



PCC

Paratransit Coordinating Council

AGENDA

Thursday, September 4, 2014

10:00 am

NCTPA / NVTA Board Room
625 Burnell Street, Napa CA 94559

General Information

All materials relating to an agenda item for an open session of a regular meeting of the PCC which are provided to a majority or all of the members of the PCC by PCC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the PCC, 625 Burnell Street, Napa, California, 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the PCC at the meeting will be available for public inspection at the public meeting if prepared by the members of the PCC or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

*** Members of the public may speak to the PCC on any item at the time the PCC is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the PCC Staff. Also, members of the public are invited to address the PCC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Deborah Schwarzbach, PCC Staff, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting the NCTPA website at www.nctpa.net.

ITEMS

- 1. Call to Order
2. Roll Call and Introductions
3. Public Comment ***
4. Chairperson, Committee Members' Update
5. Correspondence

Time Estimates

5 Minutes



REGULAR AGENDA ITEMS

RECOMMENDATION

Time Estimates

- | | | |
|--|-------------|---------|
| 6. Approval of Minutes of July 10, 2014. | APPROVE | 5 min |
| 7. Nomination of Officers
The Council will nominate a Chair and Vice-Chair for 2015. | ACTION | 10 min |
| 8. Mobility Management Focus Group
Metropolitan Transportation Commission staff will present information on Bay Area mobility management initiatives and policies and solicit input from the Council. | INFORMATION | 100 min |
| 9. Adjourn | | |

Meeting Length Estimate: 120 mins

PCC
PARATRANSIT COORDINATING COUNCIL

Minutes
Thursday 10, 2014

ITEMS

1. Call to Order

The meeting was called to order at 10:12 am.

2. Roll Call and Introductions

Members Present:

Doug Weir
James Tomlinson
Fran Rosenberg
Julie Spencer
Celine Regalia
Beth Kahiga

Members Absent:

Joann Busenbark
Randy Kitch

3. Public Comment

None

4. Reports: Chairperson / Committee Members / Staff

Doug Weir suggested adding VineGo to the Paratransit Watch Blog.

5. Correspondence

None

REGULAR AGENDA ITEMS

6. Approval of May 1st, 2014 Meeting Minutes

Approved: **MSC Tomlinson/Rosenberg**, Unanimously Carried

7. Introduction of new NCTPA staff

Tom Roberts introduced Fiorella Silva and Benson Kwong to PPC.

8. Countywide Plan Update

- Presentation from Eliot Hurwitz about Napa County Transportation Plan/vision 2040.
- Julie Spencer suggested distributing surveys at the Back To School event in Calistoga.
- Fran Rosenberg asked for paper surveys for seniors. Eliot agreed to provide self-stamped surveys to Rosenberg.

9. Review Vine/VineGo Fare Policies

- Justin Paniagua presented proposed Fare Policies to PCC.
- Beth Kahiga inquired about the procedure for giving notice to the public when fare changes are made. Beth asked for clarification about the presentation and suggested that it would be helpful for PCC to know about fare changes ahead of time.
- A motion was made to recommend the NCTPA Board adopt the fare policies.

Approved MSC: **Kahiga/Rosenberg**, Unanimously Carried

10. Transit Managers Update

- Tom informed the PCC members that MTC (Metropolitan Transportation Commission) is drafting policies related to Mobility Management in the Bay Area and they want to meet with the public to solicit input. MTC was invited to give their presentation to PCC for the September meeting. Tom also added that the meeting may take approximately 2 hours.
- Tom also showed the PCC members the Mobility Services Dashboard of the Fiscal Year for 2013/2014. Tom stated that there are approximately 500 new people enrolled in VineGo since the last service changes.
- Tom stated that there will be an Assessment of Accessibility on bus routes, starting with the Route 6.

- The Summer Youth Pass program marketing strategy is a success.
- Tom also talked about the Mileage Reimbursement Program and that the goal is to launch the program around August 1st.
- Julie Spencer suggested that when the Mileage Reimbursement Program is being marketed, NCTPA should also mention other programs offered and that the information should be translated into Spanish.
- Tom and Julie suggested that Fiorella meet with Molly's Angels and get data to understand their trip origins and destinations.
- James Tomlinson asked for the clarification about the Taxi Script and whether it was only for limited trips such as health appointments. Tom clarified that taxi scripts can be used for any type of trips, including leisure trips.
- There was a discussion about hospitals/health care providers and how they can take the responsibility of providing transit for their patients.

11. Adjourn

Meeting was adjourned at 11:25 am. The next meeting date is September 4, 2014.



September 4, 2014
PCC Agenda Item 7

Action Requested: ACTION REQUIRED

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY PCC Agenda Letter

TO: Paratransit Coordinating Council (PCC)
FROM: Tom Roberts, Manager of Public Transit
(707) 259-8778 / Email: troberts@nctpa.net
SUBJECT: Nomination of Chair and Vice-Chair

RECOMMENDATION

Nominate a chair and vice-chair in advance of November election.

EXECUTIVE SUMMARY

Each year the PCC elects a chair and vice-chair before the end of the calendar year. The PCC By-laws direct that nominations should be made at the September meeting with the election held at the subsequent November meeting.

FINANCIAL IMPACT

Is there a Fiscal Impact? No.

SUPPORTING DOCUMENTS

None



September 4, 2014
PCC Agenda Item 8

Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY PCC Agenda Letter

TO: Paratransit Coordinating Council (PCC)
FROM: Tom Roberts, Manager of Public Transit
(707) 259-8778 / Email: troberts@nctpa.net
SUBJECT: Mobility Management Focus Group

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) is in the process of developing a mobility management regional implementation plan for the Bay Area. Part of that process involves meeting with stakeholders in each Bay Area county to solicit input on current conditions and potential strategies to advance the implementation of mobility management consistent with regional policies in the 2013 Coordinated Public Transit-Human Services Transportation Plan. The PCC will receive a presentation from MTC to receive input about Mobility Management implementation initiatives.

FINANCIAL IMPACT

Is there a Fiscal Impact? No.

SUPPORTING DOCUMENTS

Executive Summary to the 2013 Coordinated Plan



Executive Summary

Introduction/Background

This plan updates and amends the Coordinated Public Transit–Human Services Transportation Plan of the Metropolitan Transportation Commission (MTC). The Plan was first developed in 2006 and 2007 on behalf of MTC and its local stakeholders with an interest in human service transportation programs. MTC is both the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, and in this capacity also serves as a designated recipient of federal transportation funding. This update combines into a single document what were previously separate elements of the Coordinated Plan focusing on transportation needs of low-income populations, older adults, and persons with disabilities.

This plan also fulfills a federal requirement first enacted in 2005 through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which stipulated that starting in Fiscal Year 2007, projects funded through three SAFETEA-LU programs — the Job Access and Reverse Commute Program (JARC, Section 5316), the New Freedom Program (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310) — are required to be derived from a locally developed, coordinated public transit–human services transportation plan. SAFETEA-LU guidance issued by the Federal Transit Administration (FTA) described the plan as a **“unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”**

In June 2012, Congress enacted a new two-year federal surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), which retained many but not all of the coordinated planning provisions of SAFETEA-LU. Under MAP-21, JARC and New Freedom are eliminated as stand-alone programs, and the Section 5310 and New Freedom Programs are consolidated under Section 5310 into a single program, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities, which provides for a mix of capital and operating funding for projects. This is the only funding program with coordinated planning requirements under MAP-21, beginning with Fiscal Year 2013 and currently authorized through FY 2014.

This Plan is intended to meet the federal planning requirements as well as to provide MTC and its regional partners with a “blueprint” for implementing a range of strategies intended to promote and advance local efforts to improve transportation for persons with disabilities, older adults, and persons with low incomes.



Stakeholders engaged in the planning process felt strongly that realization of a fully coordinated public transit-human services transportation for the Bay Area will require two key elements going forward: (1) sustainable funding dedicated to the operation of the region's transportation solutions that go beyond public fixed route transit and also for coordinating the region's finite transportation resources, and (2) the broadest and most inclusive possible range of partners involved. To best serve the region's growing needs for mobility services in the future, these partnerships will need to involve not just providers of public transit and human service transportation, but also private taxi providers, the Department of Motor Vehicles, advocacy groups representing seniors and people with disabilities, faith-based groups, medical and dialysis providers, veterans and veterans' service providers, and providers of support services to the working poor.

Plan Update Methodology

The methodology used to develop the original plan and the plan update included the following steps:

Conduct Literature Search and Review Best Practices: A review was conducted of recent local studies, which have examined transportation needs in the Bay Area, particularly those of low-income populations, seniors and persons with disabilities. Secondly, new research was undertaken on Innovative Strategies and Best Practices that have emerged since MTC adopted the 2007 Plan. Findings are documented in Appendices B and C, respectively.

Update Demographic Profile: An updated demographic profile of the region was prepared using data from the Census Bureau and other relevant planning documents, to determine the local characteristics of the study area, with a focus on low-income populations, persons with disabilities, and older adults.

Document Existing Transportation Services: This step involved documenting the range of public transportation services that already exist in the Bay Area. These services include public fixed-route and paratransit services, and transportation services provided or sponsored by social service agencies, as well as past and current projects funded under the original Coordinated Plan. Information about public transit and paratransit was obtained from existing resources as specified in the report, and information about services provided by social service agencies was collected through an inventory completed for this project. Appendix D provides the complete inventory results.

Conduct Outreach: Development of the original Coordinated Plan included stakeholder involvement and public participation via a three-pronged approach: public outreach, stakeholder interviews, and convening a focus group to examine coordination issues in detail. In addition, the Low Income Component of the Plan relied on extensive outreach conducted through MTC's Community Based Transportation Planning Program. Through these efforts, transportation gaps were identified or confirmed. Stakeholders provided input on existing barriers to coordination as well as possibilities for improvement. Given the extensive outreach incorporated into the original Plan, MTC conducted a more



streamlined outreach approach for the Plan update, including outreach conducted via other local and regional planning efforts involving the target populations, and meetings with regional stakeholder groups to both review and re-validate findings and to try to reach new perspectives not previously engaged in the initial coordinated planning process. Stakeholder comments received during the original Plan development as well as the Plan update outreach process are provided in Appendix E.

Assess Needs: The needs assessment provides the basis for recognizing where—and how—service for low-income populations, seniors, and persons with disabilities needs to be improved. The results of the needs assessment are summarized in Chapter 6, and comprehensive lists of unmet needs identified in each county are included in Appendix E. In addition, for the first time this Plan update includes documentation of the needs of the Bay Area’s veterans, a growing population with underserved transportation needs. A summary and discussion of the transportation needs of veterans is provided in Appendix F.

Identify and Prioritize Solutions: Following the identification of service gaps the planning process identified corresponding potential service solutions. Preliminary criteria were applied to identify regional priorities, with the understanding that locally identified priorities could potentially differ depending on local context. The solutions are documented in Chapter 7 and in greater detail in Appendix H.

Develop Coordination Strategies: The final step was to consider how best to coordinate services so that existing resources can be used as efficiently as possible. These strategies outline a more comprehensive approach to service delivery with implications beyond the immediate funding of local projects. In updating the strategies to be included in the Plan update, MTC staff and stakeholders reviewed progress on implementation of the five strategies included in the 2007 Plan, as well as relevant planning and implementation activities that have taken place since 2007, to inform a revised and updated set of coordination strategies.

Key Demographic Findings

Key findings emerging from the demographic study of the region for 2010 are identified below.

Low-Income Population: In 2010, nearly 26% of the Bay Area’s 7 million residents lived in low-income households below 200% of the federal poverty level, which is roughly equivalent to a household income of \$22,000 for a person living alone and \$45,000 for a family of four. Roughly 11% of the population lives below 100% of the federal poverty level.

Older Adults: Over 12% of the Bay Area’s population is aged 65 or older. Within the older-adult population, 35% report having a disability. A quarter (25%) live in low-income households (defined as



below 200% of the federal poverty level), and 75% live in non-low-income households. By the year 2040, the population 65 and older is expected to increase by 121% to nearly 2 million residents.

Individuals with a Disability: Persons reporting disabilities across six categories defined by the Census Bureau total 9% of the region’s population. Of this population, 39% live in low-income households below 200% of the federal poverty level, which is about one and a half times the rate of the general population.

Vehicle Availability: While approximately 10% of the region’s households overall report having no access to a car, this share is higher for all target populations studied: 18% for householders 65 or over, 18% for householders reporting a disability, and 16% for lower-income households.

Additional demographic information about the Bay Area’s low-income, elderly, and disabled populations, is detailed in Chapter 3. Detailed data by county is provided in Appendix A.

Human Service Transportation Inventory

The 2007 Coordinated Plan created an inventory of agencies that provide social service transportation and collected basic information about the agencies’ services. This inventory was updated as part of the Plan update process. A survey was sent to public transit agencies providing ADA paratransit, as well as a range of public and private agencies that provide transportation for clients, program participants, specific populations (such as older adults), or the general public. Survey invitations were sent by email to 243 recipients, from whom 51 responses were received (a 21% response rate). This inventory is intended to serve as a tool to support coordination by identifying the existing transportation resources in the region as well as documenting current service parameters, geographic coverage and beneficiaries. Service duplication or gaps in service were also noted.

In addition, projects funded by FTA’s JARC, New Freedom, and Section 5310 program under the region’s original Coordinated Plan were summarized to illustrate what kinds of projects were being funded and how many individuals were being served by these projects. Since Fiscal Year 2006, a total of \$39 million has been programmed in the region by these programs, including \$11.2 million in JARC and \$10.7 million in New Freedom funds programmed to the region’s large urbanized areas, and \$17.4 million in Section 5310 funds programmed to the region through statewide competitive processes, averaging about \$6.5 million per year. Across the three programs, the mix of projects funded is listed in Table ES-1.



**Table ES-1: Average FTA Funding per Year by Project Type,
FY 2006 through FY 2011: JARC, New Freedom, Section 5310**

Project Type	Average Funding per Year (\$000s)	% of Total
Accessible Vehicles and Technology	\$3,131	48%
Transit/ADA Alternatives	\$1,058	16%
Fixed Route Transit	\$938	14%
Mobility Management	\$522	8%
Information and Travel Training	\$435	7%
Access Improvements	\$260	4%
Auto Loan Programs	\$195	3%
Totals	\$6,540	100%

Source: MTC analysis.

Note: Figures do not sum to total due to rounding. Some projects with multiple components were categorized in a single primary category.

Needs Assessment

Several key themes emerged from the outreach efforts, stakeholder consultation, and previous planning projects. These include:

Enhanced Fixed Route Services: For persons who can and do use the fixed route system, there is a need for additional service in rural and suburban areas, and for more direct service to key activity centers that older adults and persons with disabilities need to access. Customers also would like increased frequency to avoid long waits, and service longer into the evening and on weekends.

Enhanced Paratransit Services: Paratransit users sometimes need a level of service above and beyond what is required by the ADA, such as service provided on the same day it is requested, where and when the fixed route service does not operate, or the ability to accommodate “uncommon” wheelchairs or other mobility devices.

Connectivity: The need for better connectivity between service providers was expressed, both for inter- and intra-county travel, whether using paratransit or fixed-route service. Customers also mentioned the need for better shelters and bus stops as well as other amenities at transfer sites. Some wheelchair users have difficulty making effective use of the fixed-route system due to accessibility barriers and referred to needs to enhance accessibility of vehicles and infrastructure such as shelters and stops.



Transit Experience: A number of issues were raised related to transit amenities, including bus shelters, bus stop seating if a bus stop cannot accommodate a shelter, and lighting to promote safety at bus stops and at rail stations, especially at night. Safety on transit vehicles was also raised as a concern.

Transit Alternatives: For those who need transportation where public transit (fixed-route or complementary ADA paratransit) is unavailable or unsuitable, alternatives are needed that enable people to live independently, such as ride-sharing or volunteer-driver programs, or mobile programs that bring support services to people's homes.

Information and Other Assistance: There is a need for education and information in a variety of formats so that older adults and persons with disabilities can learn how to use public transit and its accessible features. Likewise, there is a need to ensure drivers, dispatchers, and other transit personnel are sensitive to passenger needs, and know how to provide assistance on-board the vehicle.

Transportation for Youth and Children: Transportation gaps specifically related to youth and children were mentioned, including the cost of transportation for youth, and particularly for a family with multiple children; if no school bus service is available, working parents using transit who drop children off at school or daycare before work can have lengthy and costly trips. Transportation for youth and children was also cited as a challenge for parents with disabilities or seniors who are guardians.

Affordability and Access to Autos: Cost is the primary barrier to auto ownership for low-income individuals and families. Transit fares, especially distance-based fares, monthly passes requiring high up-front costs, and certain transfer policies, were cited as expensive, especially for families with children who rely mainly on transit.

Pedestrian Access and Land Use Coordination: The need to improve accessibility to and from bus stops and transfer centers (sidewalks, curb cuts, curb ramps, crosswalks) was widely voiced throughout the outreach meetings. Meeting attendees also mentioned the need to better coordinate land use development with the provision of transit service, especially in lower-density communities. The location of housing and facilities serving people with disabilities or seniors in areas that are inaccessible by transit was also cited as a concern.

Bicycle and Pedestrian Issues: Safe routes for walking or riding a bicycle are an issue in many low-income communities. Specific concerns include fast traffic speeds near pedestrians; lack of crosswalks and signals; lack of sidewalks, particularly in unincorporated or rural areas; sidewalks that are in poor condition; lack of proper lighting creating safety issues especially at night; lack of adequate signage and wayfinding information for pedestrians and cyclists; and lack of bike lanes or areas to secure bicycles at stops and on transit vehicles.



Overlapping Transportation Needs

The transportation needs and gaps of older adults and persons with disabilities, as well as those of the region’s low-income population (based primarily on completed Community Based Transportation Plans) were reviewed. There is significant overlap or similarity in the barriers and gaps expressed by all three populations of concern. A comprehensive list of the overlapping needs is found in Chapter 6.

Potential Solutions

Potential solutions are identified to address the gaps that emerged from the outreach process and review of local plans. These suggested solutions are grouped into four categories:

- Mobility management, travel training, and transportation coordination activities;
- Additions or improvements to paratransit that exceed ADA requirements, and demand-responsive services other than ADA paratransit;
- Additions or improvements to public transit services and transit access; and
- Solutions to address affordability barriers.

These solutions represent categories of potential investments, which could be eligible for Federal Transit Administration funds subject to this plan, or other local sources of funding. Chapter 7 of the report describes the solutions individually, while Appendix H provides greater detail, including implementation steps.

Strategies to Enhance Human Service Transportation Coordination

In addition to considering which projects or solutions could directly address transportation gaps, the planning effort also considered how best to coordinate services so that existing resources can be used as efficiently as possible. The following proposed strategies offer opportunities to improve coordination of service delivery, and were developed with input from key stakeholders already involved in the planning and implementation of human service transportation, as well as by reviewing relevant planning efforts completed since 2007.

1. Strengthen mobility management throughout the Bay Area, by:
 - Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts
 - Providing information and managing demand across a family of transportation services
 - Coordinate advocacy with human service agencies to identify resources to sustain coordinated transportation service delivery.
2. Promote walkable communities, complete streets, and integration of transportation and land use decisions.



Table ES-2. Implementation of Coordination Strategies

1. Strengthen Mobility Management	Partners/Stakeholders
1.A. Identify and Designate Consolidated Transportation Service Agencies (CTSAs) to Facilitate Subregional Mobility Management and Transportation Coordination Efforts	MTC, local agencies and service providers
Develop a mobility management implementation strategy in concert with local agencies with the goal of identifying subregional mobility managers and resource needs throughout the region; Broaden the range of organizations engaged in coordination; Provide technical assistance	MTC, county or subregional agencies and service providers
Test and implement technology that could track individual client activity on a vehicle supported with multiple fund sources	Local service providers, human service agencies
Convene a regional workshop to focus on providing technical assistance and information sharing for those interested in developing or advancing mobility management activities	MTC, transit agencies, CMAs, human service agencies, local service providers
Develop a mobility management and best practices discussion forum	MTC, transit agencies, local services providers
1.B. Provide Information and Manage Demand Across a Family of Transportation Services	MTC, transit agencies, human service providers, designated mobility managers and travel training providers, grant recipients
Build on and/or expand existing travel training programs in the region to complement the ADA certification process. Encourage implementation of travel training and ADA paratransit demand management strategies via MTC's Transit Sustainability Project.	Transit agencies, designated mobility managers
Ensure MTC-funded project sponsors of travel training and community-based travel alternatives coordinate with subregional mobility managers to share information about services, client eligibility and requirements, and capacity	MTC, designated mobility managers, MTC grant recipients
Develop marketing plans suitable to different target audiences, and facilitate coordination of training curricula and sharing of best practices between public transit and non-profit providers of travel training	Transit agencies, designated mobility managers, travel training providers
1.C Promote Coordinated Advocacy and Improve Efforts to Coordinate Funding with Human Service Agencies to Identify Resources to Sustain Ongoing Coordination Activities	MTC, Bay Area Partnership, transit agencies, human service agencies, local and regional stakeholders and advisors
Develop a comprehensive legislative platform to address improved human service transportation coordination	MTC, Bay Area Partnership, transit agencies and other local stakeholders
Re-initiate previous MTC legislative efforts to promote human service transportation in California	MTC, Policy Advisory Council, Bay Area Partnership, human service agencies, other local stakeholders
Identify key state legislator (s) willing to sponsor statewide and federal legislation intended to address the platform defined above	MTC, elected official(s)
Actively seek the support of partner organizations such as National Council of Independent Living (NCIL), The World Institute on Disability (WID), Area Agencies on Aging, and others and others to place greater emphasis on elderly and disabled transportation needs in their advocacy efforts	Local advocacy organizations, MTC Policy Advisory Council
2. Promote Walkable Communities, Complete Streets, and Integration of Transportation and Land Use Decisions	Partners/Stakeholders
Build upon previous MTC planning work specific to pedestrian safety, and disseminate the results to other partner organizations	Local jurisdictions
Provide information and support to local jurisdictions in implementing OneBayArea Grant-required Complete Streets elements and/or resolutions	MTC, CMAs, local jurisdictions
Promote findings and recommendations regarding transit accessibility for health and social services to all cities and counties throughout the region	MTC, CMAs, local jurisdictions, human service agencies, health care providers



Table ES-2 summarizes the proposed strategies and corresponding implementation steps. As recognized throughout this planning effort, successful implementation will require the joint cooperation and participation of multiple stakeholders, who may or may not have coordinated in the past. For some strategies, a clear leader has not been identified but rather suggestions of likely agencies are listed.

Next Steps

The next steps in completing this planning process include the following:

Adopt the Coordinated Plan Update

In November 2006, the Commission adopted MTC Resolution 3787, which documented the transportation needs and strategies specific to low-income persons. In December 2007, MTC amended MTC Resolution 3787 to include the results of the subsequent planning effort focusing on seniors and people with disabilities. Adopting this Plan update to reflect the region's updated conditions, needs, priorities, and strategies, will comprise the Coordinated Public Transit–Human Services Transportation Plan update required under current federal coordinated-planning guidance, and combine what were previously separate elements focusing on different target populations into a single, comprehensive plan.

Develop a Regionwide Mobility Management Implementation Plan in Consultation with Local Stakeholders

Following adoption of the Coordinated Plan Update, MTC should engage local stakeholders to develop an implementation plan to carry out the regional vision of promoting, expanding, and sustaining mobility management activities throughout the Bay Area. This implementation plan should identify local funding needs and opportunities from the federal to the local level, identify county or subregional agency/agencies that could serve as CTSAs where none are currently designated, identify local partnerships and coordination roles, define a mobility management implementation schedule, identify performance and accountability measures, and explore information sharing strategies that are mutually supportive on the regional and local levels. MTC may provide technical assistance for development and startup of mobility management activities, as well as help to broaden the range of organizations engaged in coordination of information and services to achieve greater mobility outcomes on a local level.

Inform Future Funding Decisions Based on Coordinated Plan Update Strategies

There are several actions MTC can take in the coming months and years to ensure funding priorities reflect the findings and strategies outlined in this plan, particularly the regional strategies outlined in Chapter 8, including expanding the range and variety of local services available to seniors and people with disabilities through enhanced coordination efforts, and providing technical assistance for development and startup activities to institutions serving as mobility managers.



Complete Programming of SAFETEA-LU–Funded Programs Subject to Coordinated Planning Requirements

As the designated recipient of JARC and New Freedom funds for the San Francisco Bay Area’s large urbanized areas under SAFETEA-LU, MTC has been required to select projects with these funds that are (1) derived from this plan, and (2) selected through a competitive process. The State Department of Transportation (Caltrans) administers and has been responsible for selecting projects for use of Section 5310 funds under SAFETEA, as well as JARC and New Freedom funds in the state’s rural and small-urbanized areas. While MTC has already completed programming all JARC funds subject to this plan, MTC anticipates programming its remaining New Freedom funds in 2013, and these funds should be prioritized for implementing projects and activities consistent with the mobility management strategies detailed in Chapter 8 of this plan. Caltrans also has outstanding programming for small-urbanized and rural-area JARC and New Freedom funding subject to this plan as well as additional Section 5310 funds authorized statewide under SAFETEA that are subject to this plan.

MAP-21 Funding and Program Management

Following the release of updated FTA guidance for the new consolidated Section 5310 program authorized under MAP-21, MTC will revise its Program Management Plan as necessary. As a designated recipient for FTA funds, MTC is required to have an approved PMP on file with the FTA and to update it regularly to incorporate any changes in program management or new requirements. The PMP’s primary purposes are to serve as the basis for FTA to perform management reviews of the programs, and to provide public information on MTC’s administration of the programs for which it serves as designated recipient. It is also used by MTC, along with the program guidelines that are issued with each Call for Projects, as a program guide for local project applicants. As MAP-21 guidance becomes available, MTC can consider a broader mix of funding sources for future Calls for Projects under the Lifeline Transportation Program and Section 5310 program, to support operational projects, as well as to support mobility management activities.

Legislative Efforts

MTC can identify key legislators willing to sponsor statewide and federal legislation to accomplish coordination objectives. MTC can lead efforts to enact legislative changes to remove barriers to coordination between public transit and human service transportation providers and to provide greater resources for services.

Plan Update

Current federal guidelines indicate that at a minimum, the coordinated plan should follow the four-year update cycles for the long-range Regional Transportation Plan (RTP). Following adoption of Plan Bay Area anticipated in 2013, MTC would next update the region’s RTP in 2017, although this date is beyond the horizon of the current federal authorization. Because projects funded by programs subject to the coordinated planning requirement must be included in the plan, it may also be necessary to update or amend the list of prioritized projects to coincide with future Section 5310 funding cycles, or other funding cycles specific to fund sources subject to this plan.

TRANSIT SERVICE ANALYSIS

DRAFT

July 2013 - June 2014

SYSTEMWIDE		
July - June		
2012/13	2013/14	
673,287	893,029	33%

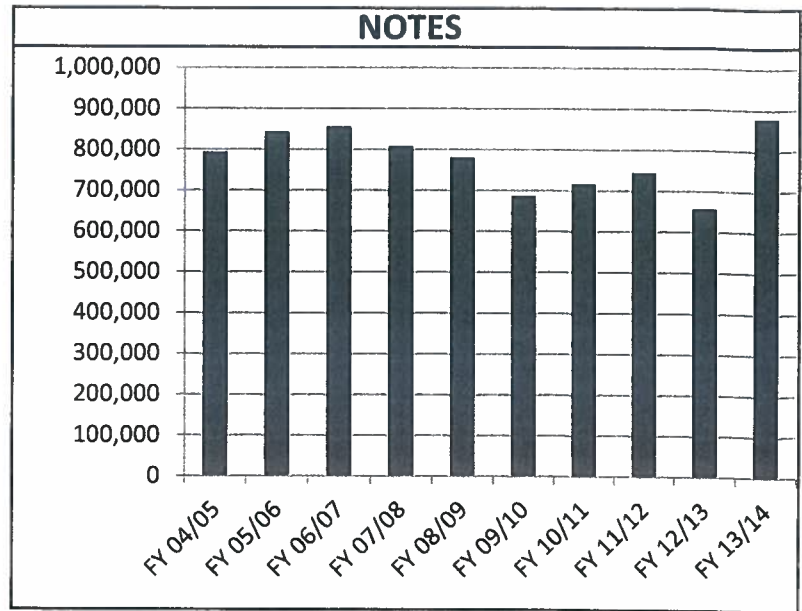


Chart does not include Taxi or Shared Vehicle Programs.

RIDERS BY SERVICE			
	July - June		
	2012/13	2013/14	
VINE Routes 1 - 11	517,906	707,241	37%
VINE Route 21		10,668	N/A
VINE Route 25	4,603	6,690	45%
VINE Route 29	29,250	38,913	33%
Am Can Transit	28,032	26,934	-4%
Calistoga Shuttle	18,222	21,989	21%
St. Helena Shuttle	9,153	16,212	77%
Yountville Trolley	29,826	29,255	-2%
VINE GO	19,525	21,127	8%
Taxi Program	9,972	7,786	-22%
Shared Vehicle Prg.	6,798	6,214	-9%

MILES BETWEEN ROAD CALLS	
2012/13	2013/14
1 per 15,428	1 per 26,092
Standard = 1 per 10,000 mi	

PREVENTABLE ACCIDENTS	
Per 100,000 miles	
2012/13	2013/14
Act = .5	Act = .8
Std. = 1.4	Std. = 1.6

	Weekday Passengers Per Revenue Service Hour	
	Goal	Actual
Route 1	12	7.7
Route 2	12	13.9
Route 3	12	13.6
Route 4	12	11.9
Route 5	12	11.7
Route 6	12	9.7
Route 7	12	6.1
Route 8	12	17.5
Route 10	12	9.5
Route 11	12	11.8
Route 21	7	5.4
Route 25	5	14.8
Route 29	7	5.8
Am Can Transit	5	6.0
Calistoga Shuttle	2	4.3
St. Helena Shuttle	2	5.2
Yountville Trolley	2	6.5

On Time Performance	
Oct '13 - June '14	
Goal	Actual
90%	96.8%
90%	91.8%
90%	91.9%
90%	95.4%
90%	89.6%
90%	92.7%
90%	90.6%
90%	89.0%
90%	77.4%
90%	78.2%
90%	90.0%
90%	89.1%
90%	83.1%

Mobility Management Programs

Fiscal Year 2014/15

VINE Go July 2014 - July 2014

Enrollments

Applied*	Approved	Denied	% Approval
40	36	4	90.0%

Full*	Restricted*	Temporary*
24	12	1

*Some riders may fall into more than one category.

American Canyon	Calistoga	Napa	St. Helena	Yountville	Other
6	1	27	1	1	1

Under 65 y/o	Age 65 - 70	71 - 79	80 +
12	4	10	10
33.3%	11.1%	27.8%	27.8%

Ambulatory	Cane	Walker	Wheelchair	Other
8	2	9	15	5
20.5%	20.0%	23.1%	38.5%	12.8%

VINE Go Rides

	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15
Rides Requested	1863											
Provided	1863											
Denied	0											
Trips Missed	0											
Cancellations	450											
No Shows	93											
Complaints Received	0											

Shared Vehicle Program

Agency Trips	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15
	516											

Taxi Program (July 2014 - July 2014)			
Enrollments			
Applied	Approved	Denied	% Approval
116	110	6	95%

**Total program members to date:

Taxi Trips Taken*	
Year to Date	Prior Year to Date
6,869	9,972

Taxi Cost per Ride / Agency*	
Year to Date	Prior Year to Date
\$8.06 / \$55,367	\$7.90 / \$78,787

*Some data missing due to how cab companies report to NCTPA

Transit Ambassador Program (July 14- July 14)	
Ambassadors in Service/Training	
Year to Date	Prior Year to Date
9	8

Bus Riders Trained	
Year to Date	Prior Year to Date
31	35

