



Regional Paratransit Trip Pilot Program



Regional Network Management Committee

January 9, 2026

Paratransit Transfer Trip Challenges

Multi-agency transfer trips pose challenges for the customer experience and transit operations.

For Riders:

- Complicated to book one trip with multiple agencies
- Can be physically difficult
- Can result in long wait times

For Transit Agencies:

- Unpredictable trips can be disruptive to paratransit operations and spill over to other operations
- Requires a disproportionate share of resources



Transformation Action Plan: Fund Subregional One-Seat Paratransit Pilots



Goals

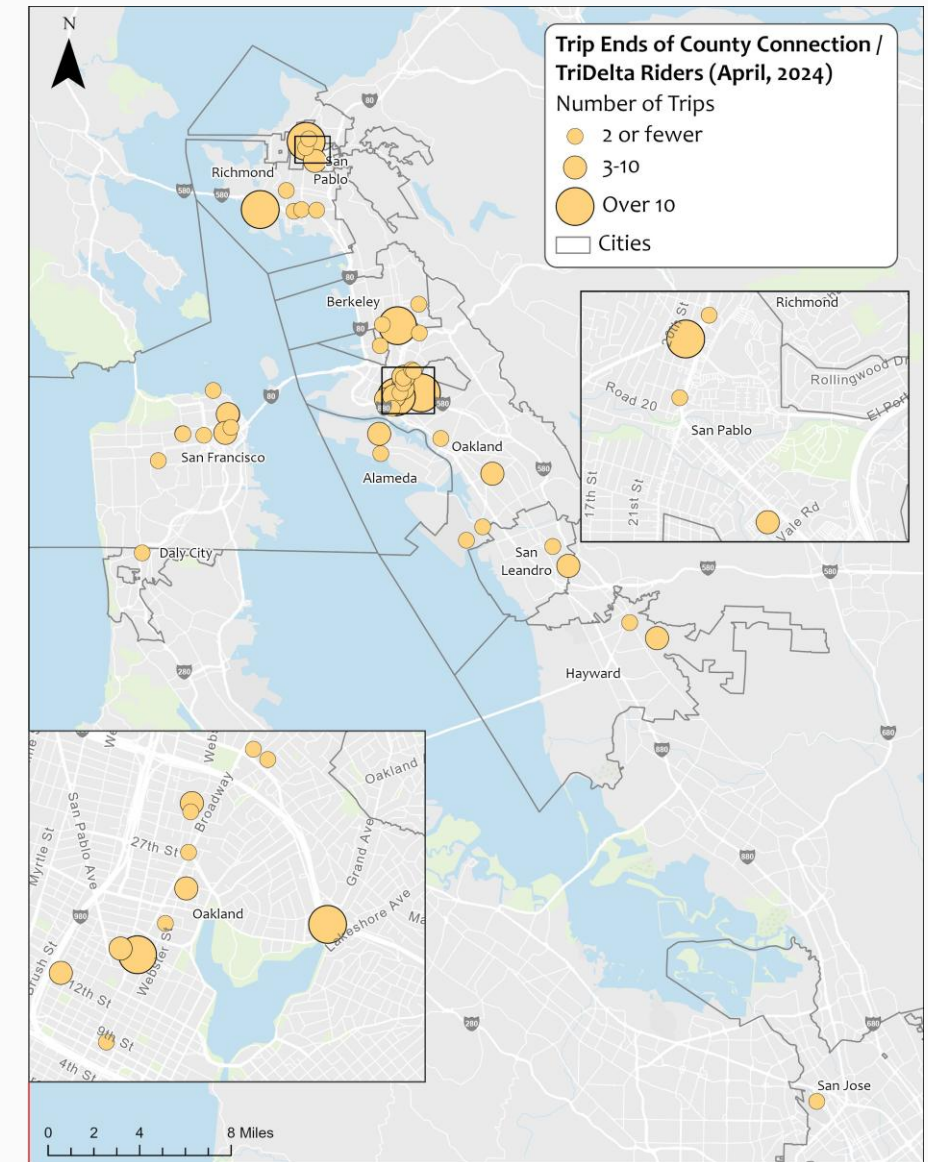
- Streamline operations for agencies and trips for riders by providing non-transfer trips
- Implementation should be feasible without new vehicles, hiring staff or changing labor agreements
- Enhance coordination partnership between agencies
- Identify conditions and operating parameters necessary for financial sustainability

Objectives

- Test many models under different conditions for one year
- Allow factors to constrain pilot use, such as defining trip purpose and limiting times
- Assess implications for induced demand

Pilot Selection Process

- Screened paratransit trip data from nearly all Bay Area operators for common origins and destinations of interagency transfer trips
- Used trip data to prepare maps to identify popular destinations in adjacent service areas
- With this information, MTC and transit agencies discussed opportunities for partnerships and operating models of one-seat service
- Identified list of potential pilots to test as many different models as possible
- Recommending all currently feasible pilot options that received agency support and can begin by Spring 2026



Pilot Cost Estimate Methodology and Funding

One year pilot cost = Future cost - Current cost

Future Costs include current costs and costs for a one-year term to:

- Travel into an adjacent service area to drop off riders
- Deadhead
- Offset potential additional ridership

Current Costs:
Cost per hour · Time
between pick-up or drop-off
and transfer point, including
dwell time

MTC will provide an allocation for:

- Estimated pilot costs for one year
- Any additional costs beyond estimates, subject to availability of funds if needed

Recommended One-Seat Ride Pilots

Area	Transit Agencies	Pilot Type	Estimated pilot costs for 1 Year
Marin County and Sonoma County	Golden Gate Transit, Marin Transit, Sonoma County Transit	Multi-agency cooperative cost-sharing service	\$60,000
San Francisco and San Mateo County	SFMTA, SamTrans	Limited service extending into neighboring jurisdiction for medical trips	\$52,000
Napa County and City of Vallejo	Napa Valley Transportation Authority	Expansion beyond existing service area to an adjacent service area corridor	\$17,000
Alameda County and Santa Clara County	AC Transit, BART, VTA	Limited mutual service area	\$201,000
		Total	\$330,000

One-Seat Ride Pilot Funding, Evaluation, Timeline

Pilot Funding

- \$1 M set aside from State Transit Assistance (STA) Population-Based Funds
- Baseline Funding Allocation to operators
- Funding reserve/set aside for future allocations if costs come in higher than estimated
- Funding available for one year of pilot service

Evaluation

- **Real-time** testing and research on:
 - change in demand
 - operational efficiency/ cost-effectiveness
 - customer benefits
 - feasibility
 - other factors for transit agencies to determine if services should be adopted long-term
- Must conclude by June 30, 2027

Timeline

- December 2025: Regional Network Management Council Action
- January 2026: Regional Network Management Committee approval of Pilot Recommendations
- Mid-2026: Begin pilots for term of one year
- Late 2026: Update to Regional Network Management Council