

ANNUAL REPORT 2016



NVTA

NAPA VALLEY TRANSPORTATION AUTHORITY
Ride. Walk. Live.

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Partransit Coordinating Council

Beth Kahiga, *Ex-Officio*

Letter from the Chairman



The Napa Valley Transportation Authority made new connections to our transportation network this year. In October, NVTA's Board of Directors "cut the ribbon" and participated in a community celebration at the opening of the Oak Knoll segment of the Vine Trail, an unprecedented accomplishment for NVTA.

The Authority was able to secure millions of dollars in state and federal grants to deliver the project. The project's success is the result of strong leadership, committed staff, careful planning, and solid partnerships with the nonprofit Napa Valley Vine Trail Coalition, the City of Napa, the County of Napa and the Town of Yountville.

Similar leadership is needed to address growing congestion along Napa Valley's major transportation corridors. Partnering with the other three northern Bay Area counties of Marin, Solano and Sonoma to create a common vision that will secure regional equity and attract federal, state and regional revenues sorely needed to help deliver high-priority projects. NVTA has been working closely with Caltrans on key projects, including the SR-29 Channelization project just south of St. Helena, which opened to traffic in 2016.

Diligent planning is key to delivering successful projects. In July, NVTA's Board of Directors adopted the Napa Countywide Pedestrian Plan, a roadmap outlining goals and project priorities so that walking around Napa Valley is a safer and a better experience for all members of the community.

We look forward to serving Napa Valley and improving your transportation experience in 2017.

Sincerely,

A handwritten signature in black ink that reads "Peter White". The signature is written in a cursive, flowing style.

Peter White, Chairman

State of the Transportation System



A successful transportation system is critical for Napa Valley's future. If commuters on State Route 29 can't get to work, or if freight delivery is delayed because sea level rise causes Highway 37 to flood, the entire region suffers from loss of revenue, investment and opportunity. The economic security of the community depends on a well-functioning transportation system, and today's system is at risk.

The problem is lack of funding. State and federal gas tax revenues -- the primary funding sources for transportation -- have declined as more people trade gas guzzlers for hybrids and electric cars. As Napa Valley's economy and population has grown, the infrastructure has crumbled, with county bridges, traffic signal intersections and transit facilities desperately needing to be renovated and modernized. NVTA's Countywide Transportation Plan projects an estimated \$750 million local funding shortfall over 25 years.

Napa Valley isn't alone in this challenge. Communities in California and the U.S. face daunting funding shortfalls and critical infrastructure needs, and the problem can't be deferred any longer. State lawmakers failed to pass a transportation funding bill for years, instead relying on local counties to enact sales tax measures to pay for patchwork road maintenance. The federal gas tax hasn't been raised since 1993. The state gas tax, which also hasn't been raised since the mid-'90s, is complex and confusing to the public, which already pays some of the highest gas prices in the nation.

Napa County's made significant investments to combat these difficulties. NVTA partnered with the Napa Valley Vine Trail coalition to deliver the valley's biggest "active" transportation project in years, and the Authority continues to promote shared-use mobility projects that incentivize carpooling, ridesharing, public transit options. Vine Transit vehicles are newly equipped with real-time GPS technology that will improve efficiency in the system. The Authority partnered with stakeholders in the cities of Vallejo, Napa and American Canyon to address SR-29 congestion, and entered into a four-county agreement to renovate SR-37 before it's underwater.

Electric and autonomous vehicles might be the transportation solutions of the next generation, but that future isn't here yet. The nation's electrical grid still needs to be built, the rules for driverless vehicles must still be developed, and California needs a new, fair funding mechanism that charges people for using its roads, not just for pumping gas.

Severe drought conditions in the last few winters have given Californians a false sense of security about the real costs of maintaining their quality of life. The rains returned last winter with a vengeance. As California's roads wash away, opportunities will be flushed with it -- unless the public demands solutions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kate Miller', written in a cursive style.

Kate Miller, Executive Director



NVTA Delivers: Napa-to-Yountville Segment of Vine Trail Opens to Stellar Reviews

It's the trail that Napa Valley couldn't wait to use.

NVTA's Board of Directors joined community members in October to celebrate the grand opening of the Oak Knoll segment of the Napa Valley Vine Trail connecting the City of Napa to the Town of Yountville via a safe, scenic path along Solano Avenue.

Many enthusiasts, however, were exploring the freshly paved trail months before Caltrans completed the new traffic signals' configuration.

"The community was incredibly excited about the new Vine Trail, even though signs clearly said that it hadn't opened yet," said NVTA Executive Director Kate Miller. "But we were pleased to deliver a project that connected communities."

A 6-mile stretch of Vine Trail along Solano Avenue is the longest segment constructed so far, spanning Redwood

Road in Napa to California Drive in Yountville. The 10-foot wide Class I trail connects the Redwood Park & Ride with the Yountville Park & Ride, giving trail riders an easy connection to transit.

"The community was incredibly excited about the new Vine Trail ... even though it hadn't opened yet"

The 47-mile trail will one day connect Napa Valley from Calistoga to the San Francisco Bay Trail via the Vallejo Ferry Terminal. About 14 miles of trail have been built so far, including segments in Vallejo and American Canyon, which opened a nearly half-mile section of new trail in its city

last year.

When the "Soscol Gap" east of Downtown Napa is completed, there will be 12.5 miles of continuous trail available for riders between south Napa and Yountville.

NVTA took the lead on the project's engineering and construction, partnering with public and private organizations on the Oak Knoll segment.



The Authority secured more than \$7 million in state and federal funding for the project, including \$2.5 million from the Federal Highway Administration Transportation, Community and System Preservation Program (TCSP) and a \$3.6 million Active Transportation Program (ATP) grant awarded by the state.

"We are indebted to our City/Town/County partners and owe a special thanks to the City of Napa staff for their creativity and support during the project construction," Miller said. "And thank you to NVTA engineer Herb Fredricksen, who came out of retirement to lead this effort."

U.S. Congressman Mike Thompson joined State Assemblyman Bill Dodd and local elected officials for the ribbon-cutting on Oct. 21 at the remodeled Yountville Park & Ride.

What's next for the Vine Trail? The City of Napa's project on Soscol Avenue will close a half-mile gap between the Oak Knoll segment and South Napa.

NVTA also secured another \$6.1 million ATP grant to build the trail from Calistoga to St. Helena. That segment, a 7-mile portion is under design with construction expected to begin in 2019.



Can NVTA move you?



How much space does your commute take? Bus, bikes ... and cars

Imagine if 200 cars in a typical day's commute on SR-29 suddenly disappeared. That's the equivalent of a half-mile of traffic — or five city blocks of bumper-to-bumper cars.

Vine Transit already transports 200 riders through SR-29 every day, and the agency is determined to do even better. NVTA launched its Express Bus Study to determine how to further ease commuters' congestion.

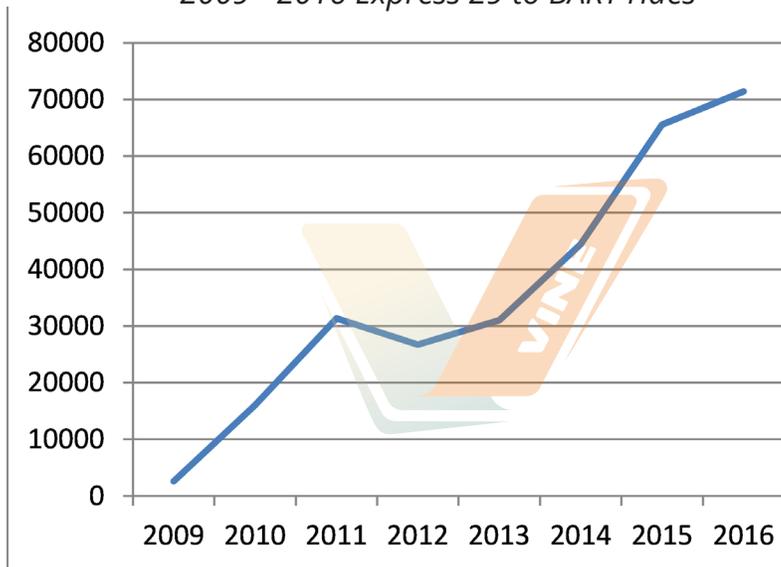
What is an Express Bus, and what improvements is NVTA studying?

Express Bus service offers faster speeds, shorter travel times and enhanced features. NVTA is studying several strategies:

- Limited or "skip-stop" service, meaning buses make fewer stops along a route, especially during peak commute hours;
- "Queue jumps" and curb extensions such as bulb-outs, with street and sidewalk configurations allowing buses to bypass stopped and slow traffic;
- Bus signal priority in which buses running behind schedule triggers shorter red and longer green traffic lights;
- Using highway shoulders for buses to bypass slower traffic;
- Low-floor or multiple door buses to allow quicker entries and exits;
- Off-bus fare collection allowing travelers to purchase tickets before they board;
- Improved stations with weather-protection shelters, comfortable seating and real-time bus locator information.

Express Yourself!

2009 - 2016 Express 29 to BART rides



Sounds like a good plan. What are the challenges?

The Authority must determine how to allocate limited resources due to Napa County's low-density population, large geographical service area, and declining funding for state transit operators.

Despite those challenges, express service continues to grow. In fact, the service has never been more popular than it is today: Since 2012, Vine Transit's express service to BART increased by 167%.

I thought Vine Transit already had Express Routes?

Vine Transit currently offers three express routes: Napa-Solano Express (Route 21); Napa-Sonoma Express (Route 25); and Express to BART (Route 29).

But Vine buses on the Route 29 Express to BART still use the same lanes on SR-29 that are available to regular daily traffic.

When Napa County residents were asked as why they did not use transit, the highest number of respondents said the service takes too long compared to driving. The best way to convince more drivers to consider transit is by developing a system where the buses are passing cars stuck in traffic.

VINE TRANSIT EXPRESS BUS CORRIDOR STUDY

Online Survey Findings

TOP FIVE TRANSIT IMPROVEMENT PRIORITIES RANKED BY SURVEY RESPONDENTS

Respondents ranked 5 categories from a list of 8. Scoring based on rank: 1st = 5 pts, 2nd = 4 pts, 3rd = 3 pts, 4th = 2 pts, 5th = 1 pt

- FREQUENCY AND TRANSFERS**
1,082 SCORE RANKED BY 74% OF RESPONDENTS
- SHORTER TRIP TIME**
1,005 SCORE RANKED BY 69% OF RESPONDENTS
- BIGGER SERVICE AREA**
804 SCORE RANKED BY 59% OF RESPONDENTS
- IMPROVE RELIABILITY**
650 SCORE RANKED BY 55% OF RESPONDENTS
- LOWER FARES**
465 SCORE RANKED BY 41% OF RESPONDENTS

MOST COMMON TRANSIT ROUTES USED AT LEAST ONCE A MONTH

Survey respondents selected all transit routes they use at least once a month. Percentage shown represents the percent of respondents that use the route. Respondents that indicated they did not use transit once a month were excluded.

Route	Percentage
LOCAL BUS ROUTES IN NAPA COUNTY	48%
BART	40%
FERRY SERVICE	31%
EXPRESS BUS IN NAPA COUNTY	21%
OTHER TRANSIT OUTSIDE NAPA COUNTY	17%
LOCAL SHUTTLES IN NAPA COUNTY	7%

Note: Percentages do not total 100%

How often do you use transit?

1 day per week	3%
About once a month	8%
2-4 days per week	11%
5-7 days per week	13%
Very rarely or never	65%

Why don't you use express bus service?

I did not know about express buses	28%
I need my car during the day	26%
Doesn't go near my destination	21%
It takes too long	20%
My commute is short	20%
Too far from home	15%
I do use express bus	12%
Other reason	11%
My work hours do not allow it	9%
Too expensive	3%

Where Do Napa Residents Work?

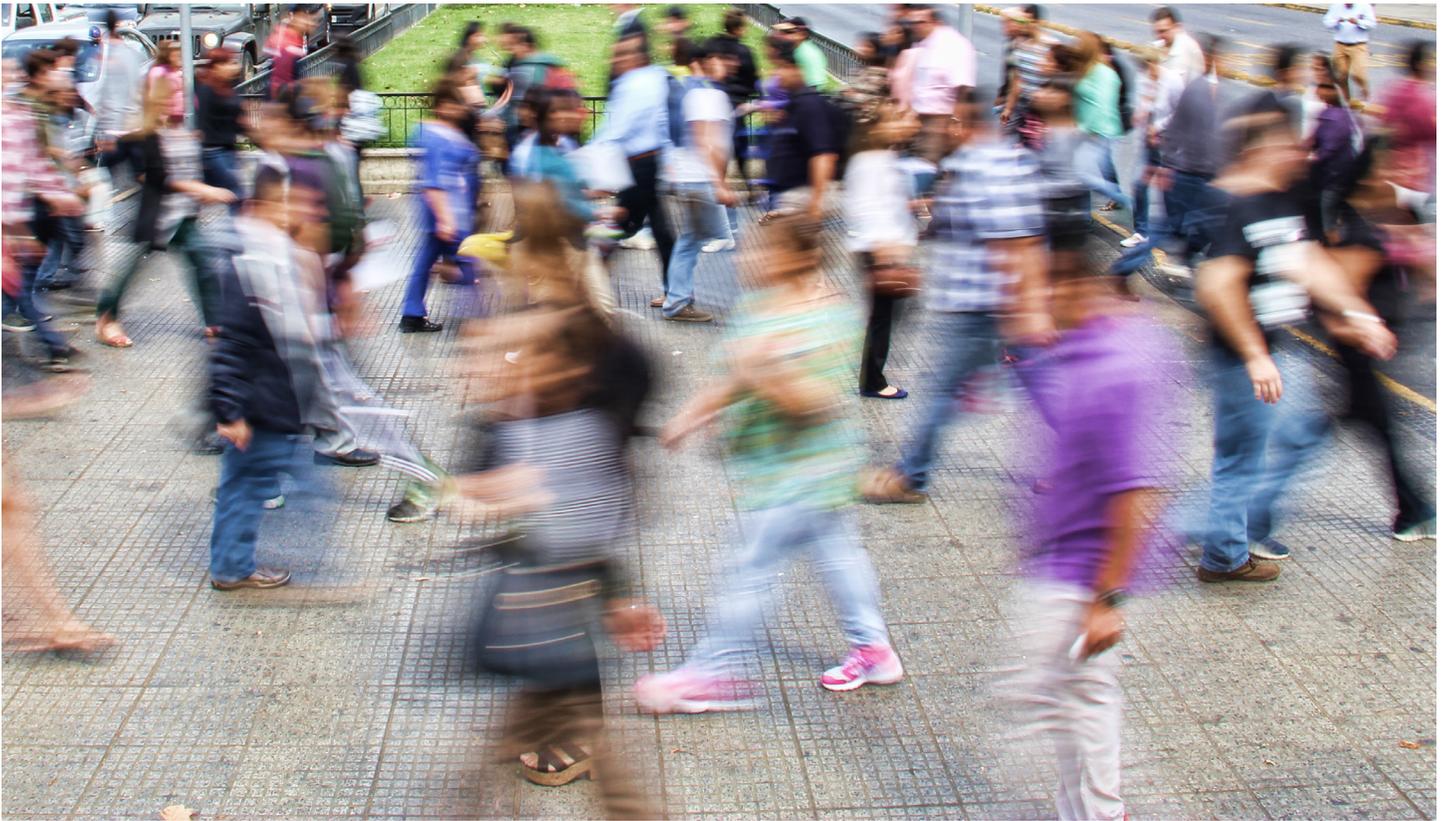
The diagram below depicts the most common cities that Napa residents travel to far work outside of Napa. Percentages based on survey data. Napa residents who work in Napa are not included in calculation.

Note: 17 other cities make up the remaining 21%

Who works in Napa?

The diagram below depicts the most common cities that non-Napa residents travel from to work in Napa. Percentages based on survey data. Napa residents who work in Napa are not included in calculation.

Note: 24 other cities make up the remaining 26%



NVTA Board Adopts Countywide Pedestrian Plan

There's an old saying: A plan without a goal is just a wish.

NVTA outlined the agency's goals to improve the valley's walking experience last year when its Board adopted the Napa Countywide Pedestrian Plan.

The final plan provides a comprehensive overview of the Authority's priorities to make the sidewalks, trails and roadways a safer, smarter experience for residents and visitors.

Agency planners developed the plan in coordination with the county's six local jurisdictions, as well as harnessing feedback from local stakeholders and the general public.

“A plan without a goal is just a wish”

The plan will help the Authority develop a strong “wish list” of priority projects, which better positions our jurisdictions to compete for funding.

Projects like the Vine Trail, for example, were made possible because of smart planning decisions from years earlier.

This Countywide Pedestrian Plan, the first of its kind, will complement the Countywide Bicycle Plan.

Together, these plans will inform the Countywide Active Transportation Plan, helping jurisdictions improve biking and walking projects all the way from American Canyon to Calistoga.

Remember: Today's plans are tomorrow's projects. Get involved early!

Paratransit in Action

Vine Transit provides transportation services to seniors and individuals with disabilities throughout Napa County. Vine Go is the county's complementary paratransit service to Vine Transit's fixed route system and serves passengers in the cities of Napa, American Canyon, the unincorporated areas of Napa County, and the "Upvalley" communities of Yountville, St. Helena, and Calistoga. Vine Go performs about 23,000 passenger trips annually.

NVTA warmly received three Vine Go paratransit vehicles with new paint, decals, equipment, and retractable securement safety features. Funding was received for through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities grant program. The total award was \$210,000.

The new vehicles offer a more comfortable ride, lower maintenance costs, better fuel economy and improved functionality for drivers.



SR-29 Channelization Project

NVTA partnered with Caltrans to widen SR-29 between Mee Lane in Napa County and Charter Oak Avenue in the City of St. Helena.

The project rehabilitated the pavement, widened highway shoulders to standard width, and constructed a two-way left turn lane. The project also improved bicycle, highway, and railroad crossings at SR-29 and Whitehall Lane.

These improvements were possible through major funding from the State Highway Operations and Protection Program (SHOPP).

"This \$19 million investment in our infrastructure is money well spent," said Caltrans Director Malcolm Dougherty.

"Residents, businesses, and visitors will now benefit from improved safety and shorter travel times. This includes the 22,000 motorists who travel on Highway 29 every day."



A Comprehensive Look Public Transit Today and Tomorrow

No transit system in the Bay Area offers the scope of services Vine Transit provides.

When considering Napa County's large rural coverage area, aging population and several scattered, non-centralized business districts for its winemaking, hospitality and healthcare industries, it's clear that solving Wine Country's transit dilemma is no simple task.

Vine Transit continues to rise to the challenge. Our fixed-route ridership declined slightly in Napa after years of steady increases, but the express service to BART and other regional destinations increased more than 25 percent.

The changing dynamics in Napa County lead NVRTA to begin a comprehensive operational analysis of the transit system. The year-long process will reveal exactly where Vine Transit should deploy its services to meet residents' demand.

The agency has more data at its disposal since installing automatic passenger counters and real-time GPS to its fleet, which continues to grow and modernize.



Vine Transit added nine new buses to the fleet last year, improving its WiFi, upgrading the seating and enhancing the brand with new gray exteriors and eye-popping logos.

Follow NVRTA's progress in 2017 as Authority planners work with community leaders to identify the best solutions to Napa Valley's congestion issues.

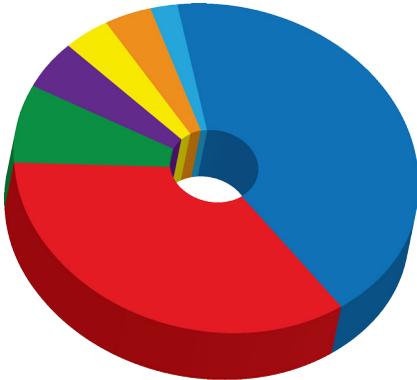
2016 Transit Statistics		2015 Transit Statistics	
System Ridership		System Ridership	
Vine Local	1,013,818	Vine Local	1,025,859
Vine Express	99,215	Vine Express	97,188
Vine Go Paratransit	22,690	Vine Go Paratransit	23,105
American Canyon Transit	24,576	American Canyon Transit	32,302
Yountville Trolley	22,251	Yountville Trolley	24,888
St. Helena Shuttle	11,406	St. Helena Shuttle	14,358
Calistoga Shuttle	21,731	Calistoga Shuttle	21,946
Total Passengers	1,215,687	Total Passengers	1,239,646

2016 Financials

NVTA's financial management practices ensure the agency's overall financial condition is healthy and stable. NVTA will continue to keep a watchful eye on expenditures and remain committed to sound management practices to deliver the highest quality and cost-effective services to county residents.

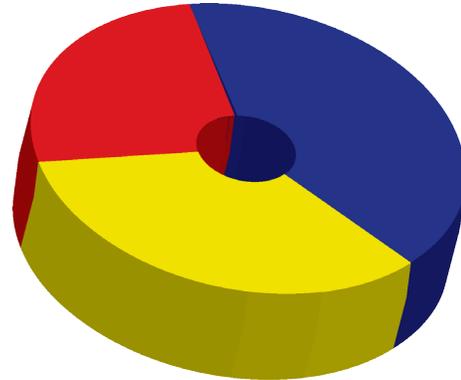
For a copy of NVTA's Audited Financial Statements for Fiscal Year Ended June 30 2016 along with the Single Audit, visit NVTA's website: nvta.ca.gov

REVENUES



- TDA/LTF 43%
- Proposition 18 4%
- Federal Grants 35%
- Other Grants & Local Support 4%
- State Grants 8%
- Regional Measure 2 2%
- Fares 5%

EXPENDITURES



- Transit 41%
- CMA 34%
- Capital Purchases 25%

REVENUES

Operating

Congestion Management Authority	
Federal Highway Administration	\$5,836,778
TDA / Local Transportation Fund	1,872,850
State Grants	1,014,848
Other Grants & Revenues	836,370
Local Support	58,945

Transit Services	
TDA / Local Transportation Funds	\$ 3,672,961
Federal Grants	2,142,613
Fares	1,231,773
State Transit Assistance	1,116,581
Regional Measure 2	426,400
Other Grants & Revenues	75,703

Capital	
TDA/ Local Transportation Funds	\$5,299,141
Proposition 1B	1,014,848
Federal Grants	823,754
Other Grants & Revenues	29,421

Total Revenues \$ 25,452,986

EXPENDITURES

Operating

Congestion Management Authority	
Professional Services	\$8,034,127
Salaries and Benefits	1,298,214
Agency Administration	323,932
Insurance	46,739
Facilities Maintenance	18,879

Transit Services	
Purchase Transportation	\$7,877,455
Depreciation Expense	2,021,976
Fuel	863,156
Administration	240,884
Marketing	134,080
Services and Supplies	372,662
Vehicle Maintenance	37,547

Capital Purchases	
Vehicles	\$4,627,057
Equipment	2,540,107

Total Expenditures \$28,436,815



NAPA VALLEY TRANSPORTATION AUTHORITY
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NVTA.CA.GOV | VINETRANSIT.COM

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 for transportation projects within the County. NVTA is responsible for coordinating short and long term planning and funding within an intermodal policy framework including highways, streets and roads, transit and paratransit, bicycle and pedestrian network improvements. NVTA also provides fixed route and on demand transit services in Napa County including Vine Transit in Napa, American Canyon Transit, Calistoga Shuttle, Yountville Trolley, St. Helena Shuttle, and Vine Go paratransit services.

