



# Regional Paratransit Trip Pilot Program Update



Regional Network Management Council

December 15, 2025

Agenda item 3b – Attachment A

# 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

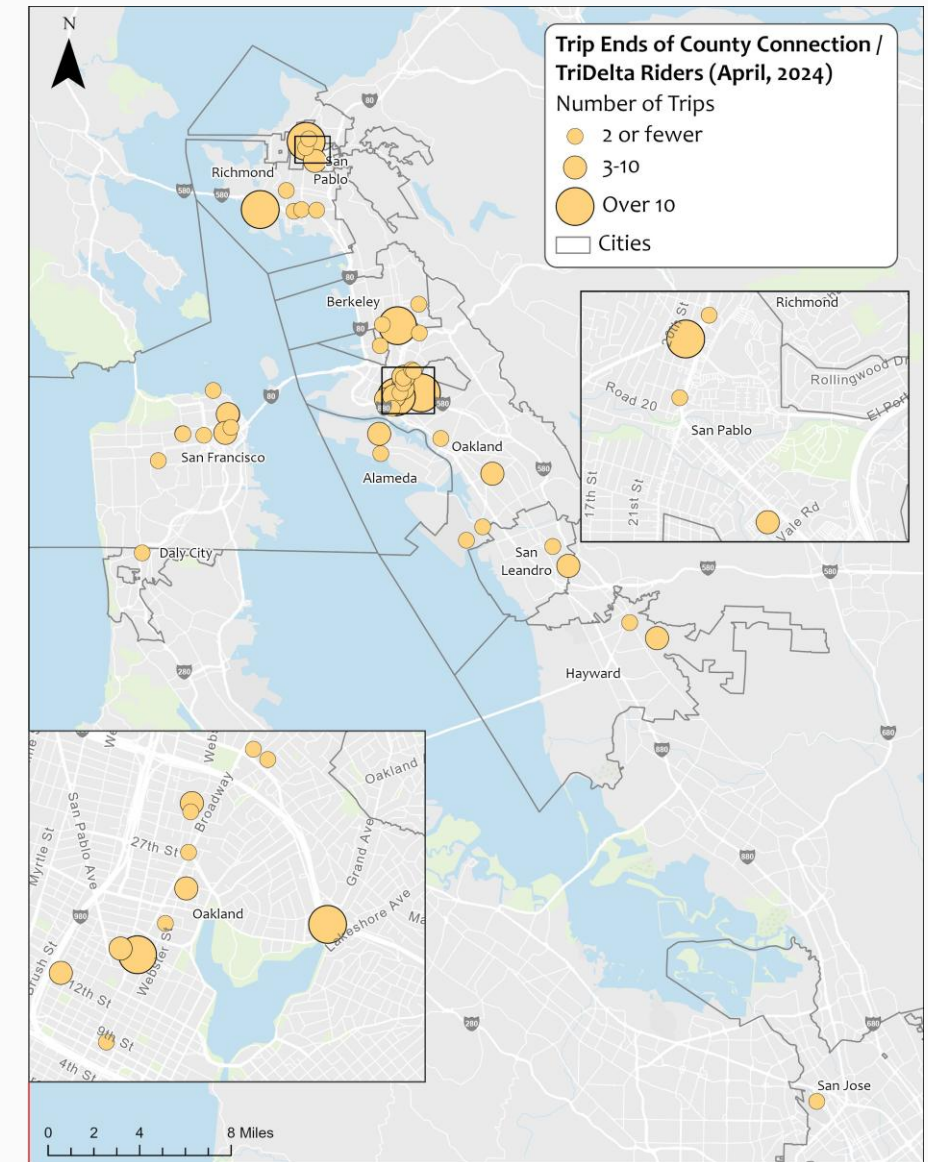
- Streamline operations for agencies and trips for riders by providing non-transfer trips
- Implementation should be feasible without new vehicles, hiring staff or changing labor agreements
- Enhance coordination partnership between agencies
- Identify conditions and operating parameters necessary for 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
<b>Marin County and Sonoma County</b>	Golden Gate Transit, Marin Transit, Sonoma County Transit	Multi-agency cooperative cost-sharing service	\$60,000
<b>San Francisco and San Mateo County</b>	SFMTA, SamTrans	Limited service extending into neighboring jurisdiction for medical trips	\$52,000
<b>Napa County and City of Vallejo</b>	Napa Valley Transportation Authority	Expansion beyond existing service area to an adjacent service area corridor	\$17,000
<b>Alameda County and Santa Clara County</b>	AC Transit, BART, VTA	Limited mutual service area	\$201,000
		<b>Total</b>	<b>\$330,000</b>

# One-Seat Ride Pilot Funding, Evaluation, Timeline

## Pilot Funding

- \$1.05M set aside from State Transit Assistance (STA) Population-Based Funds
- Baseline funding allocation to operators
- 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