

TAP Accessibility Initiatives Update

BAY AREA TRANSIT TRANSFORMATION **ACTION PLAN**



TAP Accessibility Initiatives

Action	Description
Action 21	Designate a Mobility Manager to coordinate rides and function as a liaison between transit agencies in each county, consistent with the 2018 Coordinated Plan
Action 22	Fund additional subregional one seat paratransit ride pilot projects and develop cost-sharing policies for cross jurisdictional paratransit trips
Action 23	Identify the next steps for the full integration of ADA-paratransit services on Clipper Next Generation
Action 24	Identify key paratransit challenges and recommend reforms through the Coordinated Plan update
Action 25	Adopt standardized eligibility practices for programs that benefit people with disabilities (paratransit and Clipper RTC)



OSR Pilots Underway

Contra Costa County

Operators: County Connection, LAVTA, Tri-Delta, WestCAT

Formal; Under MOU

Dedicated supplemental operator, based on miles of service provided in each service area

Started November 2020

Evaluation: Late 2024

Sonoma County

Santa Rosa CityBus, Sonoma County Transit

Informal; No coordination or cost-sharing

Limited overlapping service for its own customers

Started spring 2021

Evaluation: Integrated Transit Service Planning Study

Action 22:

One-Seat Ride Pilot Program: Purpose and Goals

Fund additional one seat paratransit ride pilots across the region

- Go beyond the minimums set by the Americans with Disabilities guidance for paratransit
- Review trip data to help determine where pilots should be
- Test several concepts in contained pockets of the region
- NOT intended to provide one seat ride trips outside of the pilot areas
- Lessen the burden for both riders and transit agencies

Action 22:

Other Delivery Models for Consideration

1) Service into Limited Corridors Where Obligation Exists Now

- Service with paratransit fleet into high use areas
- Simple for customer; could take vehicles out of ADA service for an extended period of time
- East Bay Paratransit and Golden Gate

2) Third-Party, Non-Dedicated Operators (taxis)

- Service provided into other areas using non-dedicated fleet
- Can be used when customer wants; vehicle may not be available
- Solano Mobility Intercity Taxi Program

3) Service to Specific Destinations Near Service Boundaries

- Service with paratransit fleet to specific destinations, like hospitals or schools
- Simple for customers; could increase usage
- SamTrans and WestCAT

Possible Factors to Define Service Offerings

- Limit Service Area
- Limit Trips per Person
- Non-Standard Fares
- Scheduled Shuttles
- Off-Peak Hours
- Limit Trip Purpose

Action 22 Next Steps

- Staff is seeking feedback on the program concepts and considerations to focus service on existing trip demand.
- Fund one-seat paratransit ride pilots and develop cost-sharing/ transfer policies*.



Anticipated Timing	Activity
2024	MTC review transit agency transfer trip data on a monthly basis
Late Winter/ Early Spring 2024	Discussions with Transit Steering Committee, Small Operators, RNM Council
Late Spring 2024	Pilot Proposals

** Examination of and development of new cost-sharing agreements and evaluation of transfer policy work will begin in late 2024.*