period impacts due to travel time flexibility

GOING FORWARD

- Continue to monitor this metric to determine if a recovering economy, remote and hybrid work habits warrant an upward target metric adjustment. Is an adjustment warranted now?
- Continue promoting alternative modes of transportation including transit, walking, biking, and utilization of the V-Commute Program

KEY DATA SOURCES:

CTP 2021

- Daily trip tables, free flow travel times and congested travel times from Napa Activity Based Model (Baseline Scenario - 2020)

MID-PLAN REVIEW

- Daily trip tables, free flow travel times and congested travel times from Napa Activity Based Model (Baseline Scenario - 2022)



CONGESTION #3

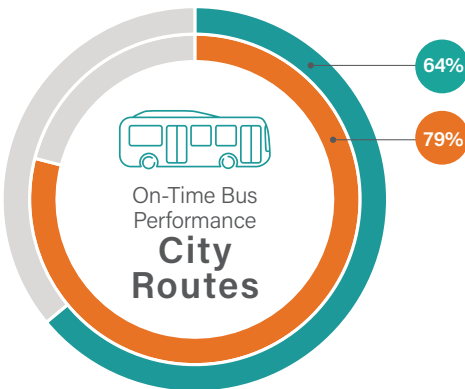
MEASURE: ON-TIME BUS PERFORMANCE WEIGHTED BY RIDERSHIP

BASELINE PERFORMANCE MEASUREMENT:

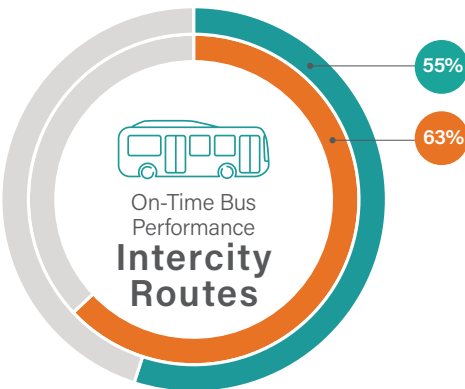
▶ **69%** Average weighted on-time performance for all route types

TARGET:

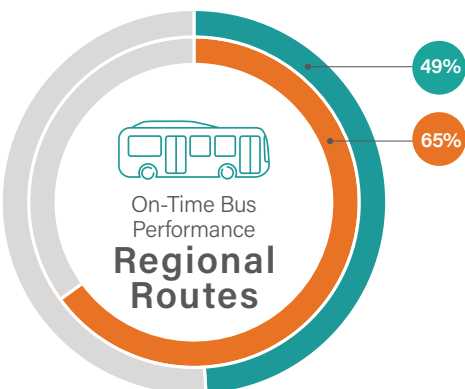
▶ **90%** Average weighted on-time performance for all route types



● Mid-Plan Review ● 2021 CTP Data



● Mid-Plan Review ● 2021 CTP Data



● Mid-Plan Review ● 2021 CTP Data

KEY TAKEAWAYS

- 56.33% on-time performance compared to 90% target. COVID-19 had a major impact on operations.

▶ **Metric Not Met**

COVID-19 IMPACTS

- In 2018, 8 fixed routes were being operated in the City of Napa that covered short distances experiencing limited congestion
- In 2022, 4 fixed routes were being operated in the City of Napa and most data referenced on-time performance data from intercity and regional routes that cover longer distances and experience higher congestion
- Driver shortages and illnesses throughout 2022 resulted in an average of 50 missed trips on fixed routes, peaking in August 2022, with 91 missed trips
- Change in Computer-Aided Dispatch / Automatic Vehicle Location (CAD/AVL), resulted in on-going issues with accurate data collection

GOING FORWARD

- Should this metric be adjusted to account for the new route structure including a larger portion of service being intercity and regional connections?
- Continue retraining drivers on data reporting updating Mobile Data Terminals to the latest software to address CAD / AVL connectivity and monitor accuracy of data

KEY DATA SOURCES:

CTP 2021

- Vine Transit on-time performance data by route 2018 (routes changed December 2019)
- Vine Transit ridership data by route for year 2018

MID-PLAN REVIEW

- Vine Transit on-time performance data by route for 2022
- Vine Transit ridership data by route for year 2022



CONGESTION #4

MEASURE: NUMBER OF REGISTERED USERS IN NVTA'S TRANSPORTATION DEMAND MANAGEMENT PROGRAM

BASELINE PERFORMANCE MEASUREMENT:

- ▶ Number of registered V-Commute Users: **132**
- ▶ Number of registered Napa Valley Forward Users: **150**

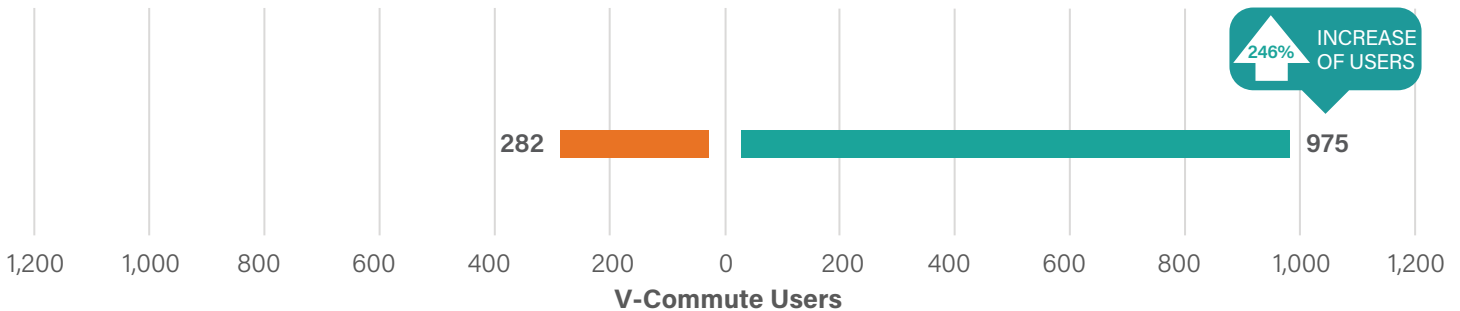
TARGET:

- ▶ Increase the number of users registered for NVTA's Transportation Demand Program by targeting large employers



Registered V-Commute Users

● CTP 2021 ● Mid-Plan Review



KEY TAKEAWAYS

- V-Commute and Napa Valley Forward Program have merged and will be tracked under V-Commute moving forward
- 282 combined users in 2020, 975 as of July 2023 (246% increase)

▶ **Metric Achieved**

COVID-19 IMPACTS

- 35 participants on average during non-incentivized months (Participant - someone logging at least three or more sustainable trips per week)
- 93 participants during the incentivized 2023 annual challenge (September 1 - October 31)
- 236 active users between May 2023 and December 2023 (Active User - someone logging at least 2 sustainable trips per week each month)

GOING FORWARD

- This metric should potentially be modified to track the following:
 - » Number of participants on average during non-incentivized months. What would be a realistic target?
 - » Number of participants on average during incentivized months. What would be a realistic target?
 - » Number of active users. Current target is 500.
- Continue to provide incentives for using alternative trip modes

KEY DATA SOURCES:

CTP 2021

- V-Commute Program registered user data (2020)

MID-PLAN REVIEW

- V-Commute Program registered user data (2023)

▪ Note: V-Commute Users and Napa Valley Forward Users programs are now combined. There will only be one total number moving forward.



ECONOMIC SUSTAINABILITY #1

MEASURE: RELIABILITY OF TRUCK TRAVEL TIMES

BASELINE PERFORMANCE MEASUREMENT:

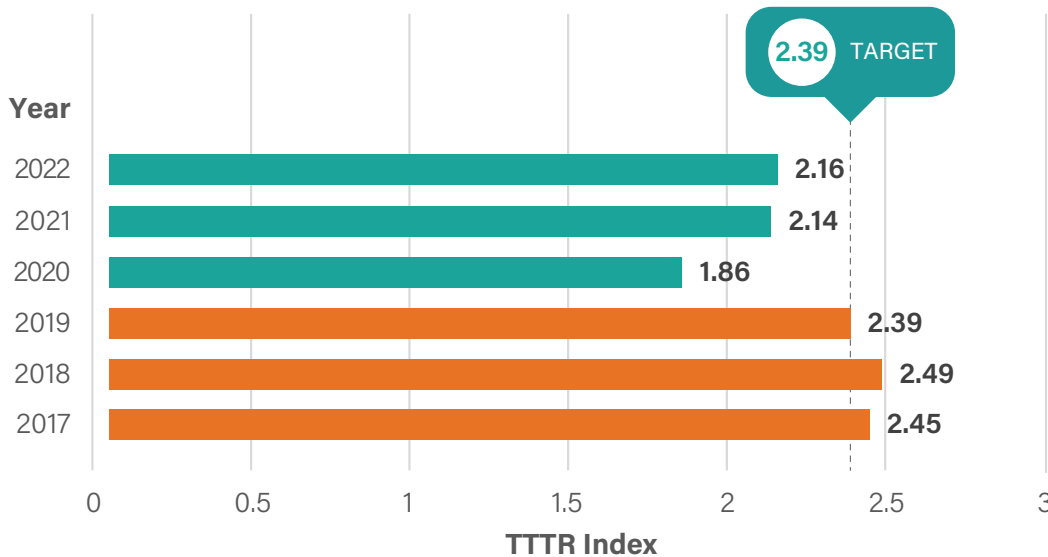
▶ Overall TTTR Index: **2.39**

TARGET:

▶ Overall TTTR Index: Maintain at **2.39** or reduce

Overall Truck Travel Time Reliability (TTTR)

● CTP 2021 ● Mid-Plan Review



The TTTR index shows the reliability of freight travel times measured by historical truck speed data, comparing days with high delay to days with average delay. The TTTR index is the TTTR ratio weighted by the length of each roadway.

THE FOLLOWING CORRIDORS WERE ANALYZED FOR THE RELIABILITY OF TRUCK TRAVEL TIMES:

- State Route 12
- State Route 29
- State Route 121
- Napa-Vallejo Highway

KEY TAKEAWAYS

- TTTR index decreased from 2.39 to 2.16, a 9.6% decrease

▶ **Metric Achieved**

COVID-19 IMPACTS

- Decrease in personal vehicles caused a decrease in TTTR (less roadway congestion allowing for free-flowing traffic for trucks)
- Remote work and at home schooling

GOING FORWARD

- Monitor future years to get a better understanding of post-pandemic employment (in-person, hybrid, remote)

KEY DATA SOURCES:

CTP 2021

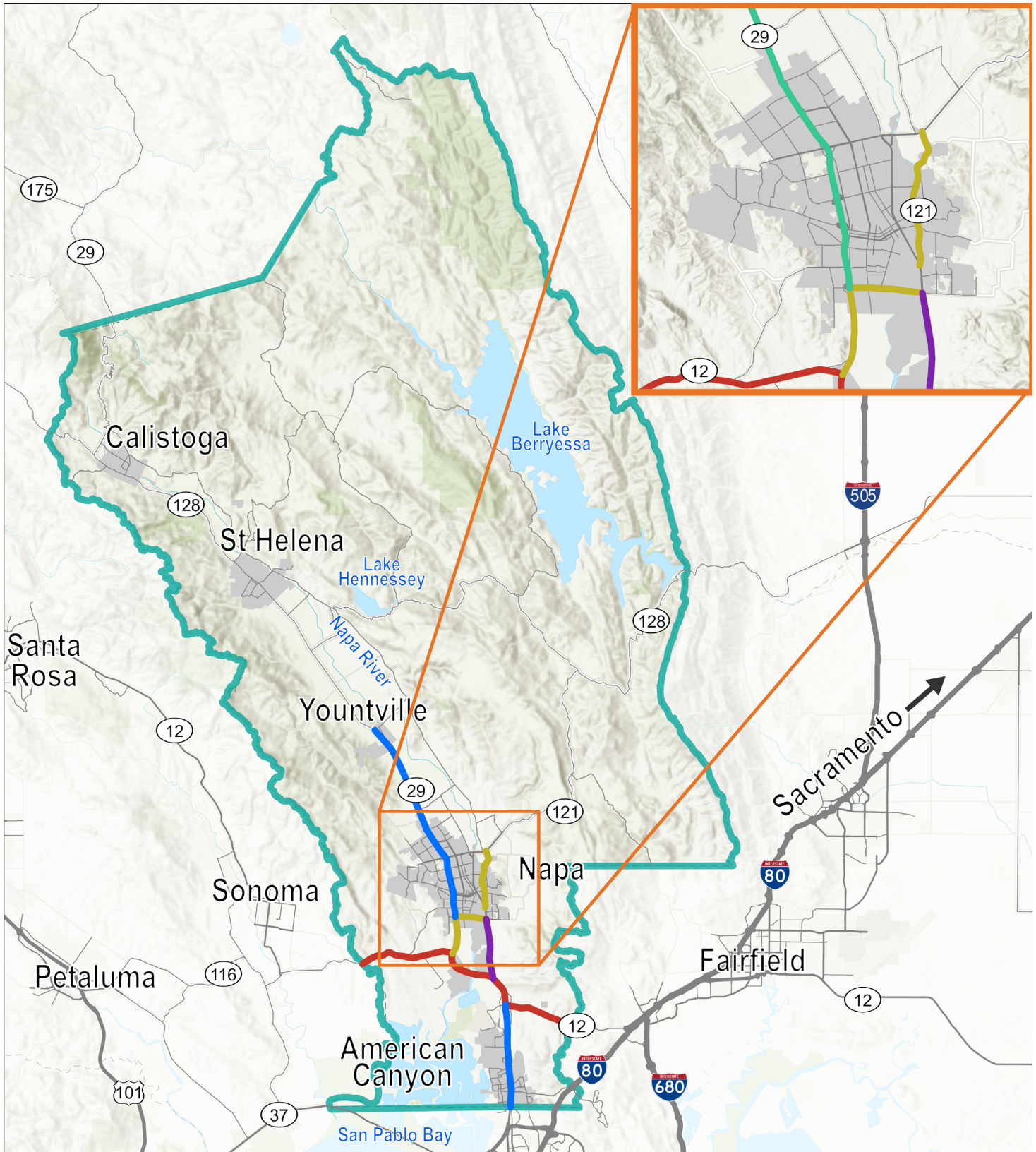
- National Performance Management Research Data Set (NPMRDS 2017-2019) obtained from RITIS

MID-PLAN REVIEW

- National Performance Management Research Data Set (NPMRDS 2020-2022) obtained from RITIS

ECONOMIC SUSTAINABILITY #1

MEASURE: RELIABILITY OF TRUCK TRAVEL TIMES



Legend

- Interstate
- Freeway or Expressway
- Principal Arterial
- Minor arterial
- Major Collector
- City Boundary
- County Boundary

Truck Travel Time Reliability (TTTR) Measurement Corridors

- SR-12
- SR-121
- SR-29
- Napa-Vallejo Hwy



Source: NVTA



ECONOMIC SUSTAINABILITY #2

MEASURE: NUMBER OF JOBS ACCESSIBLE BY TRANSIT WITHIN ONE HOUR DURING THE MORNING COMMUTE

BASELINE PERFORMANCE MEASUREMENT:

- ▶ **Job Accessibility by Vine Transit:**
- American Canyon: **37,725**
- Calistoga: **8,831**
- Napa: **40,241**
- St. Helena: **19,397**
- Yountville: **29,521**

TARGET:

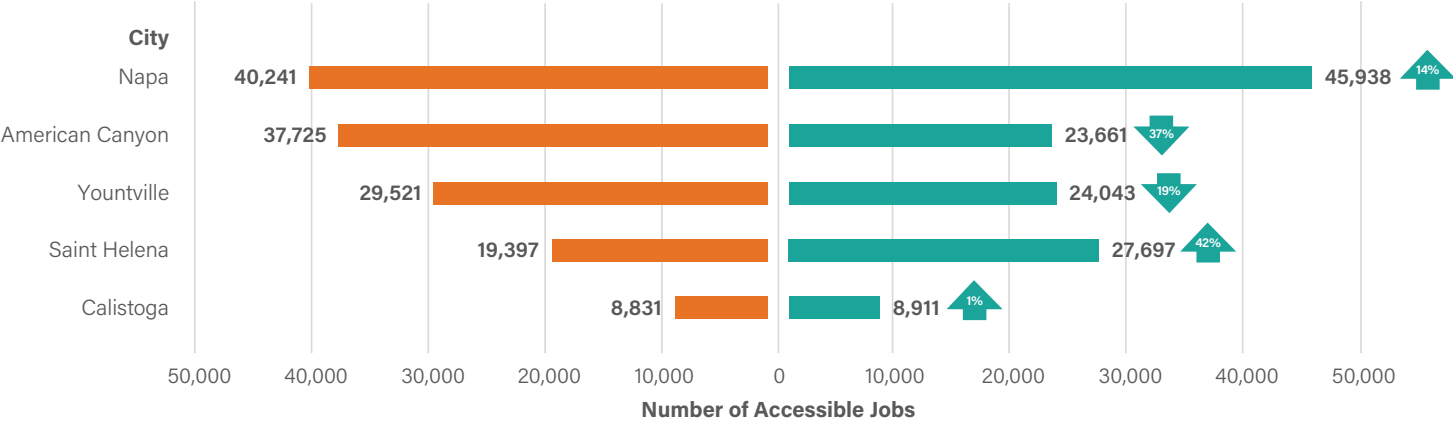
- ▶ **Maintain or improve the baseline level of job accessibility by Vine Transit in American Canyon, Calistoga, Napa, St. Helena, and Yountville**



Job Accessibility by Vine Transit
(within 1 hour during morning commute)

● CTP 2021
2012-2016 Census
Transportation Planning Projects

● Mid-Plan Review
2020 OnTheMap Portal



KEY TAKEAWAYS

- The number of jobs accessible by transit within one hour didn't stay the same or increase for all NVTA member agencies

➤ **Metric Not Met**

COVID-19 IMPACTS

- Regional employment shifts caused some decrease in the number of employees
- Shift to use of vehicles over transit due to Covid-19 exposure concerns

GOING FORWARD

- This metric should be monitored in the future to ascertain whether decreases in employment accessibility via transit within an hour during the morning commute is an anomaly or a new normal and may require transit service adjustments

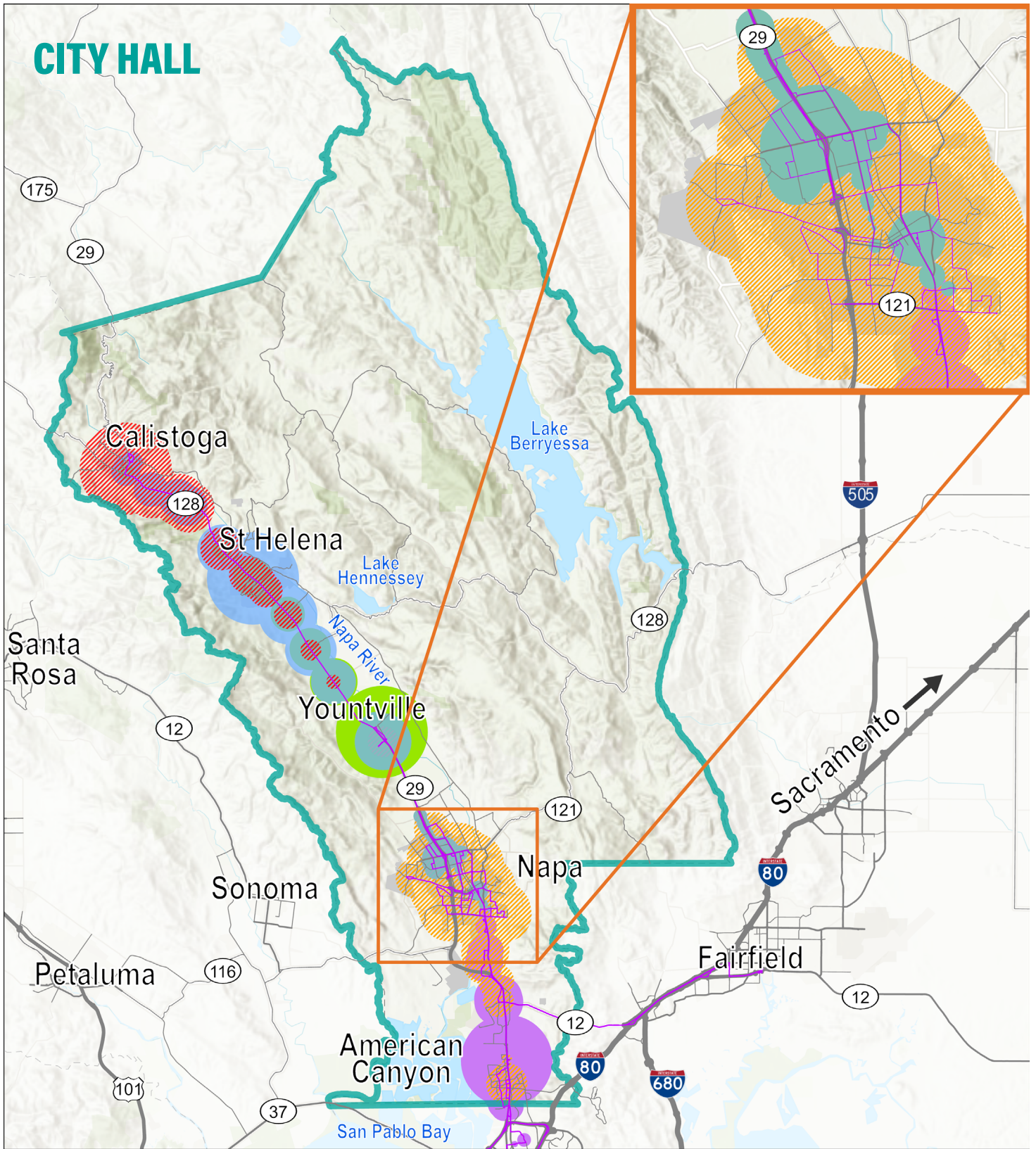
KEY DATA SOURCES:

- CTP 2021**
- Isochrones of transit coverage centered at jurisdictions from www.remix.com for: 6:40 AM, 7:00 AM, and 7:40 AM
 - Number of jobs shapefile from 2012-2016 Census Transportation Planning Projects (CTPP); Table A202100 at TAZ Level

- MID-PLAN REVIEW**
- Isochrones of transit coverage centered at jurisdictions from www.remix.com for: 6:40 AM, 7:00 AM, and 7:40 AM
 - Number of jobs shapefile from Census OnTheMap Portal (2020)

ECONOMIC SUSTAINABILITY #2

MEASURE: NUMBER OF JOBS ACCESSIBLE BY TRANSIT WITHIN ONE HOUR DURING THE MORNING COMMUTE



Legend

- Interstate
- Freeway or Expressway
- Principal Arterial
- Minor arterial
- Major Collector
- City Boundary
- County Boundary
- Vine Transit Routes

Transit Coverage Under 60 Minutes

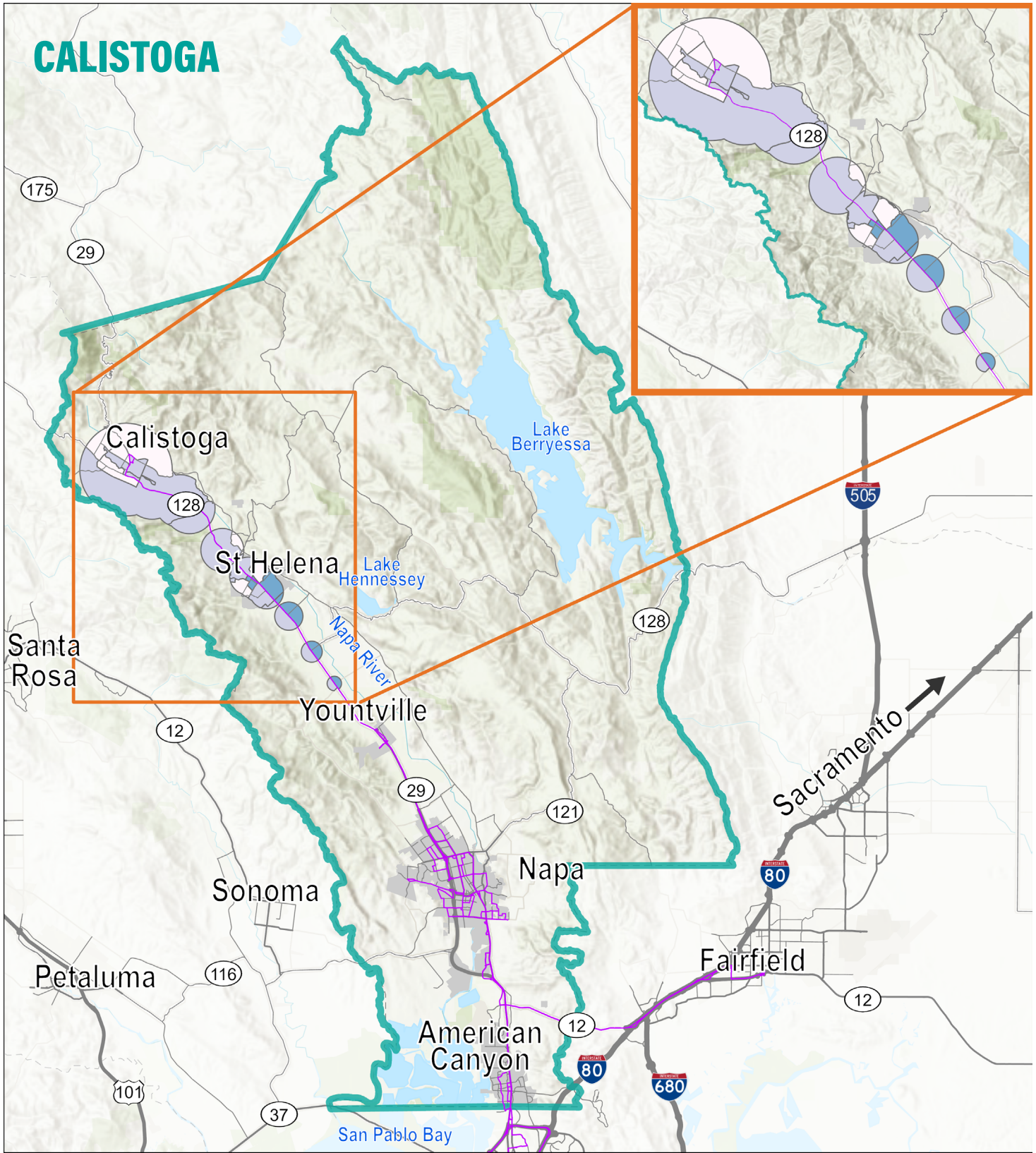
- ▨ From Calistoga City Hall
- ▨ From Yountville Town Hall
- ▨ From Napa City Hall
- ▨ From American Canyon City Hall
- ▨ From St. Helena Former City Hall



Source: NVTA, REMIX, US Census OnTheMap Portal

ECONOMIC SUSTAINABILITY #2

MEASURE: NUMBER OF JOBS ACCESSIBLE BY TRANSIT WITHIN ONE HOUR DURING THE MORNING COMMUTE



Legend

- Interstate
- Freeway or Expressway
- Principal Arterial
- Minor arterial
- Major Collector
- City Boundary
- ▭ County Boundary
- Vine Transit Routes

Number of Jobs Accessible by Transit under 60 Minutes

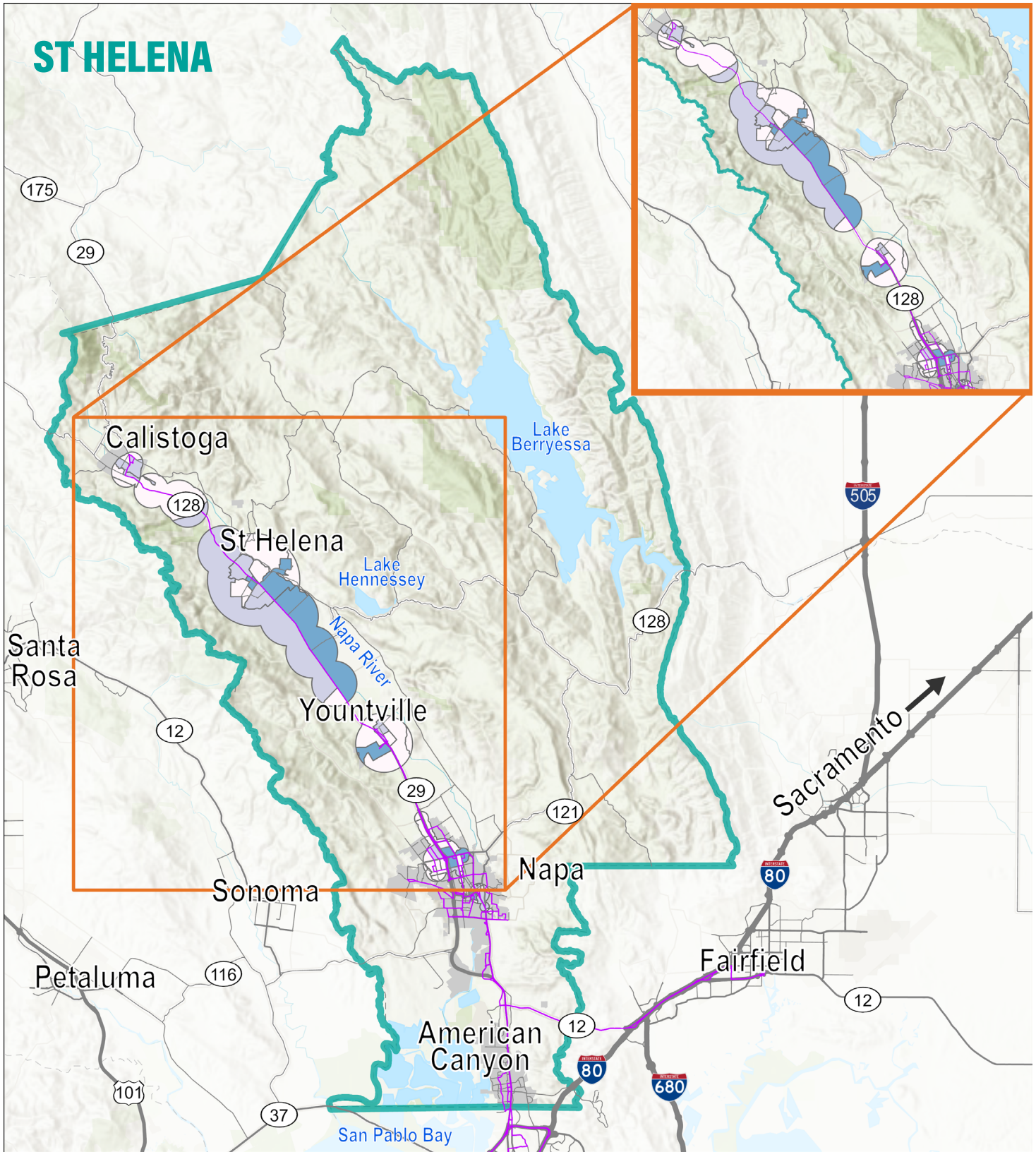
- 0 - 500
- 500 - 1,000
- 1,000 - 3,000
- 3,000 - 5,000
- > 5,000



Source: NVTA, REMIX, US Census OnTheMap Portal

ECONOMIC SUSTAINABILITY #2

MEASURE: NUMBER OF JOBS ACCESSIBLE BY TRANSIT WITHIN ONE HOUR DURING THE MORNING COMMUTE



Legend

- Interstate
- Freeway or Expressway
- Principal Arterial
- Minor arterial
- Major Collector
- City Boundary
- County Boundary
- Vine Transit Routes

Number of Jobs Accessible by Transit under 60 Minutes

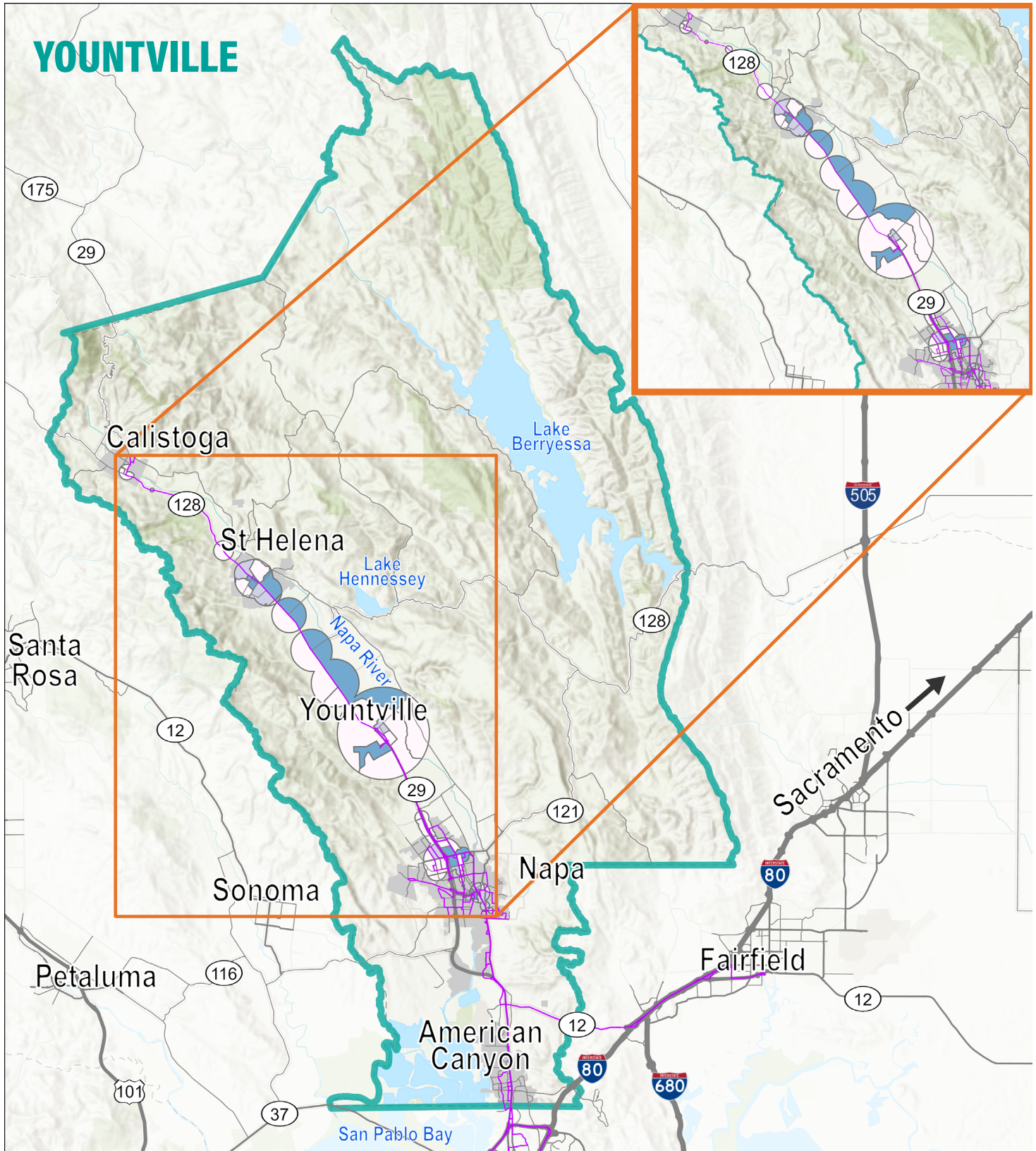
- 0 - 500
- 500 - 1,000
- 1,000 - 3,000
- 3,000 - 5,000
- > 5,000



Source: NVT, REMIX, US Census OnTheMap Portal

ECONOMIC SUSTAINABILITY #2

MEASURE: NUMBER OF JOBS ACCESSIBLE BY TRANSIT WITHIN ONE HOUR DURING THE MORNING COMMUTE



Legend

- Interstate
- Freeway or Expressway
- Principal Arterial
- Minor arterial
- Major Collector
- City Boundary
- ▭ County Boundary
- Vine Transit Routes

Number of Jobs Accessible by Transit under 60 Minutes

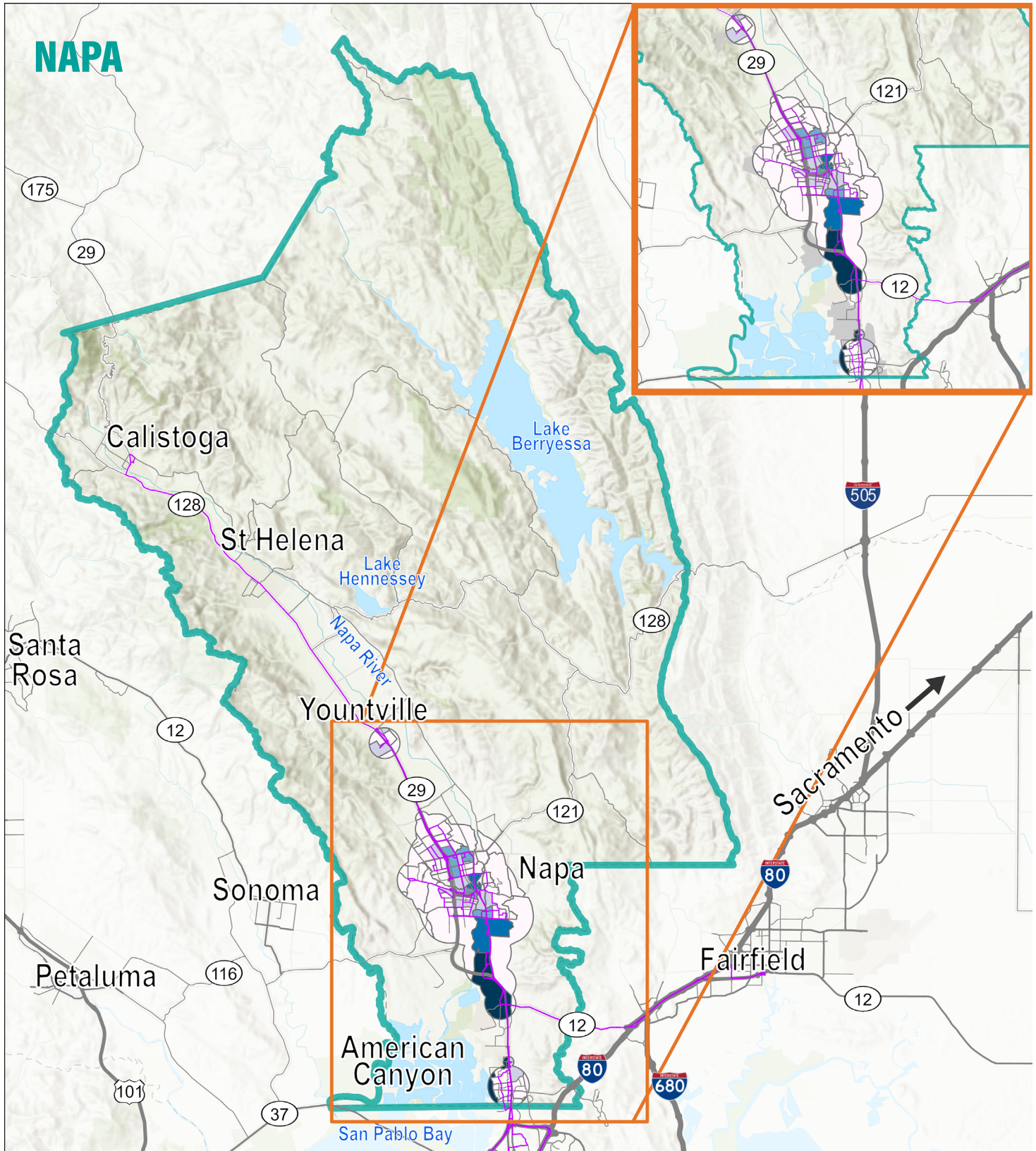
- 0 - 500
- 500 - 1,000
- 1,000 - 3,000
- 3,000 - 5,000
- > 5,000



Source: NVTA, REMIX, US Census OnTheMap Portal

ECONOMIC SUSTAINABILITY #2

MEASURE: NUMBER OF JOBS ACCESSIBLE BY TRANSIT WITHIN ONE HOUR DURING THE MORNING COMMUTE



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- Interstate
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- City Boundary
- County Boundary
- Vine Transit Routes

Number of Jobs Accessible by Transit under 60 Minutes

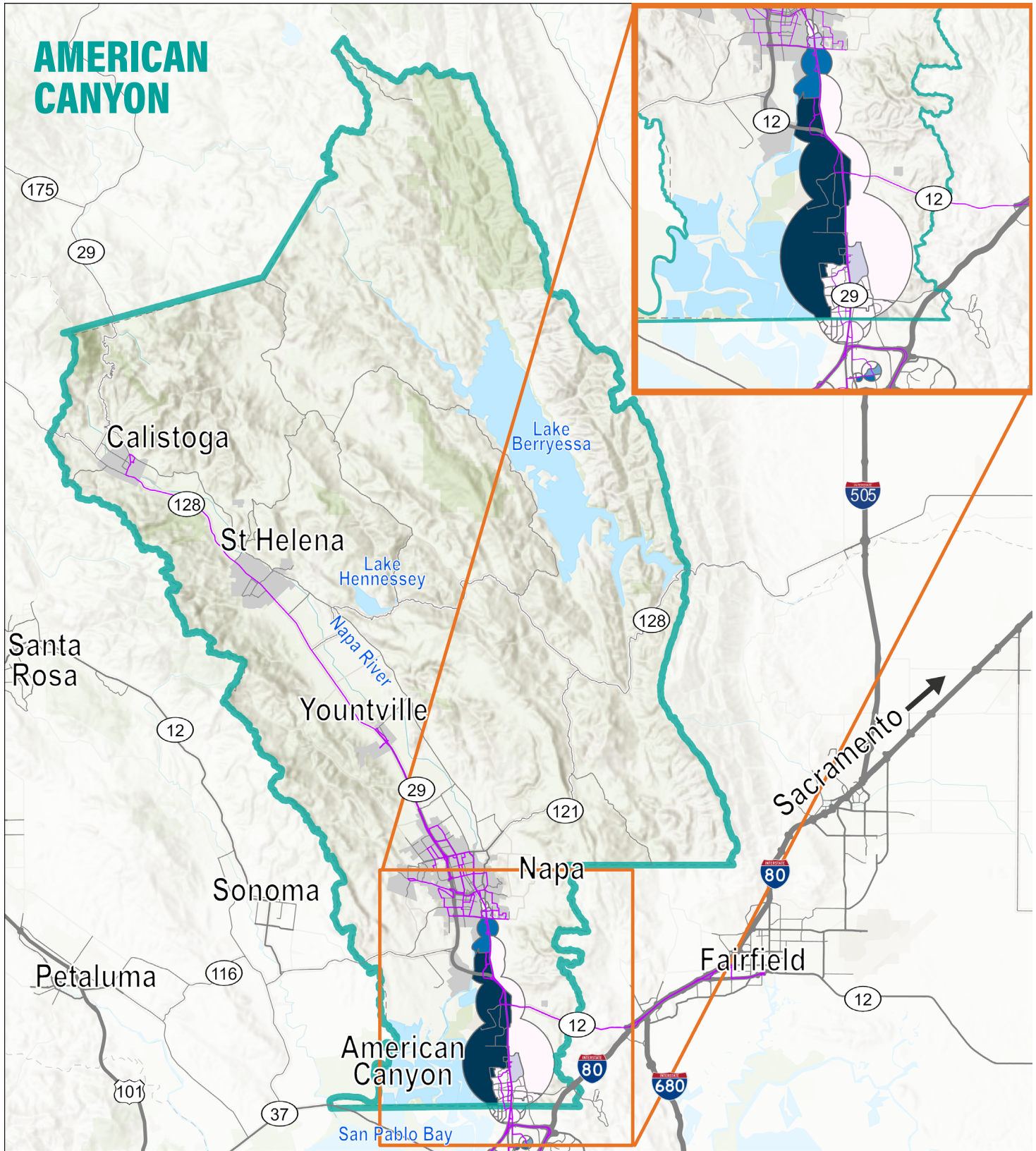
- 0 - 500
- 500 - 1,000
- 1,000 - 3,000
- 3,000 - 5,000
- > 5,000



Source: NVTA, REMIX, US Census OnTheMap Portal

ECONOMIC SUSTAINABILITY #2

MEASURE: NUMBER OF JOBS ACCESSIBLE BY TRANSIT WITHIN ONE HOUR DURING THE MORNING COMMUTE



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- Vine Transit Routes

Number of Jobs Accessible by Transit under 60 Minutes

- 0 - 500
- 500 - 1,000
- 1,000 - 3,000
- 3,000 - 5,000
- > 5,000



Source: NVT, REMIX, US Census OnTheMap Portal



SUSTAINABILITY #1

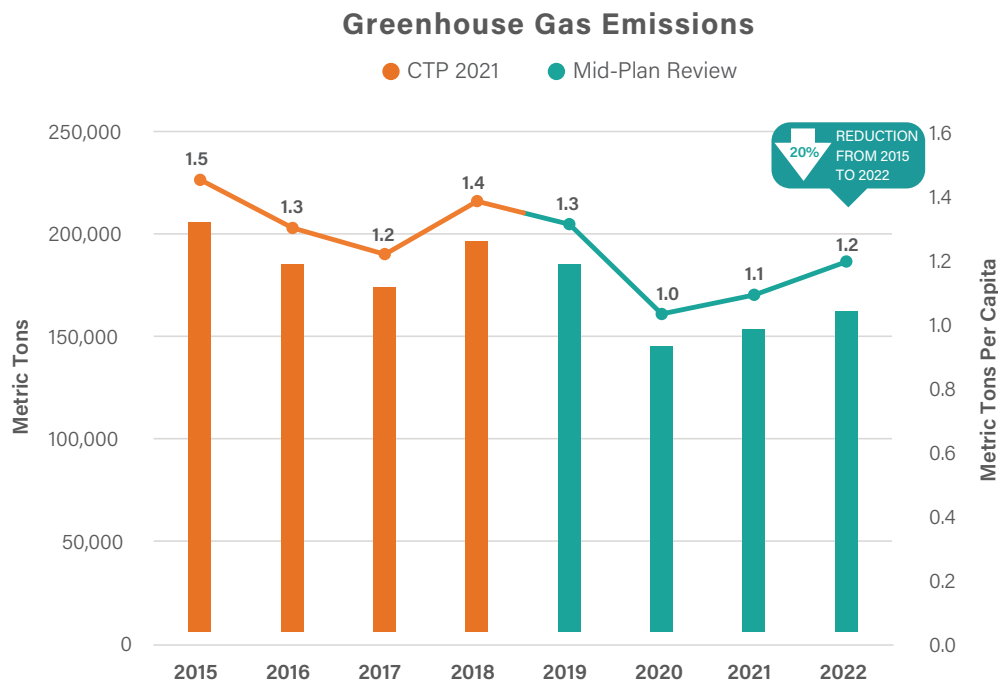
MEASURE: GREENHOUSE GAS EMISSIONS

BASELINE PERFORMANCE MEASUREMENT:

▶ **1.5** Metric Tons of GHG Emissions per capita in Napa County in 2015

TARGET:

▶ Reduce GHG Emissions by **19%** per capita in Napa County from the 2015 levels



KEY TAKEAWAYS

- GHG emissions reduced from 1.5 Metric Tons in 2015 to 1.2 in 2022, a 20% decrease
- ▶ **Metric Achieved**

COVID-19 IMPACTS

- Napa County vehicle miles travelled per capita per day reduced from 17.3 to 14.2 (Sustainability Measure #2) causing a decrease in gasoline and diesel sales
- Remote work and learning
- California Energy Commission shows increased electric vehicle sales (21 percent of vehicle sales in Napa County in 2022)
- California Energy Commission shows an increased volume of charging stations and ports in Napa County (in 2023, there are 400 Level 2 charging ports and 42 DC Fast charging ports totaling 442 EV charging ports)

GOING FORWARD

- Continue promoting alternative modes of transportation including transit, walking, biking, and utilization of the V-Commute Program
- Continue monitoring vehicular travel and freight trends in the post COVID-19 era to see if metric should be revised
- Continue developing and implementing Zero Emission Vehicle policies, plans, and projects to promote utilization of zero emission vehicles and transit fleets

KEY DATA SOURCES:

CTP 2021

- GHG emissions data for surface transportation from MTC's Vital Signs: <https://www.vitalsigns.mtc.ca.gov/greenhouse-gas-emissions>

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- California Annual Retail Fuel Outlet Report Results (CEC-A15) (Gasoline and Diesel sales)
- American Community Survey (ACS) Five Year Estimates; Table B01001 (Sex by Age)



SUSTAINABILITY #2

MEASURE: VEHICLE MILES TRAVELED

BASELINE PERFORMANCE MEASUREMENT:

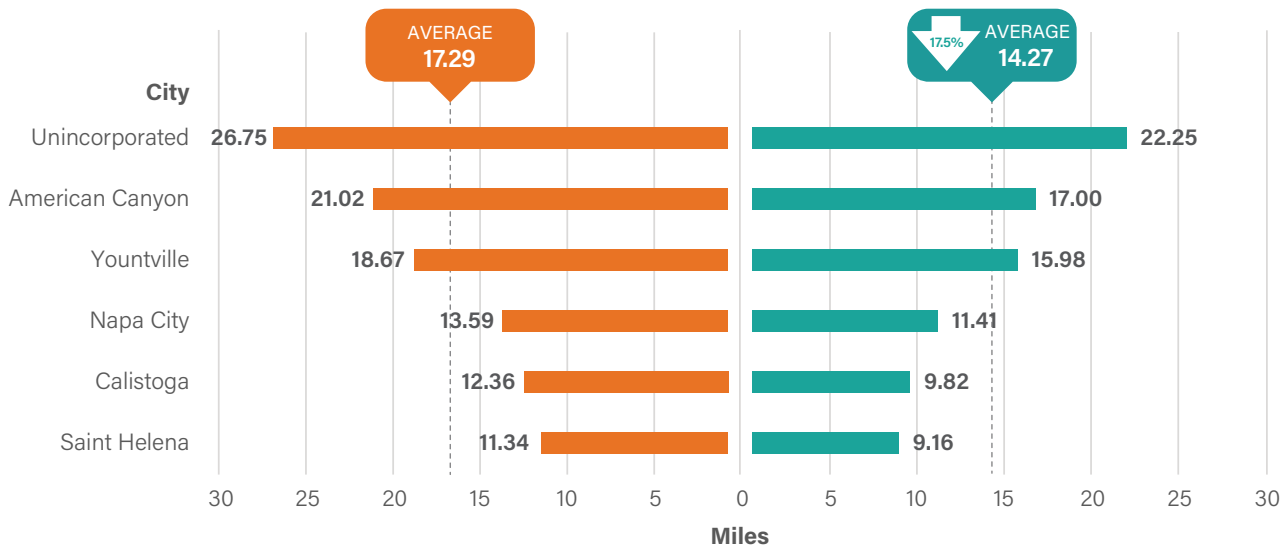
▶ **Vehicle Miles Traveled: 17.3 Miles per capita**

TARGET:

▶ **15% Reduction in Vehicle Miles Traveled from baseline level**

Vehicle Miles Traveled

● CTP 2021 ● Mid-Plan Review



KEY TAKEAWAYS

- VMT reduced from 17.29 miles per capita per day to 14.27, a 17.5% decrease

▶ **Metric Achieved**

COVID-19 IMPACTS

- Decreased travel due to stay at home mandates
- Remote work and learning
- Gasoline price per gallon rose from \$4.10 in 2021 to \$5.41 in 2022
- Rapid consumer goods inflation between 2021 and 2022 (4.7% in 2021, 8% in 2022)

GOING FORWARD

- Continue monitoring VMT trends in the post COVID-19 era to assess need for metric revisions
- Continue promoting alternative modes of transportation including transit, walking, biking, and utilization of the V-Commute Program

KEY DATA SOURCES:

CTP 2021

- Napa Valley Transportation Authority VMT Tool, 2021

MID-PLAN REVIEW

- Napa Valley Transportation Authority VMT Tool, 2022



SUSTAINABILITY #3

MEASURE: SHARE OF ACTIVE TRANSPORTATION FOR COMMUTE TRIPS

BASELINE PERFORMANCE MEASUREMENT:

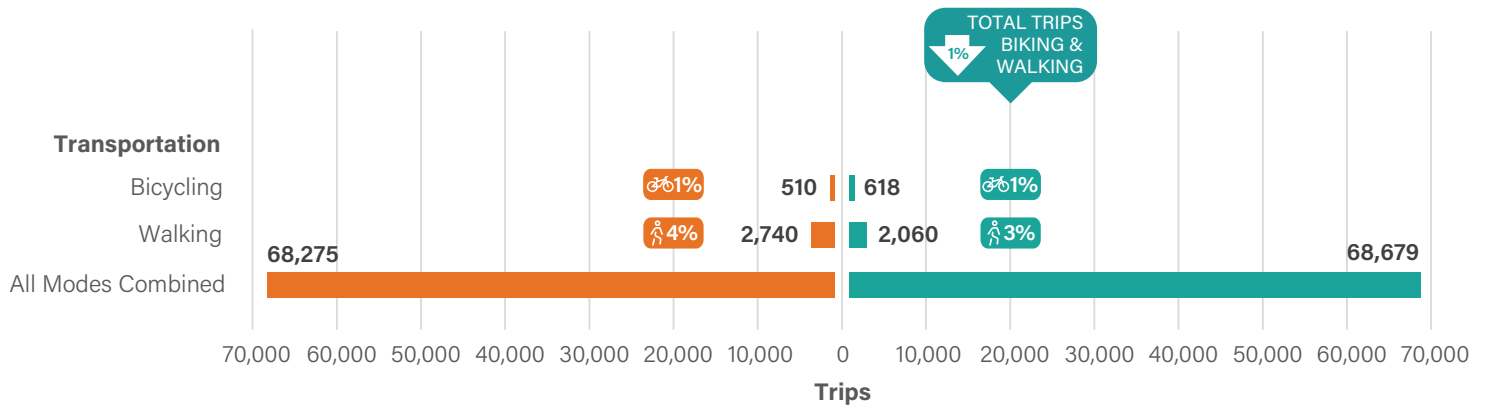
▶ Percentage of work trips made by bicycling or walking for Napa County residents: **5%**

TARGET:

▶ Increase the percentage of work trips made by bicycling or walking for Napa County residents to **10%** by 2045

Active Transportation for Commute Trips

● CTP 2021 ● Mid-Plan Review



KEY TAKEAWAYS

- Percent of work trips made by bicycling or walking decreased from 5% to 3.9%

▶ **Metric Not Met**

COVID-19 IMPACTS

- Potential reduction of commute trip factors:
 - » Inclement weather
 - » Greater geographic physical dispersion of jobs within the region
 - » Stay at home mandates

GOING FORWARD

- NVTA and member agencies should continue to deliver on-street and off-street bike and pedestrian facilities and amenities with a focus on safety and transit connectivity
- Future metric recommendation is to include all trips rather than just work trips (this would include using data collected from NVTA's Transportation Demand Management program)

KEY DATA SOURCES:

CTP 2021

- American Community Survey 5-year estimates (2014-2018): Commuting Characteristics by Sex; TableS0801

MID-PLAN REVIEW

- American Community Survey 5-year estimates (2017-2021): Commuting Characteristics by Sex; TableS0801



SUSTAINABILITY #4

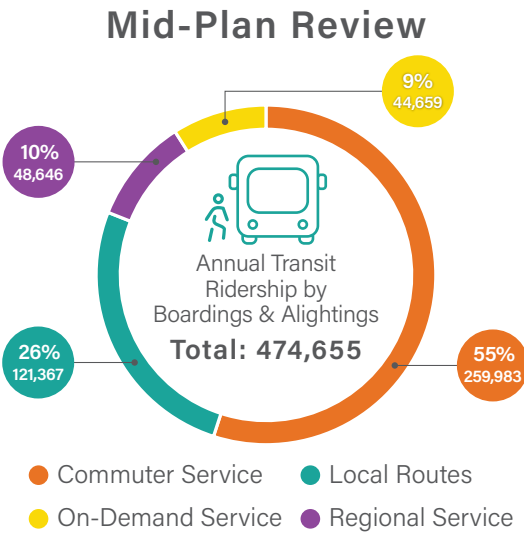
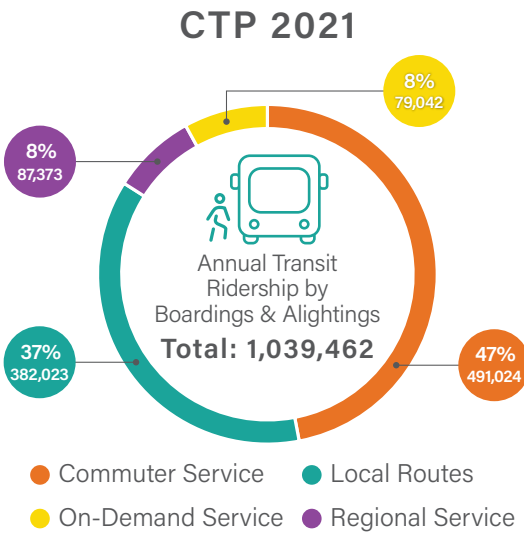
MEASURE: TRANSIT RIDERSHIP BY ANNUAL BOARDINGS AND ALIGHTINGS

BASELINE PERFORMANCE MEASUREMENT:

▶ Annual Transit Ridership (Fiscal Year 2018-2019):
1,039,462

TARGET:

▶ Maintain or increase from baseline annual ridership



KEY TAKEAWAYS

- Boardings and alightings decreased from 1,039,462 to 413,166, a 60.25% decrease

▶ **Metric Not Met**

COVID-19 IMPACTS

- Local routes were reduced between 2020 and 2021 (ridership was at its lowest due to reduced service and community concerns related to the spread of COVID-19)
- We increased to 2 fixed routes in the City of Napa in May 2021 and then up to 4 by August 2021
- Between July 2022 and September 2022 there was a 71% increase in ridership compared to January 2022 – March 2022
- Vine Transit increased from 4 local City of Napa fixed routes to 6 on August 13, 2023, in an effort to return to normal pre-pandemic service patterns

GOING FORWARD

- Continue increasing and reinstating fixed-route service including evaluating effectiveness of routing and headways
- Maintain and improve on-time performance
- Continue increasing miles between bus road calls
- Improve first and last mile connectivity including bus stop amenities

KEY DATA SOURCES:

CTP 2021

- Vine Transit Ridership data (Fiscal Year 2018-2019)

MID-PLAN REVIEW

- Vine Transit Ridership data (Fiscal Year 2022-2023)



MAINTENANCE AND PRESERVATION #1

MEASURE: MILES BETWEEN BUS ROAD CALLS (BREAKDOWNS)

BASELINE PERFORMANCE MEASUREMENT:

Average miles between road calls (2015-2018): **42,750**

TARGET:

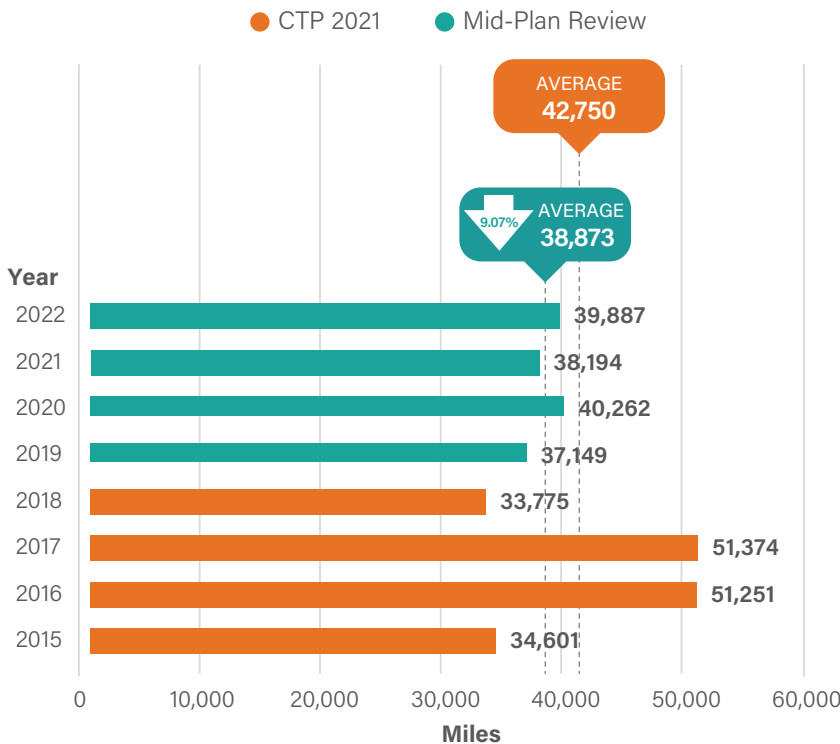
Maintain or improve the average number of miles between road calls

KEY TAKEAWAYS

- Miles between bus road calls average decreased from 42,750 miles to 38,873, a 9.07% decrease

> Metric Not Met

Miles Between Bus Road Calls (Breakdowns)



IMPACTS AND IMPROVEMENTS

- NVTA's transit fleet continues to age with 24 (35 percent) vehicles past their useful life which is leading to more mechanical issues on average
- NVTA is addressing the aging issue by purchasing new transit vehicles (6 CNG transit buses, 8 new electric, and 4 paratransit vehicles in 2023 and 2024
- NVTA new bus maintenance facility in March 2024 (additional battery electric vehicle chargers to utilize the entire electric fleet)

GOING FORWARD

- Continue purchasing new transit vehicles to replace aging fleet
- Utilize new bus maintenance facility to maintain fleet

KEY DATA SOURCES:

CTP 2021

- Miles between road calls data from National Transit Database (NTD) (2015-2018)

MID-PLAN REVIEW

- Miles between road calls data from National Transit Database (NTD) (2019-2022)



MAINTENANCE AND PRESERVATION #2

MEASURE: PAVEMENT CONDITION INDEX (PCI)

BASELINE PERFORMANCE MEASUREMENT:

▶ PCI Score for Napa County: **58**

TARGET:

▶ PCI Score for Napa County: **80**

KEY TAKEAWAYS

- Pavement Condition Index went from 58 to 54
- ▶ **Metric Not Met**

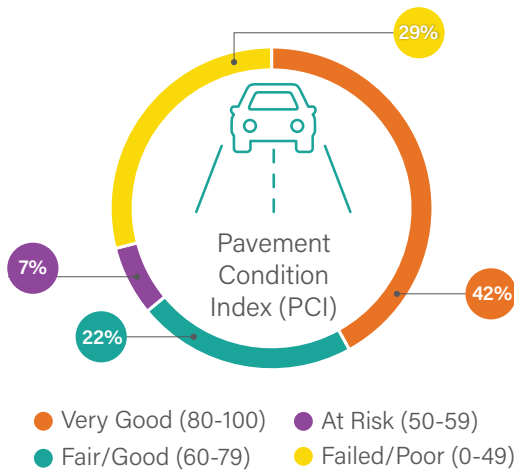
MEASURE T, COVID-19 IMPACTS, AND OTHER FACTORS

- Fires and inclement weather have damaged many of Napa County's road infrastructure assets
- Deferred maintenance and limited revenue

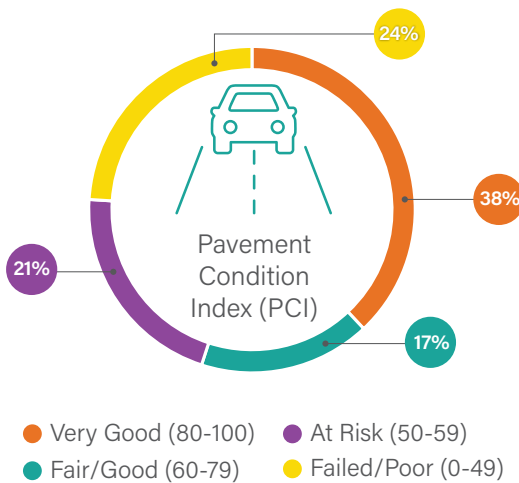
GOING FORWARD

- NVTA is proposing to reform Measure T in the November 2024 election to allow for bonding against future sales tax revenue

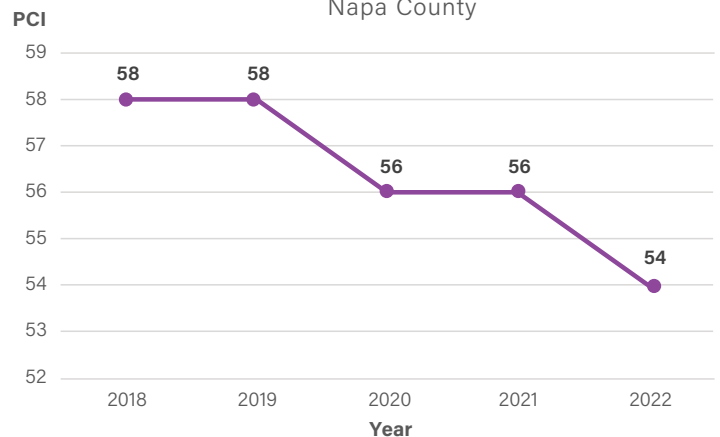
CTP 2021



Mid-Plan Review



Total Pavement Condition Index Scores Napa County



KEY DATA SOURCES:

CTP 2021

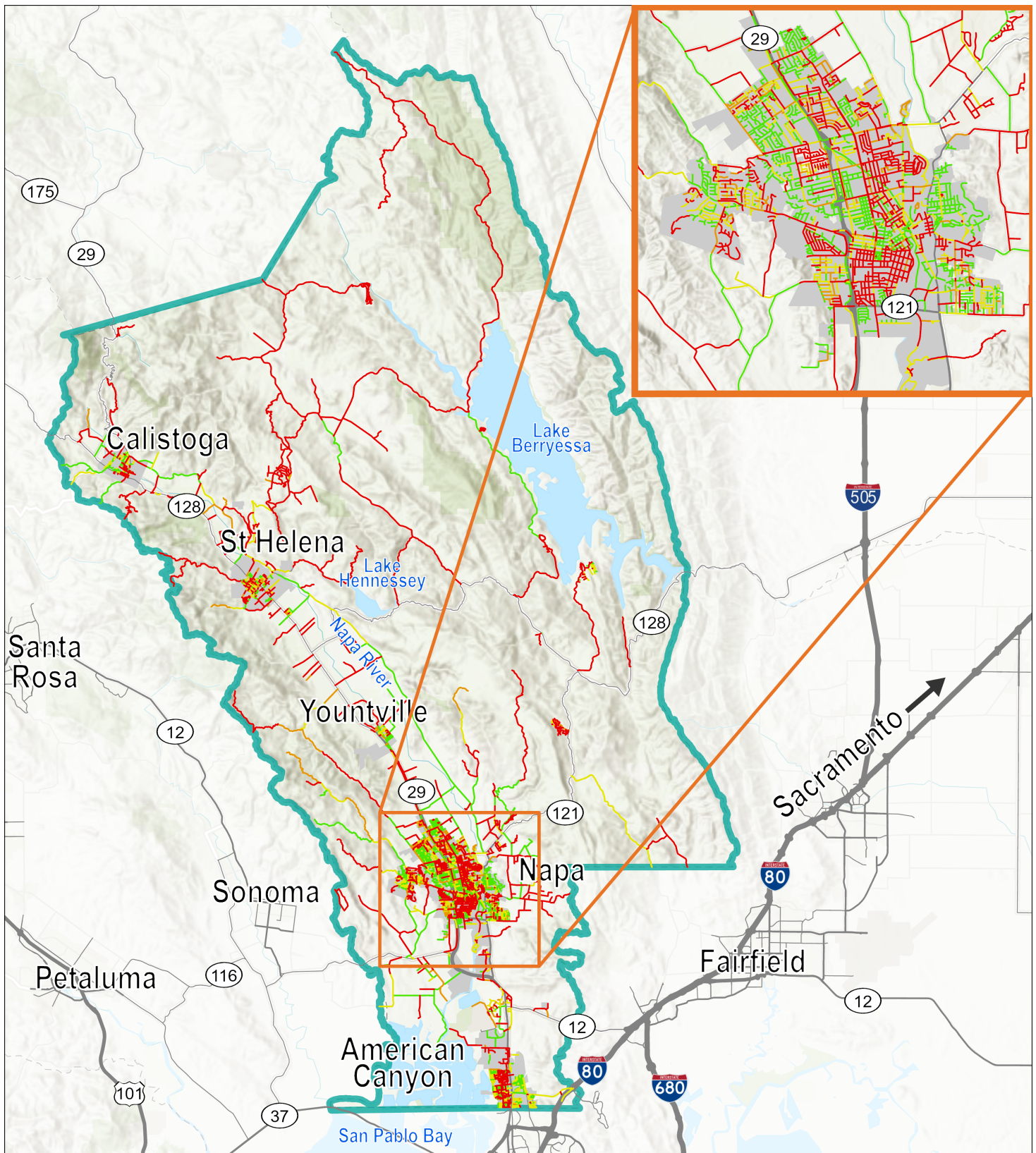
- Pavement Condition Index at street level and at county level from MTC's Vital Signs (2018)

MID-PLAN REVIEW

- Pavement Condition Index at street level and at county level from MTC's StreetSaver (2022)

MAINTENANCE AND PRESERVATION #2

MEASURE: PAVEMENT CONDITION INDEX (PCI)



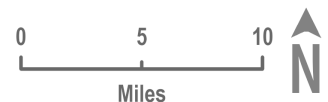
Legend

- Interstate
- Freeway or Expressway
- Principal Arterial
- Minor arterial
- Major Collector

- City Boundary
- ▭ County Boundary
- Vine Transit Routes

2022 Pavement Condition Index

- Failed / Poor (0-49)
- At Risk (50-59)
- Fair / Good (60-79)
- Very Good / Excellent (80-100)



Source: NVTA, StreetSaver