

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, March 5, 2026
10:00 AM

JoAnn Busenbark Board Room

Paratransit Coordinating Council (PCC)

The Napa Valley Transportation Authority (NVRTA) Paratransit Coordinating Council (PCC) meeting will be held both in person with a Zoom option available for members of the public to participate. All committee members are expected to participate in person and follow the traditional Brown Act rules.

All materials relating to an agenda item for an open session of a regular meeting of the Paratransit Coordinating Council (PCC) are posted on the NVRTA website at: <https://nctpa.legistar.com/Calendar.aspx>

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iP 882 3261 2915
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 882 3261 2915 If asked for the participant ID or code, press #.

Public Comments

Members of the public may comment on matters within the purview of the Committee that are not on the meeting agenda during the general public comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. Members of the public are welcome to address the Committee, however, under the Brown Act Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.

Instructions for submitting a Public Comment are on the next page.

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 5 p.m. the day before the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment during a virtual meeting (Zoom), click the “Raise Your Hand” button (click on the “Participants” tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to “Raise Your Hand” are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

2. To comment by phone, press “*9” to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself by pressing “*6” when it is your turn to make your comment, for up to 3 minutes. After the allotted time, you will be re-muted.

Instructions on how to join a Zoom video conference meeting are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

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Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

All materials relating to an agenda item for an open session of a regular meeting of the NVTA PCC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

Materials distributed to the members of the Committee present at the meeting will be available for public inspection after the meeting. 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.

Americans with Disabilities Act (ADA): 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 Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8627 during regular business hours, at least 48 hours prior to the time of the meeting.

Note: Where times are indicated for agenda items, they are approximate and intended as estimates only, and may be shorter or longer as needed.

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8627. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA PCC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

- 1. Call To Order
- 2. Roll Call
- 3. Public Comment
- 4. Committee Member Comments
- 5. Staff Comments

6. STANDING AGENDA ITEMS

- 6.1 NVTA Board Meeting Report (Devereaux Smith)
- 6.2 Transdev Update

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

7. PRESENTATIONS

8. CONSENT AGENDA

- 8.1 Meeting Minutes of January 8, 2026 (Arcie Alvarado) (Pages 7-9)

Body: PCC action will approve the January 8, 2026 Meeting Minutes.

Estimated Time: 10:20 am

Attachments: [8.1 Draft Minutes 01 08 26](#)

9. REGULAR AGENDA ITEMS

9.1 Vine Transit Update (Libby Payan) (Pages 10-20)

Recommendation: That the Paratransit Coordinating Council (PCC) receives the second quarter of Fiscal Year 2025-2026 Vine Transit update.

Estimated Time: 10:25 a.m.

Attachments: [9.1 Vine Transit Update.pdf](#)

9.2 Napa Countywide Active Transportation Plan Review (Patrick Band) (Pages 21-24)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council (PCC) review the Draft Napa Countywide Active Transportation Plan.

Estimated Time: 10:35 a.m.

Attachments: [9.2 Staff Report](#)

9.3 Mobility Manager Update (Dexter Cypress) (Pages 25-47)

Recommendation: Information only

Estimated Time: 10:50 a.m.

Attachments: [9.3 Staff Report](#)

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 The next regularly scheduled meeting is Thursday May 7th, 2026 at 10:00 a.m.

I, Arcie Alvarado, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Thursday February 26, 2026.

Arcie Alvarado, Administrative Assistant (e-sign)

FREQUENTLY USED ACRONYMS

ABAG	Association of Bay Area Governments	PSE	Plans, Specifications and Estimates
ADA	American with Disabilities Act	RFI	Request for Information
ATAC	Active Transportation Advisory Committee	RFP	Request for Proposal
ATP	Active Transportation Program	RFQ	Request for Qualifications
BAAD	Bay Area Air District	RHNA	Regional Housing Needs Allocation
CAC	Community Advisory Committee	RM2	Regional Measure 2 (Bridge Toll)
CBTP	Community Based Transportation Plan	RM3	Regional Measure 3
CEQA	California Environmental Quality Act	ROW	Right of Way
CMA	Congestion Management Agency	RTP	Regional Transportation Plan
CTA	California Transit Association	SB 1	The Road Repair and Accountability Act of 2017
CTC	California Transportation Commission	SHOPP	State Highway Operation and Protection Program
CY	Calendar Year	STIP	State Transportation Improvement Program
DBE	Disadvantage Business Enterprise	STP/CMAQ	State Transportation Program/Congestion Mitigation Air Quality funds
DOT	Department of Transportation	TAC	Technical Advisory Committee
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TFCA	Transportation Fund for Clean Air
FTA	Federal Transit Administration	TOC	Transit Oriented Communities
FY	Fiscal Year	TOD	Transit-Oriented Development
GHG	Greenhouse Gas	VMT	Vehicle Miles Traveled
HOT	High Occupancy Toll		
HOV	High Occupancy Vehicle		
HTF	Highway Trust Fund		
IFB	Invitation for Bid		
IIJA	Infrastructure Investment and Jobs Act		
ITOC	Independent Taxpayer Oversight Committee		
IS/MND	Initial Study/Mitigated Negative Declaration		
JPA	Joint Powers Agreement		
MPO	Metropolitan Planning Organization		
MTC	Metropolitan Transportation Commission		
NEPA	National Environmental Policy Act		
NVTA	Napa Valley Transportation Authority		
NVTA-TA	Napa Valley Transportation Authority-Tax Agency		
OBAG	One Bay Area Grant		
PCC	Paratransit Coordination Council		
PCI	Pavement Condition Index		
PCA	Priority Conservation Area		
PDA	Priority Development Area		

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes Paratransit Coordinating Council (PCC)

Thursday, January 8, 2026

10:00 AM

JoAnn Busenbark Board Room

1. Call To Order

Chair Sweigert called the meeting to order at 10:02 a.m.

2. Roll Call

Present: 6 - Ellen Sweigert
Devereaux Smith
Heather Stanton
Lisa DeRose-Hernandez
Anne Payne
Gengi Schmeder

3. Public Comment

None

4. Committee Member Comments

Chair Sweigert mentioned she knows of two people that are interested in joining the Paratransit Coordinating Council.

5. Staff Comments

Staff Libby Payan announced the Vine service changes effective January 11, 2026.

Staff Diana Meehan introduced new Paratransit Coordinating Council member Anne Payne.

6. STANDING AGENDA ITEMS

6.1 NVTA Board Meeting Report (Devereaux Smith)

Member Smith provided a brief report and update on the December 18, 2025 NVTA Board meeting.

6.2 Transdev Update

None

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

7. PRESENTATIONS

7.1 Introduction to MV Transportation (Mohamed Hag Ali)

Information Only/No Action Taken

Member Smith had questions on the eligibility for MV Transportation, application timeline, and accessibility of the application. All questions were addressed by presenters.

8. CONSENT AGENDA

8.1 Meeting Minutes of July 10, 2025 Paratransit Coordinating Council (PCC) Meeting (Kathy Alexander) (Pages 8-10)

Motion **MOVED** by SMITH **SECONDED** by SWEIGERT, to **APPROVE** Item 8 Consent Agenda. Motion passes.

Aye: 7 - Chair Sweigert, Smith, Stanton, DeRose-Hernandez, Abbott, Payne, Schmeder

8.2 Meeting Notes of November 6, 2025 Paratransit Coordinating Council Meeting (No Quorum) (Kathy Alexander) (Pages 11-13)

9. REGULAR AGENDA ITEMS

9.1 Nomination and Election of Chairperson, Vice Chairperson for the Calendar Year 2026 and PCC Representative to the NVTA Board (Kathy Alexander) (Page 14)

Motion **MOVED** by DeRose-Hernandez, **SECONDED** by Payne to elect Ellen Sweigert as Chairperson and Deveraux Smith as Vice-Chair of the Paratransit Coordinating Council.

Aye: 7 - Chair Sweigert, Smith, Stanton, DeRose-Hernandez, Abbott, Payne, Schmeder

9.2 Draft 2026 Paratransit Coordinating Council (PCC) Work Plan and 2026 Meeting Calendar (Kathy Alexander) (Pages 15-17)

Member Smith suggested for the July 2, 2026 meeting to be moved to July 9, 2026.

Motion **MOVED** by Stanton **SECONDED** by Smith to approve the 2026 Paratransit Coordinating Council Meeting Calendar and the adjusted date.

Aye: 7 - Chair Sweigert, Smith, Stanton, DeRose-Hernandez, Abbott, Payne, Schmeder

9.3 Accessible Transportation Needs Assessment (ATNA) Implementation Progress Update-Mobility Manager Status Update (Diana Meehan) (Pages 18-22)

Information Only/No Action

10. FUTURE AGENDA ITEMS

Staff Diana Meehan requested Chair Sweigert if the North Bay Regional Center (NBRC) could provide a presentation on its services to the Paratransit Coordinating Council.

11. ADJOURNMENT

Chair Sweigert adjourned meeting at 11:05 a.m.

11.1 The next regularly scheduled meeting for the NVTA Paratransit Coordinating Council is Thursday, March 5, 2026 at 10:00 a.m.

I, Arcie Alvarado, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on December 31, 2025.

Arcie Alvarado, Administrative Assistant (e-sign)



NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Council Agenda Memo

TO: Paratransit Coordinating Council (PCC)
FROM: Danielle Schmitz, Executive Director
REPORT BY: Libby Payan, Senior Program Planner/Administrator
(707) 259-8782 / Email: lpayan@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

That the Paratransit Coordinating Council (PCC) receives the second quarter of Fiscal Year 2025-2026 Vine Transit update.

EXECUTIVE SUMMARY

This report summarizes and the Vine’s operational performance during the second quarter of the current Federal Fiscal Year (FY) 2025-26, covering the period October 1 to December 30, 2025. The board memo compares the second quarter of FY 2025-26 to the same period of FY 2024-25 to provide context on year-over-year ridership levels and compares missed trips over the same two time periods. It also includes a discussion of recent schedule changes, marketing efforts, trip completeness and an update on its CAD/AVL system

BACKGROUND

Recent Schedule Changes

The most recent schedule change occurred January 11, 2026. Major changes include:

- Route 11 operates every 55 minutes instead of every 60 minutes
- A new Southbound Route 10 Bus Stop located at approximately 1615 Lincoln Ave was added in Calistoga
- Two new stops on Route E in the westbound and eastbound direction by McPherson Elementary
- Timetable adjustments on Route 11X and Route 21

The next schedule change will occur on Sunday June 14th to align with other Bay Area transit operators and the end of the 2025-2026 school year. Additionally, there will also be some minor schedule changes during BottleRock and La Onda weekends to accommodate festival attendees such as rerouting Route 29 to serve the transit center and adding extra trips since many festival attendees travel to Bottlerock from the Bay Area via the BART system.

Ridership

Table 2 on the next page compares the annual difference between second quarter of FY 2024-2025 (October, November & December) to second quarter of FY 2025-2026 to show the year-over-year ridership in the City of Napa overall experienced a slight increase of nearly 3%. Route A experienced the most significant growth year-over-year. Route A switched from a limited on-demand service to a fixed route as part of the January 12, 2025 schedule change. Ridership data indicates significant increases in usage as riders have shown a preference for the bus to operate on a schedule. The increase in Route A ridership is also partially responsible for a decrease in Route B ridership as the two routes overlap on Browns Valley Rd. from Laurel St. to Freeway Drive and riders now have the option of taking the Route A to get to the Soscol Gateway Transit Center instead of the Route B. Route D also experienced a notable ridership increase of approximately 25%. The specific Route D trips that had the highest increases were in the morning at or near the start of school and end of school, therefore showing that more Camille Creek Community School students or faculty rode the bus.

Table 2: City of Napa Ridership - Comparing Q2 of FY25 & Q2 of FY26

	Q2 FY25	Q2 FY26	% Difference	Numerical Difference
Napa Local On-Demand*/Route A	1,140	2,373	108.16%	1,233
Route B	5,742	5,177	-9.84%	-565
Route C	14,580	14,286	-2.02%	-294
Route D	2,114	2,652	25.45%	538
Route E	3,213	2,765	-13.94%	-448
Route F	3,330	3,768	13.15%	438
Route G	3,056	3,146	2.95%	90
Total	33,175	34,167	2.99%	992

*In Q2 of FY25, Route A operated as an on-demand service. In Q2 of FY26, Route A operated as a fixed route service

While ridership is an important key performance indicator (KPI), it is also important to track other KPIs. Passengers per revenue hour is a measure of the number of people on the bus for every hour that the bus is in service. It does not include the deadhead, which is the time leading to and from the maintenance yard. In Chart 1, data shows passengers per revenue hour on weekdays (the grey bars) on local City of Napa routes remained

relatively stagnant with a slight increase when compared to the previous quarter of the current federal fiscal year and when compared to the same time one year ago.

Chart 1: Passengers per Revenue Hour on City of Napa Routes (Weekdays)

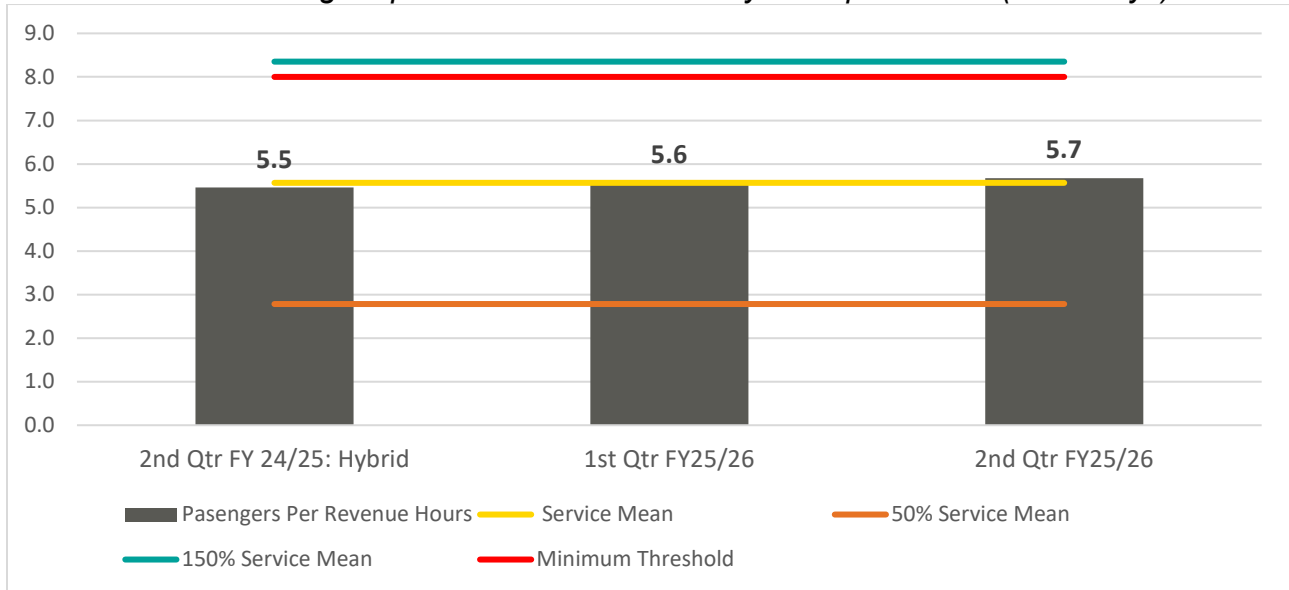


Chart 2 on the next page shows that the passengers per revenue hour varies by each individual local route. The Route C passengers per revenue hour continues to operate above the pre-COVID 8.0 minimum threshold measuring at 10.2. All other fixed routes were in the 3.2 to 6.7 range. Route D experienced the second highest total due to additional Camille Creek riders.

Chart 2: Local Service Passengers per Revenue Hour (Weekdays)

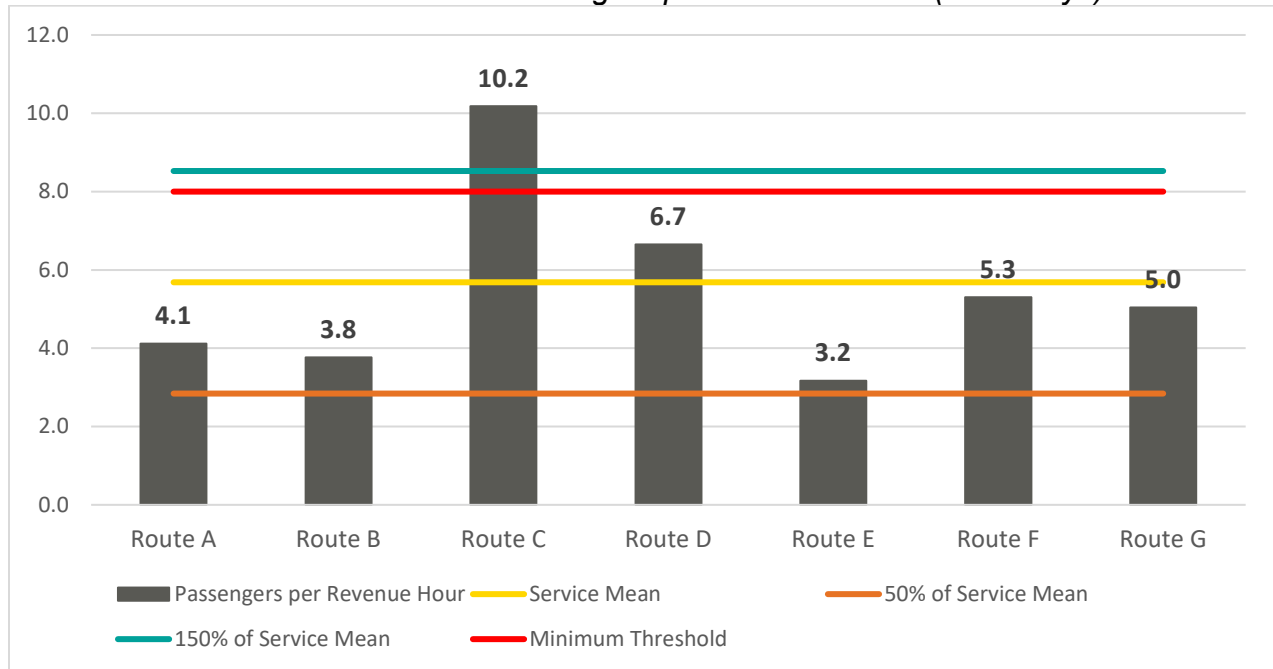


Table 3 on the next page shows an overall ridership decrease of 4% for the quarter on regional routes. Route 11X experienced a notable increase of approximately 40%. Route 11X was revamped starting on August 11, 2025. Previously, the Route operated as an expedited way to travel from the Redwood Park & Ride to the Vallejo Ferry terminal. Ridership on that route was consistently low so in order to bolster the number of riders, the Route was changed to function as a quicker version of Route 11 that serves the route’s most popular stops. Early results seem to indicate that riders that previously rode Route 11 shifted to Route 11X as shown by the nearly 8% decrease in Route 11 ridership. Route 29 began operating on Saturdays as of August 16, which is reflected in the ridership figure below. Staff will continue to closely monitor ridership levels on Saturdays on Route 29 and the reimaged 11X to evaluate its effectiveness and popularity. In January, two trips a day were added to Route 11X to give riders another option to connect with the Ferry and the Route was shortened to end at the Soscol Gateway Transit Center instead of the Redwood Park and Ride.

Table 3: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q2 of FY25 & Q2 of FY26

	Q2 FY25	Q2 FY26	% Difference	Numerical Difference
Route 10	35,537	34,641	-2.52%	-896
Route 11	30,994	28,538	-7.92%	-2,456
Route 11X	1,035	1,460	41.06%	425
Route 21	2,558	2,572	0.55%	14
Route 29*	8,887	8,867	-0.23%	-20
Total	79,011	76,078	-3.71%	-2,933

*Route 29 began operating Saturday service as of August 10, 2025, which is reflected in the Q2 FY26 ridership figure

Passenger per hour per revenue hour data on regional service continues to fall below the pre-COVID 12.0 minimum threshold as shown on Chart 3 below. Routes 10 and 11 continue to be the most efficient regional routes at 8.0 and 7.8. Route 21 shows the lowest figure at 2.2. Route 21 service was diverted away from I-80 as part of a previous schedule change, however, that caused a longer trip time. As of January 12, 2026, Route 21 operates on I-80 to help speed up the time of the trip to and from Suisun City.

Chart 3: Regional Service Passengers per Revenue Hour

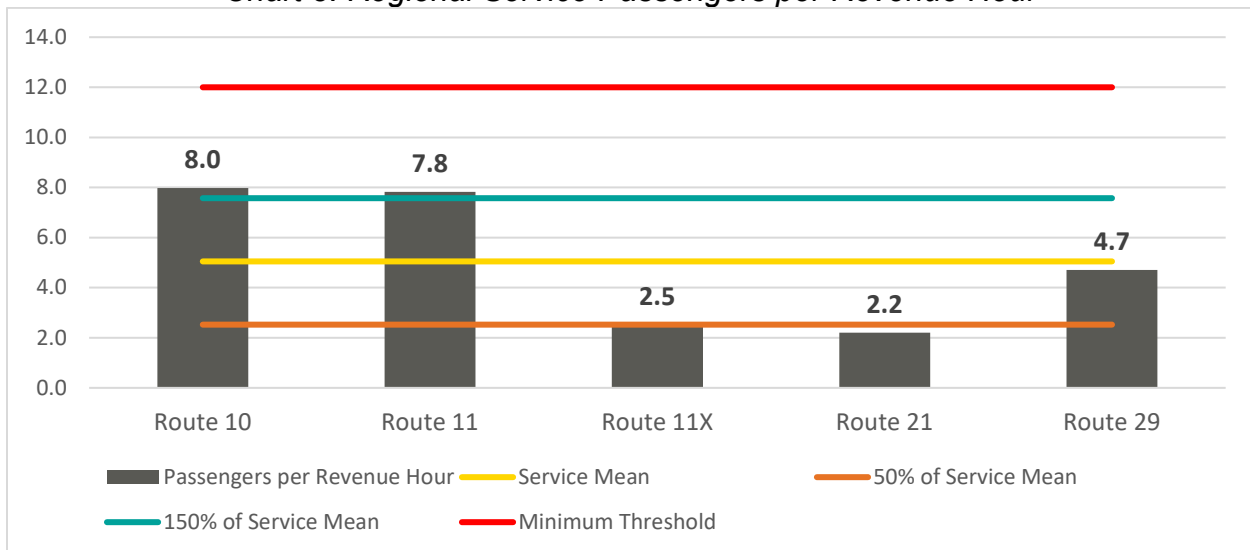


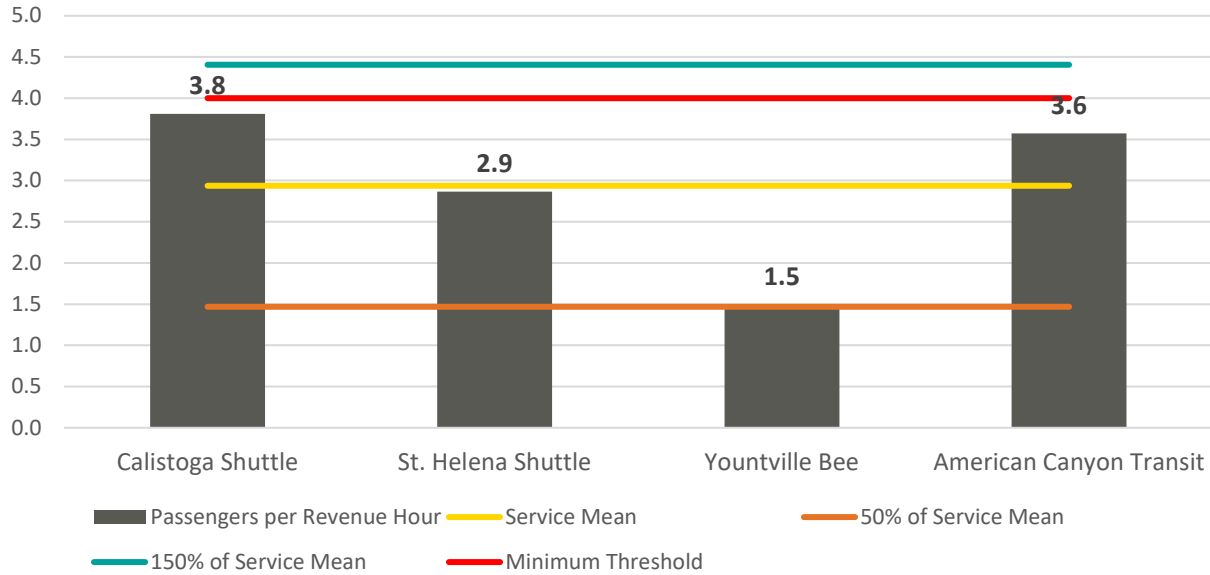
Table 4 below shows ridership experienced a decrease on the community shuttles overall by about 12% compared to the same quarter last year. American Canyon Transit (ACT) shows a significant decrease, although that is attributed to an administrative error. Typically, when ACT operates the school runs in the morning and afternoon, the driver counts each student as they board. It appears that some of the newer operators mistakenly didn't count riders as they boarded, leading to the lower ridership numbers. ACT typically carries the most riders compared to the other community shuttles, leading staff to believe the low number below is due to an administrative error. Staff is working with its Automated Passenger Counter vendor to see if this ridership data was captured using their system and will correct the ridership figure if the data is available. The Yountville Bee experienced a 15% ridership increase compared to the same time period one year prior. Beginning March 1, the Yountville Bee will start proving service to and from Chandon. This new destination paired with the reopening of Pancha's is expected to result in a ridership increase in Q3 of FY26.

Table 4: Community Shuttles– Comparing Q2 of FY25 & Q2 of FY26

	Q2 FY25	Q2 FY26	% Difference	Numerical Difference
Calistoga Shuttle	3,659	3,664	0.14%	5
St. Helena Shuttle	1,685	1,878	11.45%	193
Yountville Bee	1,085	1,252	15.39%	167
American Canyon Transit	5,917	4,046	-31.62%	-1,871
Total	12,346	10,840	-12.20%	-1,506

Chart 4 on the next page shows the passengers per revenue hour on the local community shuttles. Given the overall popularity of American Canyon Transit, feedback received from the Community Based Transportation Plan and a recommendation listed in NVTA's Accessible Transportation Needs Assessment, staff submitted an application and received an award notice and funding agreement from the California Public Utilities Commission's Access for All Program for funding to increase the hours of service. Starting on February 9th, ACT weekday hours will extend an additional 90 minutes to 7:00pm and new Saturday service will operate from 8:30am – 5:30pm.

Chart 4: Community Shuttle Service Passengers per Revenue Hour



VineGo ridership rose by about 10% over the last year as seen in Table 5. Staff continues to see steady increases in VineGo Ridership since the COVID-19 pandemic impacts have lessened and marketing efforts and partnerships with organizations, such as Molly’s Angels, have increased.

Table 5: VineGo Ridership – Comparing Q2 of FY25 & Q2 of FY26

	Q2 FY25	Q2 FY26	% Difference	Numerical Difference
VineGo	4,351	4,767	9.56%	416

Finally, Tables 6 & 7 on the next page show the missed trips during the second quarter of the current fiscal year compared to the fourth quarter of last Fiscal Year. Beginning in January 2025, NVTA reinstated a liquidated damage against its contracted service operator, Transdev, which enforces a \$500 penalty for each missed trip. This requirement was initially waived during the COVID pandemic given the uncertainties of the transit landscape and employment market. Given that much time has passed and Vine Transit’s schedules are more consistent, staff began enforcement and noticed a significant decline when compared to the same period last year.

Table 6: Missed trips Q2 of FY 2024-2025

	Regular Missed Trips	On-Demand Missed Trips
October	34	0
November	11	0
December	16	0
Total	61	0

Table 7: Missed trips Q2 of FY 2025-2026

	Regular Missed Trips	On-Demand Missed Trips
October	5	0
November	3	0
December	6	0
Total	14	0

Marketing Efforts

During the winter, there are generally fewer available community events that staff can participate in. Despite this, staff still made a targeted effort to attend various types of recent events including:

- Molly’s Angels Holiday Luncheon (December 5, 2025)
- City of Napa Holiday Parade (December 6, 2025)
- Early Learning Center Grand Opening & Family Faire (December 13, 2025)
- Presentation at Napa Valley Lutheran Church (January 21, 2026)
- Presentation at Heritage House/Abode (January 21, 2026)
- The North Bay Workforce Alliance Hiring Event (January 29, 2026)
- Best of Napa Valley (January 30, 2026)
- English & Spanish Presentations at Napa Creek Manor (February 3, 2026)
- Bel Aire Park Magnet School Presentation & Bus Display (February 11, 2026)
- CIA Greystone Health & Resource Fair (February 11, 2026)

September was transit month, and to celebrate staff launched a Bus Animal Naming Contest with participation from school-aged students. NVTA invited elementary school students to name its electric fleet mascots - the owl, hawk, butterfly and bee. Winning students were announced in November and were treated to a special bus experience, received a basket of Vine Transit prizes, and celebrated with a pizza party for their class in the month of December. The winning animal names are:

- Poppy the Bee – named by Genesis – 5th grade, Calistoga Elementary
- Talon the Hawk – named by Cody – 5th grade, Willow Elementary
- Mari (short for Mariposa) the Butterfly – named by Eleanor – 5th grade, St. Helena Elementary
- Ollie the Owl – named by Kimber – 2nd grade, Alta Heights Elementary

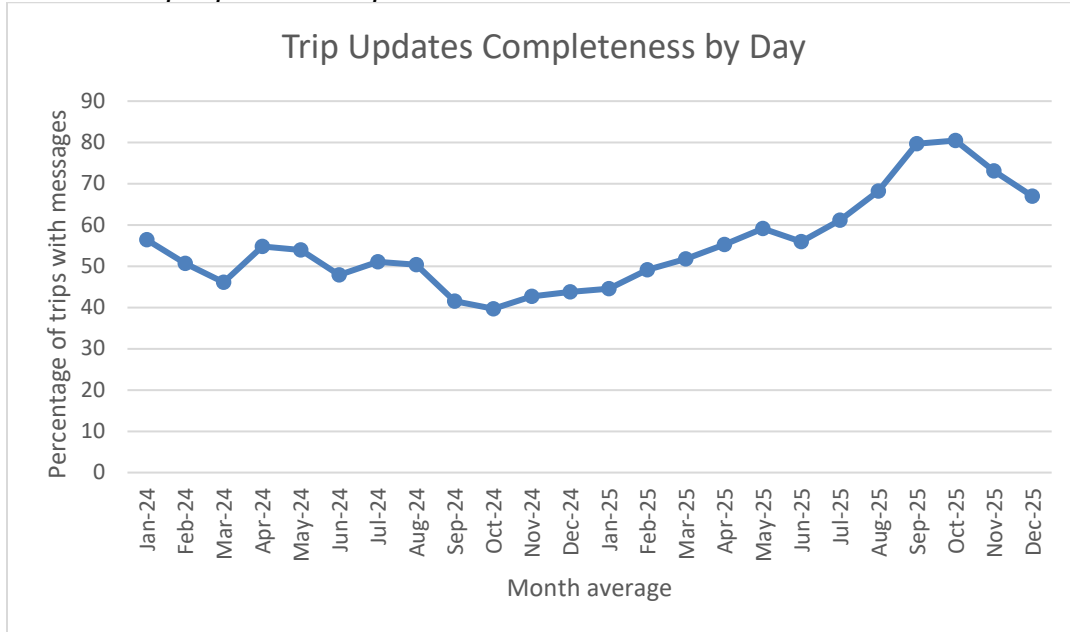


Marketing and transit staff are starting to preliminary plan for BottleRock and La Onda Festival Weekends. Vine transit offers free rides to all bus riders, regardless of their destination, during those weekends and offers special late-night service after the concert.

Trip Completeness

NVTA continues to track the percentage of trips sending real-time messages. Chart 5 on the next page shows monthly averages of trip completeness across all routes. NVTA's trip completeness is trending upwards through October. Then in November, when GMV had four days of a systemwide outage, the rate went down. NVTA would like to get to a level of 85% on-par with its neighbors which should be possible with a new CAD/AVL system.

Chart 5: Trip Update Completeness



Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) and On-Demand Automated Dispatching Update

For nearly the last year, staff have been preparing to go out for bid on its CAD/AVL and Automated Dispatching Systems. After releasing a Request for Information (RFI) for CAD-AVL and On-Demand Automated Dispatching on March 26, 2025, staff read through twelve proposals and conducted oral presentation and demonstrate from six firms. Additionally, staff visited two local transit agencies to view their CAD-AVL systems in-person. Through this process, staff learned a lot of information that helped to shape a formal Request for Proposals (RFP).

NVTA released a Request for Proposals in October,2025 and firms were required to submit their responses by December 12, 2025. An evaluation committee consisting of NVTA transit planning staff, representatives from SolTrans and Transdev reviewed all submitted proposals and conducted interviews with three firms:

- 1) ETA Transit (CAD/AVL) & Spare (Automated Dispatching)
- 2) GMV Syncromatics (CAD/AVL) & VIA (Automated Dispatching)
- 3) Equans (CAD/AVL) & Spare (Automated Dispatching)

After extensive consideration, NVTA recommended to the Board of Directors to approve a contract with Equans & Spare at the February 18 Board Meeting. The contract provides a three-year term with two one-year options to extend. Once approved, staff will work with

the vendors to replace the current systems and have the new systems operational by July- September 2026. NVTA anticipates that this partnership will significantly improve the quality and reliability of data across Vine Transit operations.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY Paratransit Coordinating Council (PCC) Agenda Memo

TO: Paratransit Coordinating Council
FROM: Danielle Schmitz, Executive Director
REPORT BY: Patrick Band, Senior Planner
(707) 259-8781 / Email: pband@nvta.ca.gov
SUBJECT: Napa Countywide Active Transportation Plan Review

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Paratransit Coordinating Council (PCC) review the Draft Napa Countywide Active Transportation Plan.

EXECUTIVE SUMMARY

The Napa Countywide Active Transportation Plan serves as a comprehensive update to the prior Countywide Bicycle Plan (2019) and Countywide Pedestrian Plan (2016). New and innovative approaches to active transportation policy and infrastructure, as well as changes in law necessitate periodic updates to ensure that planned improvements align with local and regional goals, and to better compete for limited funding to support the build-out of the active transportation network.

In coordination with planning consultant GHD, NVTA staff have prepared the Napa Countywide Active Transportation Plan, which was released for a 28-day public comment period by the NVTA Board of Directors on February 18, 2026. The Paratransit Coordinating Council is invited to review the plan and provide comments and questions prior to NVTA Board adoption on March 18, 2026. Following NVTA Board adoption of the Plan, each local jurisdiction will be invited to adopt relevant chapters of the Plan to support advancing projects, programs, and priorities.

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND

Plan Purpose & Need

In the nearly seven years since the adoption of the last countywide Bicycle Plan, and nearly 10 years since the adoption of the last countywide Pedestrian Plan, the lens through which we analyze and invest in transportation projects and programs have changed significantly, including a deeper focus on greenhouse gas emissions, and prioritizing safe and equitable transportation options for roadway users. There have also been significant changes to laws, regulations and funding guidance for walking and biking infrastructure, programs, and planning.

With extensive input from the community and deep guidance from stakeholder agencies, the Napa Countywide Active Transportation Plan establishes a vision for walking, bicycling and other non-automotive transportation options such as e-bikes and e-scooters throughout the county. The Plan documents the existing environment, presents a thoughtful set of recommended projects and other strategies, and includes an achievable implementation plan to make active transportation safer, more accessible, and more convenient for residents and visitors to the region.

Organization

The Napa Countywide Active Transportation Plan is structured to include countywide guidance and policies to inform implementation of projects and programs throughout Napa County's communities, as well as individual chapters specific to each of the six jurisdictions – the County of Napa, and Cities/Town of Calistoga, St. Helena, Yountville, Napa, and American Canyon. Jurisdiction-specific chapters have been crafted to support countywide goals and to be adopted by each jurisdiction to guide local planning and investments in projects and programs.

The AT Plan also includes a detailed Treatment Toolkit that identifies nearly 50 project-based improvements to enhance safety, accessibility, and convenience of walking and biking infrastructure.

Public Engagement

Over the course of more than a year, NVTA and local jurisdiction staff have supported extensive community engagement and comment to inform the projects, programs, and policies included in the draft Plan. Nearly 2,000 community members were engaged in the plan development process, with more than 700 comments received through online surveys, interactive maps, and more than 30 separate in-person and virtual events, presentations, and public meetings.

Add-Data and Analysis

Through the data collection and analysis phase of the Plan, 173 miles of existing designated bicycle facilities were identified, with the largest share of existing facilities in

the City of Napa and unincorporated County¹. Nearly 200 miles of sidewalk were identified during data collection, which included analysis of several rural neighborhoods and communities such as Oakville, Rutherford, and Angwin.

Local roadway networks were analyzed utilizing existing vehicle speed, volume, roadway width, and presence of any existing bicycle infrastructure to develop a “Level of Traffic Stress” or LTS, which would be used to inform recommendations with the goal of establishing local bicycle networks that serves the needs of bike riders of all ages and abilities.

Plan Recommendations

As noted above, the Plan is structured into distinct chapters addressing the specific recommended infrastructure improvements for each of the six jurisdictions in Napa County. While this memo focuses on countywide totals, detailed maps and tables identifying jurisdiction-specific recommended improvements can be found via links for Attachments 1 and 2.

Bicycle Facility Recommendations

Building on the recommendations from the 2019 Countywide Bicycle Plan, roadways countywide were analyzed utilizing a range of criteria including existing vehicle speed & volume, existing bike facilities, proximity to key origins & destinations (eg: parks, schools, retail), and historical collision data from the countywide High Injury Network. With engagement and input from local jurisdiction staff, a revised network of proposed facilities was developed, totaling 429.4 miles of new or improved bike facilities.

Table 5.1: Napa Countywide Proposed Bicycle Network Mileage

Facility Type	2019 Existing Mileage	2025 Existing Mileage*	Change 2019 to 2025	2025 Proposed Mileage	Total Future Mileage
Shared Use Path (Class I)	40.9	45.8	+4.9	74.0	119.8
Bicycle Lanes (Class II)	87.8	86.8	-1.0	83.4	170.2
Buffered Bicycle Lanes (Class II)	-	3.4	+3.4	6.6	10.0
Bicycle Route (Class III)	13.5	7.4	-6.1	201.0	208.4
Bicycle Boulevard (Class III)	-	-	-	51.0	51.0
Rural Bicycle Route (Class III)	-	8.7	+8.7	6.8	15.4
Unclassified Bike Route	-	18.7	+18.7	0.8	19.5
Separated Bikeway (Class IV)	-	1.9	+1.9	5.8	7.7
Total	142.2	172.7	+30.5	429.4	602.1

**2025 Existing mileage totals are derived from a comprehensive review of existing bicycle facilities, which in some cases resulted in removal or re-categorization of facilities. As such, direct comparison between 2019 and 2025 facility mileages for a given facility type may be misleading.*

¹ For the purposes of this Plan, existing and proposed bicycle or pedestrian facilities located on Caltrans Right of Way are attributed to the local jurisdiction in which the facility is located.

Pedestrian Facility Recommendations

Unlike the proposed bicycle network which establishes recommendations for roadways countywide, the pedestrian network focuses more narrowly on closing sidewalk gaps in existing developed areas or in proximity to key origins & destinations such as schools, parks, shopping, and transit stops. Additionally, due to limited roadway width in existing neighborhoods, if sidewalk gaps were found to be present on both sides of the street, the plan prioritizes sidewalk on the side of the street closest to key destinations. The pedestrian network also prioritizes improvements along neighborhood streets with existing or proposed bicycle facilities, reinforcing a preference for multimodal corridors where bicyclists and pedestrians can feel most comfortable.

Table 5.2: Napa Countywide Proposed Pedestrian Network Mileage

Facility Type	Existing Mileage	Proposed Mileage	Total
Shared Use Path (Class I)	45.8	74.0	119.8
Sidewalk	199.5	18.0	217.5
Total	245.3	92.0	337.3

Next Steps

Following release of the Draft Napa Countywide Active Transportation Plan, staff invite interested residents and community stakeholders to provide comments, questions, and feedback. The final Plan will be brought to the NVTA Board of Directors for adoption on March 18, 2026.

In the months following final adoption by the Board, jurisdictions will be encouraged to adopt the plan locally. NVTA staff will support these local adoption efforts as needed, and work with local agencies to identify funding opportunities to implement elements of the plan, and track progress toward identified Goals and Objectives. Staff anticipate developing an updated map of countywide active transportation investments annually, and developing a summary report on progress toward Plan goals and objectives on a biennial basis.

This ongoing work will require close coordination with jurisdiction staff, likely in the form of an annual survey or questionnaire that will seek to capture information about improvements completed in the prior calendar year, and future planned project or program priorities.

ATTACHMENT(S)

- 1 - [Draft Countywide Active Transportation Plan](#)
Note: Plan will be posted to project website by 5pm on 2/13/26
- 2 - [Draft Countywide AT Plan Treatment Toolkit](#)

March 5, 2026

Agenda Item 9.3

Continued From: NEW

Action Requested: **INFORMATION**



NAPA VALLEY TRANSPORTATION AUTHORITY

Paratransit Coordinating Council (PCC) Memo

TO: Paratransit Coordinating Council
FROM: Danielle Schmitz, Executive Director
REPORT BY: Dexter Cypress, Associate Planner
(707) 259-8635 / Email: dcypress@nvta.ca.gov
SUBJECT: Mobility Manager Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Accessible Transportation Needs Assessment (ATNA) study identifies barriers to mobility for seniors and individuals with disabilities across Napa County and proposes strategies to enhance equitable and accessible transportation options. The plan was adopted by the NVTA Board in May 2025.

One of the six primary strategies identified under the ATNA was to establish a dedicated mobility manager. The Metropolitan Transportation Commission (MTC) has since drafted guidance entitled "Framework for Designating Mobility Manager in Each County" (Attachment 1). After reviewing this guidance, NVTA plans to utilize one of its existing staff members, in conjunction with Connections Napa Valley, as the Napa County Mobility Manager for a six-month pilot program. This way, NVTA can get a sense of the hours and the skills necessary for a Mobility Manager in Napa County. Throughout the pilot, NVTA will be looking for funding for the long-term Mobility Manager from MTC as well as local sources.

FISCAL IMPACT

None for the six-month pilot program

CEQA REQUIREMENTS**ENVIRONMENTAL DETERMINATION**

The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND

Mobility management is an approach for organizing and developing transportation services, not through the traditional program-centered approach typically used by public transit and human services transportation programs, but instead, through a more case management centered approach built around the individual seeking transportation services. Mobility management services could cover a wide range of activities, such as travel training, coordinating services between different providers, information and referral services, trip planning, brokerages, and gap service development.

MTC is recommending that each County designate a Mobility Manager. At the same time, Napa County established Connections Napa Valley, which provides a wide range of referrals, resources, and services to Napa County residents with disabilities and to seniors over 60, who are facing life's challenges. Examples include addressing housing issues, food security, transportation, elder abuse, and access to healthcare (<https://connectionsnapacounty.org/>).

As you can see, Connections Napa Valley is serving as a one-stop shop for residents with Seniors and Disabilities for many things, including transportation. The idea for the pilot program would be for Connections Napa Valley to direct calls related to transportation to an NVTA staff member designated as the Mobility Manager. This staff member will document the number of calls received and the information provided to callers. The Mobility Manager will also document when there are trips that cannot be performed by any Napa County providers to identify the scale of existing gaps in service. This pilot will help NVTA determine the best way to proceed with a long-term Mobility Manager program.

ALTERNATIVES

None

COUNTYWIDE PLAN GOALS MET BY THIS PROPOSAL

Goal 1: Serve the transportation needs of the entire community regardless of age, income or ability

The Mobility Manager seeks to improve transportation access and mobility for seniors, disabled individuals and others in need of assistance

ATTACHMENT(S)

- 1) Metropolitan Transportation Commission: Framework for Designating Mobility Manger in Each County

Metropolitan Transportation Commission

FRAMEWORK FOR DESIGNATING MOBILITY MANAGERS IN EACH COUNTY

Contact: Drennen Shelton, MTC
dshelton@bayareametro.gov

Process for Transit Transformation Action Plan Action 21

Summary

Under the region's Transit Transformation Action Plan, MTC staff will work with stakeholders around the region to designate one organization or agency per county to act as the county's mobility manager. A mobility manager helps riders access transportation services and works with transit agencies and non-profit transportation providers to better coordinate services. Each county's mobility manager will ensure that information and referral services are provided countywide, ensure that travel training services are available countywide, will ensure that all ADA-paratransit riders are referred to information and referral services, and will report semi-annually on its activities. Mobility managers will report to the county paratransit coordinating council and MTC.

MTC will hold county-based forums around the region this summer and fall to provide information on current and planned mobility management activities and facilitate a discussion of possible organizations and agencies to be designated as mobility manager.

This document provides more details about mobility management in the Bay Area, the process for designating mobility managers, and the roles and responsibilities of mobility managers. This document also provides a draft list of agencies and organizations that will be invited to the county-based meetings. Please provide your feedback on this information to: dshelton@bayareametro.gov.

Introduction

MTC and the region's transit agencies have embarked on initial steps to implement Action 21 of the [Transit Transformation Action Plan](#): "Designate a Mobility Manager to coordinate rides and function as a liaison between transit agencies and other providers in each county, consistent with the [Coordinated Public Transit-Human Services Transportation Plan](#)." Mobility management is an approach for organizing and developing transportation services not through the traditional program-centered approach typically used by public transit and human services transportation programs, but instead, through a more case-management centered approach built around the individual seeking transportation services.

Mobility managers may be non-profit organizations, transit agencies, county transportation authorities, or other government agencies. Mobility management services cover a wide range of activities, such as travel training, coordinating services between different providers, information and referral services, trip planning, brokerages, and gap service development.

Background

The implementation of mobility management to better serve the Bay Area’s transportation-disadvantaged populations has been a priority recommendation since 2007, when the region’s first Coordinated Plan was developed. In February 2013, MTC held a Bay Area-wide summit to create a vision for mobility management for the region. Summit participants represented transit agencies, county transportation authorities, regional centers, independent living centers, MTC and transit agency policy advisors, and MTC Commissioners (Attachment A). Grounded in the recommendations of the 2013 Coordinated Plan and the [Transit Sustainability Project](#), a consensus was reached on a regional definition of mobility management, minimum functions to be included under Bay Area county-based mobility management, and the process to be followed when designating mobility managers. The definition, geographic designation, functions, and designation process have been re-confirmed and updated through the 2018 and 2024 updates to the Coordinated Plan.

Although all counties in the Bay Area have some mobility management services (Attachment B), not all counties have an officially recognized mobility manager. Further, existing functions are not provided countywide in all cases and may not be fully coordinated with existing transportation services. The goal of implementing mobility management under Action 21 is to fill the gaps in mobility management coverage where they exist, to adopt a universal set of best practices for county-based mobility management, and to develop roadmaps for each county to bolster its existing mobility management operations to meet the best practice recommendations where necessary.

Proposed Action 21 Mobility Management Definition, Geographic Designation, Functions, and Designation Process

The following mobility management definition, geographic designation, functions, and designation process are proposed to be used under Action 21.

Regional Definition of Mobility Management

“Mobility management is a strategic, cost-effective approach to encourage the development of services and best practices in the coordination of transportation services connecting people needing transportation to available transportation resources within a community. Its focus is the person — the individual with specific needs — rather than a particular transportation mode.

Through partnerships with many transportation service providers, mobility management enables individuals to use a travel method that meets their specific needs, is appropriate for their situation and trip, and is cost-efficient.”

Geographic Designation

While mobility management can operate in many ways (e.g., organized by city, county, subregion, etc.), Bay Area mobility management is county-based. The designation of

mobility management entities by county not only provides clear, understandable boundaries for both riders and transportation providers, it is also compatible with existing revenue streams. Transportation tax revenues and other county-based funding streams such as health and human services funding is easily accessed by county-based mobility management, while still allowing for access to transportation funds available through city, state, or federal programs.

The county-based mobility management approach is right-sized to stay updated with ever-changing local circumstances (like non-profit agency-provided service and staff changes) while still being responsive to the nuances of local physical and political conditions. A county-based approach should not result in ignoring the realities of intercounty travel needs or result in more siloing but rather is effective for building relationships locally and regionally. Mobility managers should become familiar with basic information about transportation options in adjacent counties and coordinate with one another to facilitate cross-county travel and information sharing. A regional mobility management system would be far less effective and efficient at building the necessary relationships with local stakeholders responding quickly to changing conditions on the ground.

Minimum Required Functions of Mobility Management

Bay Area mobility managers ensure that a range of related activities are carried out, including but not limited to the following three functions:

1. Information and Referral Services:

- Outreach to riders and service providers
- Referrals to transportation services and programs, including public transit services, travel training, and complementary transportation services such as volunteer driver programs, taxi voucher programs, and other community-based services
- Provide a centralized “one call/one click” resource center for riders seeking specialized information about local transportation
- A user-friendly, up-to-date transportation resources database that is available to the public online and in print
- Translations must be available to comply with a county-based Title VI Limited English Proficiency (LEP) four factor analysis
- Information and Referral Services may also include services ranging from a website and database listing resources to a fully customized trip planner, and program eligibility verification

2. Travel Training:

- Services that instruct transportation-disadvantaged populations (people with disabilities, older adults, youth, veterans, and low-income

populations) countywide to travel safely and independently on fixed-route and other transportation services in their community.

- Travel training may also include instructions on web- and app-based transportation services
- Mobility managers do not need to operate travel training services directly but should coordinate with travel training services in their county so that eligible individuals are effectively referred to travel training

3. Coordination and Integration with ADA Paratransit Eligibility Evaluations:

- Work within the ADA paratransit eligibility process to support and encourage applicants and users of ADA paratransit to make use of all transportation resources and not rely solely on paratransit
- Mobility management principals are specifically included in the ADA paratransit eligibility process to ensure that paratransit riders and applicants are made aware of and referred to other transportation services available to them
- Mobility managers do not oversee eligibility functions but instead, is a step within the ADA eligibility process
- This component is consistent with recommendations under agreement preceded by the Transformation Action Plan Action 25: “Adopt Standardized Eligibility Practices for Programs that Benefit People with Disabilities”

Designation Process for a Mobility Manager

MTC will use the following framework to reach consensus on and subsequently designate a mobility manager in each county. The initial period of designation for new mobility managers will be up to three years or longer for renewal designation periods.

MTC will host a countywide forum that will include all applicable and relevant stakeholders, including transit agency staff and board members, county transportation authorities, paratransit coordinating councils (Attachment C), boards of supervisors, non-profit organizations (including federal transportation funding recipients), city departments, county agencies, independent living centers, relevant policy advisory committee members, and MTC Commissioners. Stakeholder lists (Attachment D) will be circulated for input to transit agency partners, paratransit coordinating council chairs, and other leading entities that currently perform or utilize mobility management functions. These leading entities will be invited to collaborate on forum planning.

The forum will:

- Provide background on this planning effort (MTC)

- Provide an overview of past and current mobility management functions within the county (MTC and applicable agencies/organizations)
- Provide an overview of planned mobility management functions for the future (applicable agencies/organizations)
- Facilitate a discussion of possible entities to take the lead as mobility manager (MTC)

Once there is broad agreement on the candidate entity in each county, MTC will use the follow process to designate a mobility manager¹:

- Applicant entity makes the request for designation as the county’s mobility manager with the relevant endorsement of and letters of support from partner agencies within the county.
- MTC notifies the applicable stakeholders (transit agencies, county board of supervisors, paratransit coordinating council, and the county transportation authority) of its intent to designate the applicant as the mobility manager in the county and provide a 30-day period of public comment.
- After the period of public comment, MTC staff evaluates the candidate and its request for consistency with mobility management activities as outlined in the Coordinated Plan.
- MTC's evaluation of mobility manager candidates will consider various factors, including but not limited to:
 - Past mobility manager designations and performance and relevance of activities to the current coordination objectives.
 - The scale of geography covered by designation request.
 - Extent to which the applicant was identified as the result of a countywide process involving relevant stakeholders aimed at improving mobility and transportation coordination for transportation-disadvantaged populations.
 - The applicant's existing and potential capacity and intended plan for carrying out mobility management functions described in the Coordinated Plan.
 - Institutional relationships and support, both financial and in-kind, including evidence of collaboration and coordination efforts with other public and private transportation and human services providers.
- MTC staff develop designation recommendations for review by the Regional Network Management Customer Advisory Group, the Regional Network Management Council, and the Regional Network Management Committee. Recommendations also include a period of designation with the general guidance

¹ This process replicates the process for designating Consolidated Transportation Service Agencies (MTC Resolution 4097).

of three years for an initial designation for new mobility managers and five years or longer for subsequent designation periods.

- Commission considers the designation.
- MTC notifies the applicable transit agencies, county board of supervisors, paratransit coordinating council, the county transportation authority, and the Caltrans Section 5310 office of designation.

Key Considerations for Implementing Mobility Management

There are several key considerations when considering the implementation of mobility management, including but not limited to:

- The extent to which mobility management activities and future plans are based on local planning efforts and gaps analysis that incorporates input from relevant stakeholder partner agencies, and the relative likelihood of success in improving mobility for transportation-disadvantaged populations
- The relevance, scale, and effectiveness of current mobility management activities
- The extent to which functions and planning involves relevant stakeholder agencies who are aiming to improve mobility and coordination for transportation disadvantaged populations
- The extent to which plans and proposals are focused on improving mobility and coordination for transportation-disadvantaged populations
- Institutional relationships with and support from local partner agencies for the mobility manager, both financial and in-kind
- Existing and potential institutional capacity for ensuring that mobility management functions are accomplished

Roles and Responsibilities of Mobility Managers

Once officially designated, mobility managers will advance at least the three minimum required functions countywide: information and referral services, travel training, and coordination and integration of mobility management activities with ADA paratransit eligibility evaluations. The designated mobility manager need not be the entity performing all the functions but should be able to verify that each function is operational and effectively coordinated countywide.

The mobility manager will adhere to and advance key goals and principles for mobility management. These include the following:

- Focus on the individual: Provide services that respond to individual mobility needs and gaps in the county.
- Strengthen coordination: Establish and enhance connections between service providers within the county and neighboring counties.

- Improve accessibility and livability: Create a navigable function for riders to understand transit options available to them.
- Maintain diverse perspectives: Sustain and support services that serve different populations and address various mobility and equity challenges and needs, as well as the needs of partner agencies.
- Continuous engagement: Listen and learn from riders and potential riders of their mobility needs and provide educate and awareness of available services.
- Promote financial sustainability: Improve efficiency and efficacy of services through coordination.
- Ensure safety, security, and satisfaction: Instill confidence in riders to use services safely, regardless of mobility challenges and assist in improving interactions between customers and service providers.

Assessment of Mobility Manager

Because mobility management is wide-ranging and encompasses diverse responsibilities, performance will be assessed based on reports prepared by the mobility manager, which will include both qualitative and quantitative metrics. Potential requirements and metrics are listed below.

1. Mobility managers will prepare reports semiannually summarizing activities performed and their relation to the goals of mobility management.
2. Mobility managers will attend paratransit coordinating council and transit agency advisory committee meetings, make reports, and respond to requests for information.
3. Mobility managers will participate in the Bay Area Regional Mobility Management Group, a regional working group of mobility managers, to share program and service inventories and information, share best practices, and to coordinate across counties.
4. Mobility managers will coordinate with paratransit coordinating councils, transit agencies, and human services transportation providers to inventory existing transportation services and study gaps analysis and prioritizations for future services to better serve transportation-disadvantaged populations.
5. Mobility managers will collect and report the number and disposition of information and referral contacts for information and referral services and for coordinating with ADA paratransit eligibility.
6. Mobility managers will collect and report all relevant data regarding travel training programs within the county, including but not limited to the quantity of trainings, post-training surveys, outreach, and other relevant data.
7. Mobility managers will provide a resources report that describes in detail the budget, funding sources, operating partnerships, staff resources allocated,

services performed, and equipment used in mobility management activities and an analysis of how the expenditure of these resources benefit riders. If the functions are provided by another entity, the mobility manager should work with that entity in collection and reporting.

8. In addition to objective metrics regarding the performance and cost effectiveness of mobility management programs, mobility managers will provide community testimonials in the form of feedback from riders on the impact of mobility management services on their transportation experiences.

As the period of designation ends, MTC and the paratransit coordinating council will evaluate the performance of the mobility manager using the designation criteria. If a re-designation is sought, the same process of designation will be used.

Attachment A

2013 Regional Mobility Management Summit participants

Participant	Affiliation
Adrienne Tissier	MTC/SamTrans
Amy Worth	MTC/County Connection
Annette Williams	SFMTA
Corinne Goodrich	SamTrans
Daryl Halls	Solano Transportation Authority
Dave Cortese	MTC
David Rzepinski	Marin Transit
Dolly Sandoval	MTC Policy Advisory Council
Federico Lopez	MTC Policy Advisory Council
Gillian Gillett	SF Mayor's Office
James Shorter	Golden Gate Regional Center
Jim Spering	MTC/Solano Transportation Authority
Katie Heatley	Outreach and Escort, Inc.
Lee Pullen	Santa Clara SSA Dept. Aging /Adult Services
Marie Marchese	Golden Gate Regional Center
Naomi Armenta	Alameda County Transportation Commission
Pamela Fadem	AC Transit Accessibility Committee
Paul Branson	Marin Transit
Phil Mcguire	Paratransit Inc. (Sacramento)
Rick Ramacier	County Connection
Tom Roberts/Matthew Wilcox	NVTA (formerly NCTPA)
Tyler Hewitt	Becoming Independent
Ben McMullan	Center for Independent Living

Attachment B

Current Mobility Management Activities by County

Alameda County

Information and Referral	Travel Training	Coordination with ADA Paratransit Eligibility
Ride-On Tri-City!	Ride-On Tri-City!	Ride-On Tri-City! (assist with setting up ADA applications and in-person interviews)
Access Alameda	Center for Independent Living	Access Alameda (all three ADA applications in one place)
Eden I&R (2-1-1)	Community Resources for Independent Living	CIL Community Connections (navigate ADA paratransit application process)
Aging & Disability Resource Connection	LightHouse for the Blind and Visually Impaired	
	City of San Leandro FLEX RIDES	
	Through the Looking Glass	
	United Seniors of Oakland and Alameda County	
	East Bay Paratransit	
	Livermore Amador Valley Transit Authority	

Contra Costa County

Information and Referral	Travel Training	Coordination with ADA Paratransit Eligibility
CCTA One-Call One-Click (in progress)	Independent Living Resources	
Way to Go, Contra Costa! booklet and website (Mobility Matters)		
Contra Costa Crisis Center (2-1-1)		
Contra Costa County's Employment & Human Services Department's		

Information & Assistance Helpline		
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Marin County

Information and Referral	Travel Training	Coordination with ADA Paratransit Eligibility
Marin Access	Marin Access	Marin Access Travel Navigations (assist with ADA applications)
Aging & Disability Resource Connection		
2-1-1 Bay Area		
Aging & Adult Information and Assistance Line and Community Resource Guide		
One Door Marin		

Napa County

Information and Referral	Travel Training	Coordination with ADA Paratransit Eligibility
VineGo	Vine Transit Ambassador Program	Molly’s Angels (assist with ADA application process)
Molly’s Angels		
2-1-1 Bay Area		

San Francisco

Information and Referral	Travel Training	Coordination with ADA Paratransit Eligibility
San Francisco Paratransit Mobility Management Center	San Francisco Paratransit Mobility Management Center	San Francisco Paratransit Mobility Management Center
Aging & Disability Resource Connection		
3-1-1		
2-1-1 Bay Area		

San Mateo County

Information and Referral	Travel Training	Coordination with ADA Paratransit Eligibility
Peninsula Rides	Peninsula Rides	
Senior Mobility Guide	San Mateo Mobility Ambassadors	

Aging & Disability Resource Connection		
2-1-1 Bay Area		
CID San Mateo Information & Referral		

Santa Clara County

Information and Referral	Travel Training	Coordination with ADA Paratransit Eligibility
Mobility Assistance Program	Mobility Assistance Program	
VTA Senior Mobility Guide		
2-1-1 Santa Clara		

Solano County

Information and Referral	Travel Training	Coordination with ADA Paratransit Eligibility
Mobility Call Center	Mobility Call Center	ADA Paratransit Eligibility Center For Solano County; Intercity Taxi Card Program
Aging & Disability Resource Connection		
2-1-1 Bay Area		

Sonoma County

Information and Referral	Travel Training	Coordination with ADA Paratransit Eligibility
Sonoma Access	Santa Rose City Bus Travel Training Program	
Aging & Disability Resource Hub		
United Way Wine Country (2-1-1)		
Accessing Coordinated Care and Empowering Self-Sufficiency (ACCESS)		

Attachment C

Bay Area County Paratransit Coordinating Councils and Host Agencies

County	Committee Name (Host Agency)
Alameda	Paratransit Advisory and Planning Committee (PAPCO) <i>(Alameda County Transportation Commission)</i>
Contra Costa	Contra Costa Paratransit Coordinating Council <i>(Contra Costa Transportation Authority)</i>
Marin	Marin Paratransit Coordinating Council <i>(Marin Transit)</i>
Napa	Napa Paratransit Coordinating Council <i>(Napa Valley Transportation Authority)</i>
San Francisco	San Francisco Paratransit Coordinating Council <i>(San Francisco Municipal Transportation Agency)</i>
San Mateo	San Mateo County Paratransit Advisory Council <i>(SamTrans)</i>
Santa Clara	Committee for Transportation Mobility & Accessibility <i>(Santa Clara Valley Transportation Authority)</i>
Solano	Solano Paratransit Coordinating Council <i>(Solano Transportation Authority)</i>
Sonoma	Transit Paratransit Coordinating Committee <i>(Sonoma County Transportation Authority)</i>

Attachment D

Action 21 Stakeholder Lists by County

Alameda County

Stakeholder Agencies/Organizations	Roles
Alameda County Board of Supervisors	County Supervisors
Alameda County Transportation Commission	Commissioners, Executive Director, and relevant staff
Paratransit Advisory and Planning Committee (PAPCO)(Paratransit Coordinating Council)	Members
Paratransit Technical Advisory Committee (ParaTAC)	Members
East Bay Paratransit Access Committee Advisory Committee	Members
East Bay Service Review Advisory Committee	Members
AC Transit	Board members, General Manager, and relevant staff
BART	Board members, General Manager, and relevant staff
LAVTA	Board members, General Manager, and relevant staff
Union City Transit	City Council, Transit Manager, and relevant staff
BART Accessibility Task Force	Members representing Alameda County
MTC	Commissioners and Policy Advisory Council members representing Alameda County
Community Resources for Independent Living (CRIL)	Executive Director and relevant staff
Center for Independent Living (CIL)	Executive Director and relevant staff
Center for Elders' Independence	Executive directors and relevant staff
Family Bridges, Inc.	Executive directors and relevant staff
Satellite Affordable Housing Associates	Executive directors and relevant staff
Friends of Children with Special Needs	Executive directors and relevant staff

Contra Costa County

Stakeholder Agencies/Organizations	Roles
Contra Costa County Board of Supervisors	County Supervisors
Contra Costa Transportation Authority	Board members, Executive Director, and relevant staff

Contra Costa Paratransit Coordinating Council	Members
East Bay Paratransit Access Committee Advisory Committee	Members
East Bay Service Review Advisory Committee	Members
AC Transit	Board members, General Manager, and relevant staff
BART	Board members, General Manager, and relevant staff
County Connection	Board members, General Manager, and relevant staff
Tri Delta Transit	Board members, General Manager, and relevant staff
WestCAT	Board members, General Manager, and relevant staff
BART Accessibility Task Force	Members representing Contra Costa County
MTC	Commissioners and Policy Advisory Council members representing Contra Costa County
Independent Living Resources of Solano & Contra Costa Counties (ILRSCC)	Executive Directors and relevant staff
Choice in Aging	Executive Director and relevant staff
City of Lafayette Lamorinda Spirit Van Program	Program Director and relevant staff
Mobility Matters	Executive Director and relevant staff
VistAbility	Executive Director and relevant staff
Milestones of Development, Inc.	Executive Director and relevant staff

Marin County

Stakeholder Agencies/Organizations	Roles
Marin County Board of Supervisors	County Supervisors
Transportation Authority of Marin	Commissioners, General Manager, and relevant staff
Marin Paratransit Coordinating Council	Members
Golden Gate Transit Advisory Committee on Accessibility	Members
Marin Mobility Consortium	Members
Marin Transit	Board members, General Manager, and relevant staff
Golden Gate Transit	Board members, General Manager, and relevant staff
MTC	Commissioners and Policy Advisory Council members representing Marin County

Marin Center for Independent Living	Executive Director and relevant staff
Vivalon	Executive Director and relevant staff

Napa County

Stakeholder Agencies/Organizations	Roles
Napa County Board of Supervisors	County Supervisors
Napa Valley Transportation Authority	Board members, General Manager, and relevant staff
Napa Paratransit Coordinating Council	Members
MTC	Commissioners and Policy Advisory Council members representing Napa County
Disability Services & Legal Center (DSLCL)	Executive Director and relevant staff
Molly's Angels	Executive Director and relevant staff
United Cerebral Palsy of the North Bay	Executive Director and relevant staff
Milestones of Development, Inc.	Executive Director and relevant staff

San Francisco

Stakeholder Agencies/Organizations	Roles
San Francisco County Board of Supervisors	County Supervisors
San Francisco County Transportation Authority	Board members, Executive Director, and relevant staff
SFMTA Paratransit Coordinating Council	Members
SFMTA Multimodal Accessibility Advisory Committee	Members
SFMTA	Board members, General Manager, and relevant staff
BART	Board members, General Manager, and relevant staff
BART Accessibility Task Force	Members
MTC	Commissioners and Policy Advisory Council members representing San Francisco
Independent Living Resource Center San Francisco (ILRCSF)	Executive Director and relevant staff
On Lok Senior Health Services	Executive Director and relevant staff
Self-Help for the Elderly	Executive Director and relevant staff

San Mateo County

Stakeholder Agencies/Organizations	Roles
San Mateo County Board of Supervisors	County Supervisors
City/County Association of	Board members, Executive Director,

Governments of San Mateo County	and relevant staff
San Mateo County Transportation Authority	Board members, Executive Director, and relevant staff
San Mateo County Paratransit Advisory Council (Paratransit Coordinating Council)	Members
SamTrans	Board members, General Manager, and relevant staff
BART Accessibility Task Force	Members representing San Mateo County
MTC	Commissioners and Policy Advisory Council members representing San Mateo County
Center for Independence of Individuals with Disabilities (CID)	Executive Director and relevant staff
Peninsula Family Service	Executive Director and relevant staff
Peninsula Jewish Community Center	Executive Director and relevant staff

Santa Clara County

Stakeholder Agencies/Organizations	Roles
Santa Clara County Board of Supervisors	County Supervisors
Santa Clara Valley Transportation Authority	Board members, General Manager, and relevant staff
VTA Committee for Transportation Mobility and Accessibility (Paratransit Coordinating Council)	Members
BART	Board members, General Manager, and relevant staff
BART Accessibility Task Force	Members representing Santa Clara County
MTC	Commissioners and Policy Advisory Council members representing Santa Clara County
Silicon Valley Independent Living Center (SVILC)	Executive Director and relevant staff
Friends of Children with Special Needs	Executive Director and relevant staff
Avenidas	Executive Director and relevant staff
Outreach & Escort, Inc.	Executive Director and relevant staff
Santa Clara County Social Services Agency	Director and relevant staff
West Valley Community Services	Executive Director and relevant staff

Solano County

Stakeholder Agencies/Organizations	Roles
Solano County Board of Supervisors	County Supervisors
Solano Transportation Authority	Board members, Executive Director, and relevant staff
Solano Paratransit Coordinating Council	Members
Solano Consolidated Transportation Services Agency (CTSA) Advisory Committee	Members
Solano County Transit	Board members, Executive Director, and relevant staff
Vacaville City Coach	City Council, Transit Manager, and relevant staff
FAST (City of Fairfield Transit)	City Council, Transportation Manager, and relevant staff
Dixon Read-Ride	City Council, Transit Manager, and relevant staff
Rio Vista Delta Breeze	City Council, Transit Manager, and relevant staff
MTC	Commissioners and Policy Advisory Council members representing Solano County
Independent Living Resources of Solano & Contra Costa Counties (ILRSCC)	Executive Director and relevant staff
Faith in Action Interfaith Volunteer Caregivers of Solano County	Executive Director and relevant staff
Pace Solano	
Milestones of Development, Inc.	

Sonoma County

Stakeholder Agencies/Organizations	Roles
Sonoma County Board of Supervisors	County Supervisors
Sonoma Transportation Authority	Board members, Executive Director, and relevant staff
Sonoma Transit-Paratransit Coordinating Committee (Paratransit Coordinating Council)	Members
Sonoma County Transit	Transit Manager and relevant staff
Petaluma Transit	City Council, Transit Manager, and relevant staff
Santa Rosa CityBus	City Council, Deputy Director, and relevant staff
Santa Rosa CityBus Paratransit Users Group	Members

MTC	Commissioners and Policy Advisory Council members representing Sonoma County
Disability Services & Legal Center (DSLCL)	Executive Director and relevant staff
AgeWell PACE	Executive Director and relevant staff
Becoming Independent	Executive Director and relevant staff
Catholic Charities of the Diocese of Santa Rosa	Program Director and relevant staff
County of Sonoma, Human Services Department Adult and Aging Division	Director and relevant staff
Vintage House Senior Multi-purpose Center of Sonoma Valley	Executive Director and relevant staff
United Cerebral Palsy of the North Bay	Executive Director and relevant staff