



August 28, 2012

Dear PCC Member,

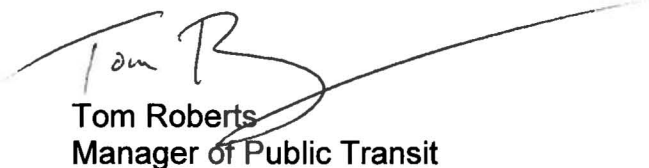
Please find enclosed your copy of the agenda and related staff reports for the upcoming meeting. We are trying something a little different in this month in the interest of saving meeting time, staff time and paper. I have added a "Transit Manager's Update" in which I hope to offer brief summaries of the status of some on-going issues of interest to the group. This should leave more time for substantive discussions of new issues.

In the latter regard, this month we have agendized:

- PCC vacancies
- The new proposed VINE/VineGo fare structure
- The future of the Napa Shuttle

I look forward to seeing you on the 6th of September.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Tom Roberts', written over a horizontal line.

Tom Roberts
Manager of Public Transit

PCC

Paratransit Coordinating Council

AGENDA

Thursday, September 6, 2012

10:00 am

NCTPA / NVTB Board Room
707 Randolph Street, Suite 100, 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, 707 Randolph Street, Suite 100, 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

10 Minutes

REGULAR AGENDA ITEMS**RECOMMENDATION****Time Estimates**

6.	Approval of Minutes of July 12, 2012	ACTION REQUIRED	5 min
7.	Transit Manager's Update The Council will receive a status update from the Manager of Public Transit on various agency projects.	INFORMATION	20 min
8.	Council Membership The Council will review vacancies on the PCC	DISCUSSION	15 min
9.	New Proposed fare Structure for VINE/VINE Go The Council will review the proposed new fare structure for VINE/VINE Go	APPROVE	20 min
10.	Plans for the future of the Napa Shuttle The Council will review staff's proposal to discontinue the Napa Shuttle service.	APPROVE	30 min
11.	Adjourn		5 min

Meeting Length Estimate: 105 mins

PCC
PARATRANSIT COORDINATING COUNCIL

Minutes
Thursday July 12, 2012

ITEMS

1. Call to Order

The meeting was called to order at 10:05 am.

2. Roll Call and Introductions

Members Present:

Joann Busenbark
Celine Regalia
Doug Weir
Betty Rhodes
Beth Kahiga

Members Absent:

Randy Kitch

3. Public Comment

None

4. Reports: Chairperson / Committee Members / Staff

Joann wished to know the percentage of Napa's population that is considered "senior" and how that stacks up with the rest of the Bay Area and the state. Staff was tasked with coming up with those numbers. Beth wanted to commend NCTPA staff member Tom Roberts, on his handling of the changes with paratransit services. Betty also wished to announce the Celebrating Seniors day on October 7th and hoped people would attend.

5. Correspondence

None.

REGULAR AGENDA ITEMS

6. Approval of minutes of the PCC meeting of May 3, 2012

Doug motioned Betty seconded carried unanimously
(Action)

7. Introduction of NCTPA's New Executive Director

Tom Roberts introduced NCTPA's new ED Kate Miller.
(Information)

8. Update From the Manager of Public Transit on Transit Projects

Tom Roberts, Manager of Public Transit, went over a handout detailing the expected completion of current and future transit related projects.
(Information)

9. Update From the Manager of Public Transit on ADA Compliance

Tom Roberts, Manager of Public Transit, gave a brief update of the changes there were made to bring NCTPA into ADA compliance. He was happy to announce the changes had taken place and according to the FTA, NCTPA is now in full compliance with the ADA.
(Information)

10. Review of ADA Enrollments

Staff gave a brief rundown of the statistics behind ADA enrollments since January 1, 2012. These statistics were presented in an attached agenda letter.
(Information)

11. Plans for Marketing and Outreach

Staff opened the floor to the committee members on how to further NCTPA's marketing campaign.

- Betty suggested that NCTPA run marketing material in the daily newspaper.
- Beth suggested meeting with developmentally disabled groups.
- It was suggested that NCTPA work with non-profit coalitions.
- Video on local channels should be employed to reach a wider audience.
- A very popular idea was to go on the local show Arty's Party to reach out to his audience.
- It was also suggested that someone from NCTPA go on "Meet the Mayor".

- Joann suggested the rider's guide be written with a "bullet point approach" in mind.
- NCTPA should use the "My Neighbor" publication to reach out to the community.

12. Adjournment

The meeting was adjourned at 11:30 and Joann wanted to staff to clarify which day the next meeting would fall on.



September 6, 2012
PCC Agenda Item 7

Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY PCC Agenda Letter

TO: Paratransit Coordinating Council
FROM: Tom Roberts, Manager of Public Transit
(707) 259-8778 / Email: troberts@nctpa.net
SUBJECT: Transit Manager's Update

RECOMMENDATION

Receive an update from staff on various agency initiatives of interest to the Council

EXECUTIVE SUMMARY

Staff will provide an update to the Council on various agency initiatives.

FINANCIAL IMPACT

Is there a Fiscal Impact? No. This is an information only report.

BACKGROUND AND DISCUSSION

Throughout the course of the year the PCC addresses a variety of issues that merit periodic informational updates. In addition, there are certain initiatives underway in the agency that may be of interest to the group. This report summarizes activities in these areas.

OUTREACH TO SPECIAL NEEDS POPULATIONS

- Since the Council's last meeting the Manager of Public Transit made a presentation at Napa Creek Manor regarding transit services for seniors and persons with special needs. In addition, Deb Brunner has made a host of presentations to organizations throughout the County regarding the Transit Ambassador program.
- The agency ran an ad regarding the Transit Ambassador program in the Register's special Senior Living Supplement and one regular edition of the Register.
- The Manager of Public Transit met with the Director and Board of Molly's Angels to share information about the availability of VINE Go and Transit Ambassadors.

- The agency is planning a "Transit Experience" marketing event in conjunction with the October Countywide Senior Celebration event at Veteran's Park. The event will provide seniors with firsthand experience riding a public bus as well as provide a venue to educate them about the Transit Ambassador program.
- Arrangements have been made to include information about VINE Go and Transit Ambassadors via the Meals on Wheels program by including flyers in meals to homebound individuals (250 flyers x 2 insertions).

ADA ENROLLMENTS: July – August 2012

53 applicants, 43 enrolled, 10 denied.

Of those denied:

Outside Service Area = 3

Can Ride Bus = 5

Withdrawn = 1

Failure to Respond = 1

TRAVEL TRAINING

Outreach presentations continue. In the past 60 days:

7 new Ambassadors have received training

24 people have been referred to Travel Training

23 have completed training.

TAXI PROGRAM

Because of the delay in receiving invoices from the cab companies, complete date is only available through May 2012.

Rides Jan - May 2011 = 6,236

Rides Jan - May 2012= 4,078

Ave cost per trip 2011= \$9.32

Ave cost per trip 2012= \$8.01

The average monthly bill to the agency has decreased by \$5,121 a month.

The reduction in trips is the result of former distribution partners withdrawing from the program which resulted in 75% of the decreased monthly spending. 25% of the decreased spending is the result of the decrease in the average cost of a ride.

EXPANDED TRANSIT SERVICES

Preparations continue for the planned re-launch of the VINE bus service in Napa in conjunction with the opening of the new Transit Center on December 3, 2012.

Staff will take a proposal to the September Board meeting changing the Route 29 service to provide mid-day Express service to the Vallejo Ferry and BART.

Staff will take a proposal to the September Board meeting to expand the service hours of the Yountville Trolley to operate on Mondays and Tuesdays.

New bus shelters are being installed each week in the City of Napa. The project's estimated completion is October 2012.



September 6, 2012
PCC Agenda Item 8

Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY PCC Agenda Letter

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

RECOMMENDATION

Receive an update from staff on PCC vacancies and provide input into application questions.

EXECUTIVE SUMMARY

The PCC has three vacant positions. NCTPA must advertise these openings and accept applications. Staff is seeking suggestions for questions that could be included when an application form is developed.

FINANCIAL IMPACT

Is there a Fiscal Impact? No. This is an information only report.

BACKGROUND AND DISCUSSION

In accordance with PCC by-laws, the Council shall consist of 9 members representing distinct community subgroups. The present composition and vacancies are indicated in the table below:

Category	Positions	Member and Expiration
Consumer/user 60 or older	1	Vacant
Social services provider for persons of limited means	1	Vacant
Member of public residing in non-urbanized area	1	Vacant
Consumer/user with disability	1	Weir (Dec '14)
Social service provider for seniors	1	Regalia (Dec '12)
Social service providers for persons with disabilities	2	Kahiga (Dec '14), Kitch (Dec '13)
Member of public residing in urbanized area	2	Busenbark (Dec '13), Rhodes (Dec '12)

In compliance with the Maddy Act, Government Code 54970, NCTPA must advertise these openings and accept applications. As no application form currently exists for the PCC, staff is seeking suggestions for questions that could be included when an application form is developed.

In addition to listing the required notice in a publication of local record, staff intends to notify organizations such as the Non-profit Coalition, Somos, Hispanic Network, and other organizations PCC members might recommend.

At this time staff is seeking suggestions for questions that could be included when the PCC application form is developed.



September 6, 2012
PCC Agenda Item 9

Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY PCC Agenda Letter

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

RECOMMENDATION

That the PCC receive a presentation on proposed changes to the VINE and VINE Go fare structure and recommend changes to the NCTPA Board.

EXECUTIVE SUMMARY

The planned splitting of the route 10 into two routes (10 and 11) requires we address the fare structure for these regional bus lines. As rates for Express Route 29 are set partially in relation to the route 10, the rates for Route 29 pass holders also require adjustment. In addition, by law VINE Go cash fares cannot exceed twice the adult fare on the VINE. Consequently, the VINE Go fare scheme also requires a minor modification. The recommended changes are not anticipated to have an overall adverse effect on VINE fares collected and should encourage overall VINE ridership.

FISCAL IMPACT

Is there a Fiscal Impact?	Unknown at this time.
Is it currently budgeted?	Not applicable.
Where is it budgeted?	VINE / VINE Go fares.
Is it Mandatory or Discretionary:	Discretionary.

Future fiscal impact:	The new fare structure should encourage ridership which would result in long-term growth in VINE fare revenue. Consequently we anticipate a slight increase or no impact to VINE fare revenue.
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Consequences if not approved:	The current zone fare structure does not work with the split of the route 10 and some alternate fare scheme would need to be devised.
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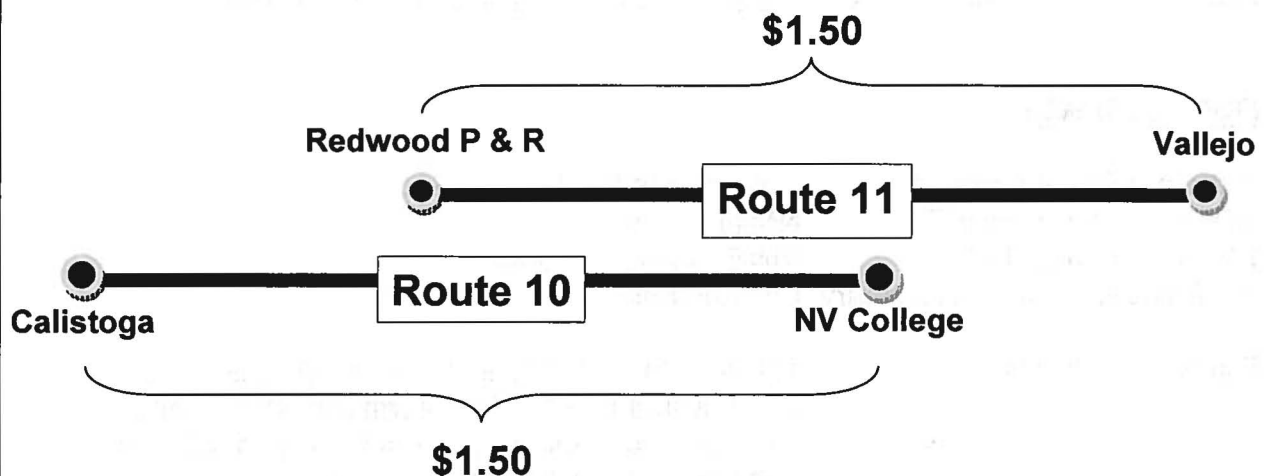
BACKGROUND AND DISCUSSION

Each of NCTPA's local transit services (Calistoga, St. Helena, Yountville, Napa, and American Canyon) has their unique service characteristics and commensurate fare structure. The regional routes 10 and 29 likewise have their own fare structure partially set in relation to one another.

The planned splitting of the route 10 into two routes (10 and 11) requires we address the fare structure for the regional bus lines (10, 11, and 29). This will also require an adjustment in VINE Go fares. The fares on the local transit services are not impacted.

Presently, the maximum cash fare for distance riders on the route 10 between up-valley and American Canyon or Vallejo is \$3.00. Staff proposes the cash fares and 31-day passes (adult, youth, senior, etc.) for the routes 10 and 11 be set the same as the Napa Vine. However, as the diagram below indicates, because the distance rider paying cash would need to change buses between the routes 10 and 11, they would pay \$1.50 twice for a total of \$3.00; the same as the present fare. Free transfers for cash passengers would not be allowed between routes 10 and 11. Riders with a 31-day pass would be allowed to transfer for no additional charge.

Regional Routes 10 and 11 Proposed Fare Structure



No free transfers would be accepted between the routes 10 and 11. This makes the cash fare for riders between Calistoga and Vallejo effectively \$3.00; the same as at present. Riders with 31-day passes would be allowed to transfer without an additional charge.

The proposed new fare structure for the 10, 11 and 29 appear below.

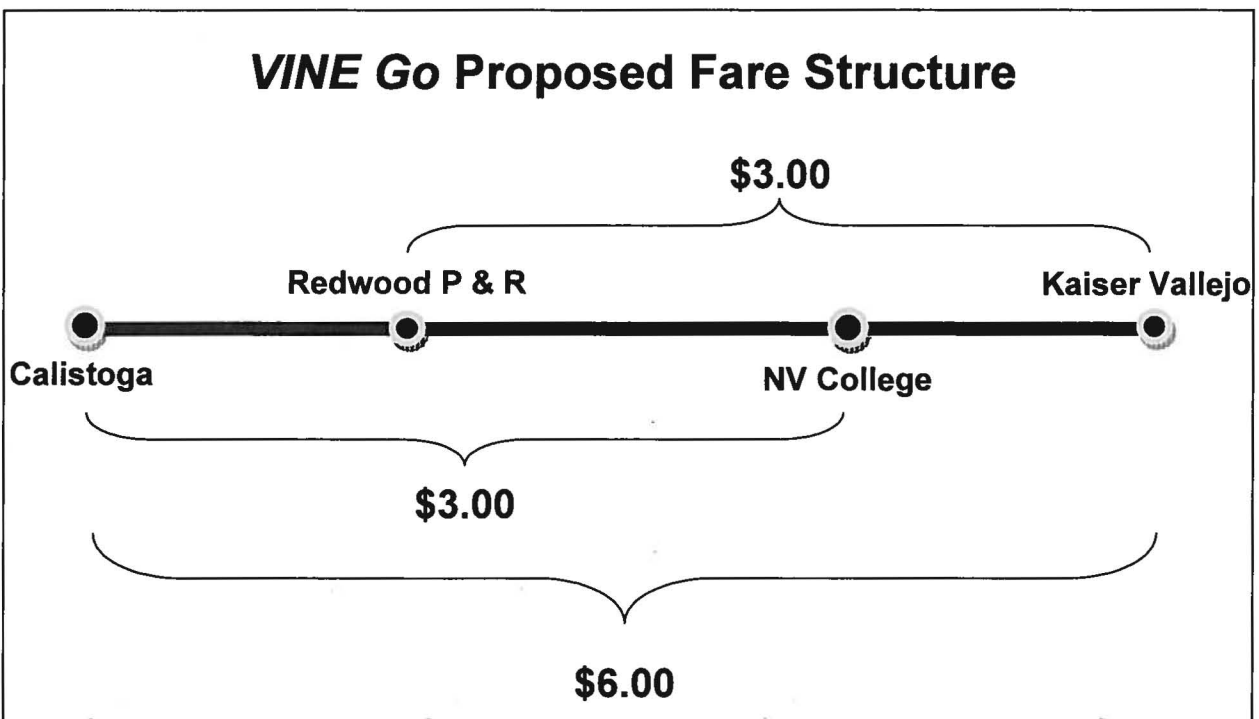
VINE Routes 10/11 Cash Fares		
	CURRENT	PROPOSED
Adult	\$1.50, \$2.25, \$3.00	\$1.50
Youth	\$1.00, \$1.75, \$2.50	\$1.00
Senior/Disabled	.75, \$1.10, \$1.35	\$0.75

VINE 31-Day Pass: Routes 10, 11, 29		
	CURRENT	PROPOSED
Routes 10/11 Adult	\$48, \$72	\$48.00
Routes 10/11 Youth	\$33, \$56	\$33.00
Routes 10/11 Senior/Disabled	\$24, \$40	\$24.00
Route 29 to Ferry	\$24, \$33, \$40, \$48, \$56, \$72	\$40, \$56, \$60
Route 29 to BART	\$117, \$126, \$133, \$141, \$149, \$165	\$80, \$112, \$120

Note: Day Passes and Punch Passes remain unchanged.

Staff analyzed the impact of the new fare structure and determined that no significant impacts on aggregate fares collected for the VINE's fixed route services are anticipated.

The proposed new fare structure for VINE Go appears below.



Under federal law, VINE Go's cash fares cannot exceed twice the adult fare on the VINE route 10. With the new VINE Go fare structure users can travel between up-Valley and Napa or between Vallejo and Napa for \$3.00. Distance riders would pay \$6.00. These rates represent twice the adult fare on the VINE routes 10/11. Because this fare structure may effectively lower fares for some riders, a loss of VINE Go fare revenue may result. The precise amount is not known at this time.

The changes proposed are necessitated by the splitting of the route 10. There is no anticipated loss of fare box revenue to the VINE and the overall outcome will be a simplified fare structure that should encourage ridership.

Staff requests the PCC recommend the proposed changes in fare structure to the NCTPA Board.

SUPPORTING DOCUMENTS

Fare Equity Analysis

REFERENCE DOCUMENTS

Fare Equity Analysis – August 2012

Prepared by: Matthew Wilcox, NCTPA

Title VI Regulatory Background

This analysis was prepared in compliance with Federal Transit Administration (FTA) Circular 4072.1A and Title VI of the Civil Rights Act of 1964. The circular requires public agencies to evaluate significant system-wide service changes, fare changes, and proposed improvements at the planning and programming stages to determine whether changes have a discriminatory impact on minority and low-income populations.

Reason for Fare Changes

Napa County Transportation and Planning Agency (NCTPA) enacted new fares in January 2012. Service changes on trunk routes in the Fall of 2012 and new fare media being introduced (Clipper) in 2013 necessitated the restructuring of NCTPA's fares

NCTPA currently has a zone based cash fare system for its inter-county Route 10. The fare to ride the existing route 10 from Calistoga to the Vallejo Ferry Terminal is \$3. The proposed service changes to the Route 10 will result in two separate routes, the 10 (Calistoga to Napa) and 11 (Napa to Vallejo Ferry Terminal). This proposed restructuring significantly shortens trunk routes and consequently largely eliminates the argument for a zone based fare system. Under the new fare structure, the cash fare of an adult will be \$1.50 on the Routes 10 and 11, regardless of the distance traveled, and transfers between the two routes will not be accepted. Thus, the total cash fare to ride from Calistoga to the Vallejo Ferry Terminal will remain \$3. Cash fares will not be the only fare media being affected by the change. Table 1, below, shows the existing fares and Table 2, below, shows the proposed fares.

Fare Equity Analysis – August 2012

Prepared by: Matthew Wilcox, NCTPA

Table 1: Current Fares	
Fare Media	Cost
Cash, Adult (One Zone)	\$1.50
Cash, Adult (Two Zones)	\$2.25
Cash, Adult (Three Zones)	\$3.00
Cash, Youth (One Zone)	\$1.00
Cash, Youth (Two Zones)	\$1.75
Cash, Youth (Three Zones)	\$2.50
Cash, Senior/Disabled/Medicare (One Zone)	\$0.75
Cash, Senior/Disabled/Medicare (Two Zones)	\$1.10
Cash, Senior/Disabled/Medicare (Three Zones)	\$1.35
Cash, Paratransit (One Zone)	\$3.00
Cash, Paratransit (Two Zones)	\$4.60
Cash, Paratransit (Three Zones)	\$6.00
Cash, Route 29 to Vallejo Ferry	\$3.25
Cash, Route 29 to BART	\$5.50
Single Zone Monthly Pass, Adult*	\$48.00
Single Zone Monthly Pass, Youth*	\$33.00
Single Zone Monthly Pass, Senior/Disabled/Medicare*	\$24.00
Multi-zone Monthly Pass, Adult*	\$72.00
Multi-zone Monthly Pass, Youth*	\$56.00
Multi-zone Monthly Pass, Senior/Disabled/Medicare*	\$40.00
Punch Pass, Adult (20 Rides all routes except Route 29 and 10 which require multiple punches depending on zone)	\$27.50
Punch Pass, Youth (20 Rides all routes except Route 29 and 10 which require multiple punches depending on zone)	\$20.00
Punch Pass, Senior/Disabled/Medicare (20 Rides all routes except Route 29 and 10 which require multiple punches depending on zone)	\$13.00
Day Pass, Adult	\$5.00
Day Pass, Youth	\$3.00
Day Pass, Senior/Disabled/Medicare	\$2.50

*Add \$93 for trips to BART

Fare Equity Analysis – August 2012

Prepared by: Matthew Wilcox, NCTPA

Table 2: Proposed Fares	
Fare Media	Cost
Cash, Adult (One way trip)	\$1.50
Cash, Youth (One way trip)	\$1.00
Cash, Senior/Disabled/Medicare (One way trip)	\$0.75
Cash, Paratransit (Calistoga to NVC/Redwood P&R to Vallejo)	\$3.00
Cash, Paratransit (North of Redwood to south of NVC/South of NVC to North of Redwood)	\$6.00
Cash, Route 29 to Vallejo Ferry	\$3.25
Cash, Route 29 to BART	\$5.50
31-day Pass, Adult	\$48.00
31-day Pass, Youth	\$33.00
31-day Pass, Senior/Disabled/Medicare	\$24.00
31-day Route 29 Pass, Adult	\$60.00
31-day Route 29 Pass, Youth	\$56.00
31-day Route 29 Pass, Senior/Disabled/Medicare	\$40.00
31-day Route 29 BART Pass, Adult	\$120.00
31-day Route 29 BART Pass, Youth	\$112.00
31-day Route 29 BART Pass, Senior/Disabled/Medicare	\$80.00
Punch Pass, Adult (20 Rides except Route 29 which requires multiple punches depending on destination)	\$27.50
Punch Pass, Youth (20 Rides except Route 29 which requires multiple punches depending on destination)	\$20.00
Punch Pass, Senior/Disabled/Medicare (20 Rides)	\$13.00
Day Pass, Adult	\$5.00
Day Pass, Youth	\$3.00
Day Pass, Senior/Disabled/Medicare	\$2.50

Fare Change Impact on Low-income and Minority Riders

The intent of the fare restructuring is to create a simpler fare system.. The impact on riders varies depending on where a rider lives, what route they ride, and the origin of their trip. Under the proposed fare structure most riders will see either no change in fare prices or see a drop in fare prices. Riders would pay a fare increase only if they live in American Canyon, use the Route 29 Express, and use a Single Zone Monthly Pass. Under the current fare system these individuals pay either \$48, \$33, and \$24 depending on the fare category (adult, youth, senior). Therefore, American Canyon, single zone pass riders, riding the 29 to the Vallejo Ferry Terminal would be the only riders subject to the proposed fare increase. Those riders, however, have the choice to take the new Route 11 to the Vallejo Ferry Terminal which would result in no change to the existing fare.

Fare Equity Analysis – August 2012

Prepared by: Matthew Wilcox, NCTPA

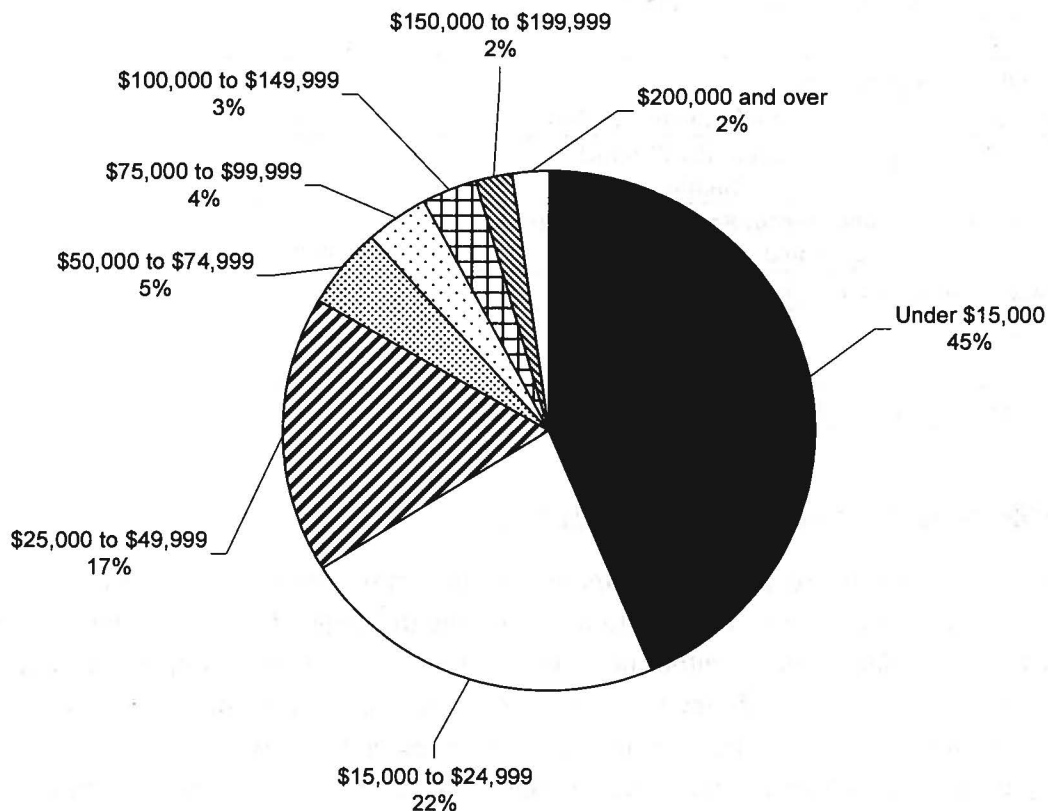
Napa VINE currently reports average weekday unlinked trips of 2,025. Boarding surveys for the Route 29 express indicate that only 8 passengers a day on average would be affected by the proposed fare restructuring or less than ½ of 1% of daily trips. Otherwise proposed fare restructuring affects all socio-economic groups and ethnicities within the Napa VINE larger service area equally.

Information linking low-income/minority riders and VINE fare media is currently not available. However, a correlation could be drawn about riders and fare media extrapolating from income and fare media data included in the ridership survey in NCTPA's FY 2008 – 2017 Short Range Transit Plan. Figures 1 through 4 illustrate income, ethnicity, and percentage of sales by fare media:

Income

Overall income levels of respondents were very low with two-thirds of riders reporting that their household income is under \$25,000 per year. Over 80% of households earned less than \$50,000 per year.

Figure 1: Rider Income



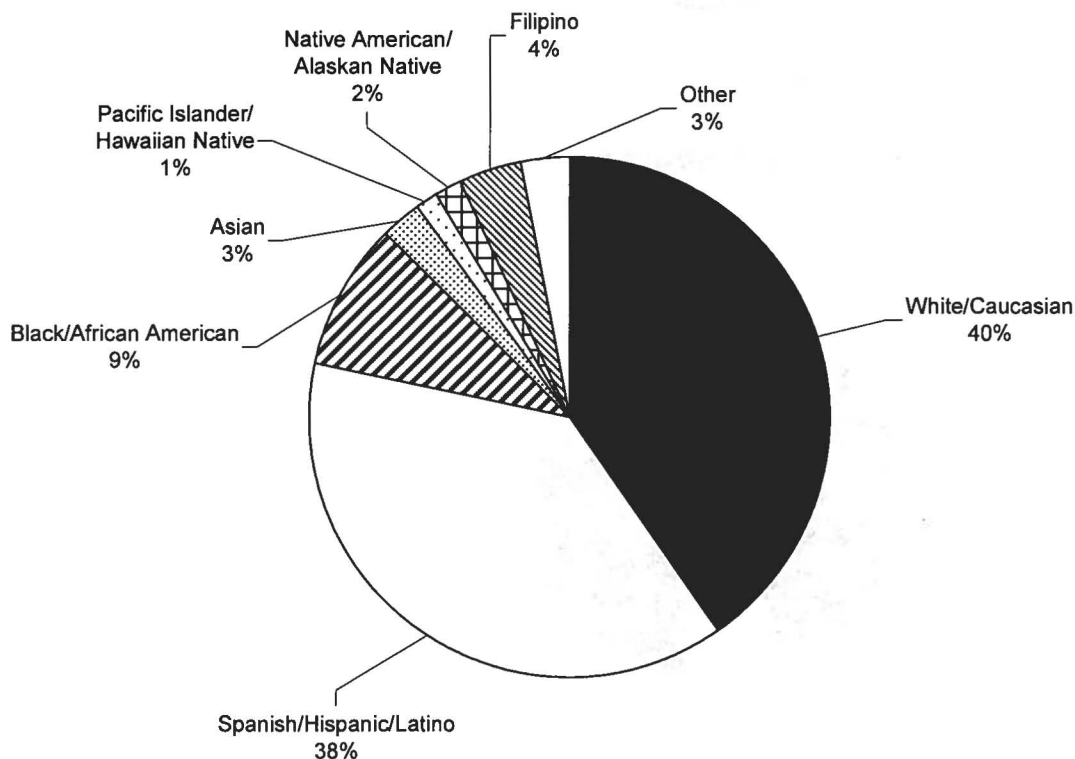
Fare Equity Analysis – August 2012

Prepared by: Matthew Wilcox, NCTPA

Ethnicity

Napa VINE riders were primarily White/Caucasian (40%) and Hispanic/Latino (38%). The remaining passengers responded with Black/African American (9%), while various Asian, Pacific Islander and other groups making up the remaining 13%.

Figure 2: Rider Ethnicity



Fare Media

The data show that riders use the adult cash fare most frequently. Route 10 riders were more likely to pay the adult cash fare (58%) compared to local route respondents (47%). Punch pass usage was much higher on local Napa routes with 16% of respondents stating they used a punch pass to pay for their ride, compared to only 3% of Route 10 respondents. Use of the youth, senior/disabled, transfer, and monthly pass were similar on the local and intercity services.

Fare Equity Analysis – August 2012

Prepared by: Matthew Wilcox, NCTPA

Figure 3: Fare Media - Route 10

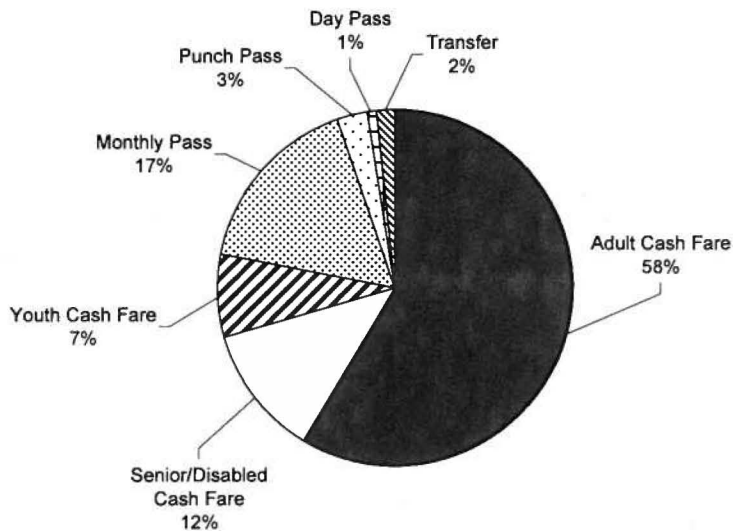
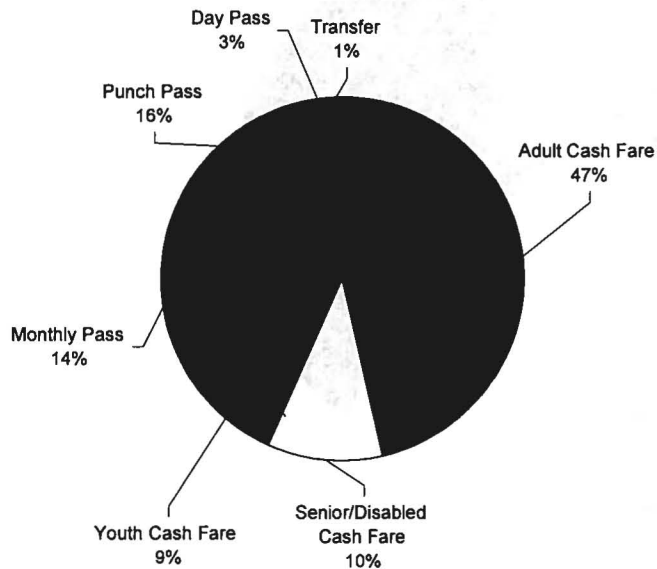


Figure 4: Fare Media - All Routes except Route 10



Mitigation

To mitigate any potential adverse affect of the fare structure changes to Route 29 riders in American Canyon, NCTPA is proposing to increase service on the Route 11 which serves the Vallejo Ferry. This provides another, lower cost option for riders who do not choose to pay or cannot otherwise afford the increase proposed on the Route 29 pass.

Fare Equity Analysis – August 2012

Prepared by: Matthew Wilcox, NCTPA

Conclusion

The analysis undertaken by NCTPA staff shows that the proposed changes in fare structure would not result in disparate impacts to low income or minority communities in its service area. Route 29 Express pass fares overall will be lowered but remain higher than a standard pass for the other VINE routes. This was shown to affect a relatively minor sub-set of existing riders. Changes to the fare structure and routes are deemed necessary because the Route 29 is a RM2-grant funded premium service and needs to reach a 20% farebox recovery ratio in order to continue to receive funding. NCTPA staff believes that a more adverse impact would occur to VINE riders if the Route 29 were eliminated altogether.



September 6, 2012
PCC Agenda Item 10

Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY PCC Agenda Letter

TO: Paratransit Coordinating Council
FROM Tom Roberts, Manager of Public Transit
(707) 259-8778 / Email: troberts@nctpa.net
SUBJECT: Napa Shuttle

RECOMMENDATION

a) Receive an update on the status of the Napa Shuttle and; b) approve staff's recommendation that the Napa Shuttle service be discontinued in January 2013.

EXECUTIVE SUMMARY

The Napa Shuttle was created in early 2009 due to the unavailability of VINE Go. With recent operational changes in VINE Go, the availability issue has been resolved rendering the Napa Shuttle service duplicative.

FINANCIAL IMPACT

Is there a Fiscal Impact? Yes. Over \$50,000 per year will be available for other transportation programs.

BACKGROUND AND DISCUSSION

With recent operational changes in VINE Go, the availability of service has improved rendering the Napa Shuttle service duplicative. In addition, recent enhancements to the Transit Ambassador program, combined with pending service improvements in the VINE transit system, will make the use of fixed route transit far more accessible and attractive to those seniors and individuals with disabilities capable of riding the bus.

Table 1 (next page) compares services by program indicating the difference between VINE Go and the Napa Shuttle. VINE Go is for people who cannot ride a fixed-route bus, while the Napa Shuttle makes no distinction in that regard, and therefore results in scarce resources that could be used to better serve the Napa Valley mobility impaired community potentially being used for individuals capable of using fixed route service.

	VINE Go	Napa Shuttle
Service Area	Napa County (including City of Napa)	City of Napa only.
Hours of Operation	Same as VINE	Tue, Wed, Thur; 9AM - 3PM
Peak vehicles in service	8	1
Door-to-Door Service	YES	YES
Shared Ride Service, Open to the Public	YES	YES
Wheelchair Accessible	YES	YES
Trip Purposes Allowed: Medical, Dental, Hospital, Shopping, Pharmacy, Drug Store, Banking, Post Office, Salons & Barber Shops, visit friends, etc.	YES - no restrictions on trip purpose. No priority based on trip purpose.	YES - no restrictions on trip purpose. No priority based on trip purpose.
Same day requests accepted	YES	YES
Advance reservations allowed	YES	NO
Dwell/wait time	5 minutes	3 minutes
Will accept groceries and folding carts	YES	YES
First Come, First Served	YES	YES
Who can ride?	Only for frail-elderly and persons with disabilities who are unable to ride a regular bus. Must demonstrate inability to ride a regular bus.	Available to anyone regardless of ability or age who says they are low income; or anyone who says they are a "senior" regardless of ability. No proof required.

An analysis of the Napa Shuttle reveals the following:

- Active users between January and June 2012: 47 people
- Average trips per month: 126
- Cost per year for service: \$52,052
- Cost per ride: \$34.38 per one-way ride

Pending Board approval in October 2012, staff proposes to discontinue the Napa Shuttle in January 2013. After the Board action no further applications for the Napa Shuttle would be accepted. Instead, those inquiring about the Napa Shuttle would be directed to Vine Go or travel training. The 47 current users of the Napa Shuttle would be contacted in November and offered the opportunity to apply for Vine GO or avail themselves of travel training.

Staff requests the PCC approve the recommendation that the Napa Shuttle service be discontinued in January 2013.

