



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Regional Network Management Council

Robert Powers, Chair April Chan, Vice Chair

Monday, July 22, 2024

11:30 AM

Board Room - 1st Floor

The Regional Network Management Council is scheduled to meet at 11:30 a.m.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/83546344761>

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+16694449171,,83546344761# US

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<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances, there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Clerk: Wally Charles

Roster**Robert Powers, Chair; April Chan, Vice Chair****Members: Michelle Bouchard, Bill Churchill, Andy Fremier, Carolyn Gonot, Michael Hursh,
Denis Mulligan, Seamus Murphy, Jeffrey Tumlin, Nancy Whelan****1. Call to Order / Roll Call / Confirm Quorum***A quorum of the RNM Council shall be a majority of its voting members (6).***2. Consent Calendar**

- 2a. [24-0706](#) Minutes of the May 20, 2024 Meeting

Action: Approval

Attachments: [2a_Minutes of the May 20, 2024 Meeting](#)

3. Approval and Information

- 3a. [24-0900](#) Mapping & Wayfinding - Pilot Projects Update

Staff will provide an update on the selection process and recommendations for nine regional wayfinding pilot locations to be implemented starting in 2025

Action: Information

Presenter: Gordon Hansen, MTC

Attachments: [3a_24-0900 Summary Sheet_RMWP_Pilot Projects Update](#)

[3ai_24-0900 RMWP Pilots Presentation](#)

[3aii Public Comment_Aleta Dupree](#)

- 3b. [24-0707](#) Transit 2050+: Draft Project Performance and Draft Network

Staff will provide an update on the Transit 2050+ plan, including draft findings from the assessment of major transportation projects and how analyses to-date helped inform development of a draft transit network for public review this summer.

Action: Information

Presenter: Kara Vuicich, MTC and Andy Metz, AC Transit

Attachments: [3b_24-0707 Summary Sheet_T50Plus_DraftPPA_Network](#)

[3bi_24-0707 Presentation_Transit50Plus_PPA_Network](#)

[3biii_24-0707 Draft Transit 2050+ Network Strategies](#)

[3biv_24-0707 Attachment D_project summary](#)

3bv. [24-0959](#) 3b Public Comments**Attachments:**

[3b Bay Area Council to RNMC.pdf](#)
[3b Bay Planning Coalition_Berkeley Ferry.pdf](#)
[3b Bay Planning Coalition_Redwood City Ferry.pdf](#)
[3b Berkeley Chamber of Commerce.pdf](#)
[3b Berkeley Commons.pdf](#)
[3b Chamber of San Mateo County.pdf](#)
[3b City of Redwood.pdf](#)
[3b High Ambition Climate Collective.pdf](#)
[3b Odin Palen.pdf](#)
[3b Pacific Environment.pdf](#)
[3b Port of Redwood City.pdf](#)
[3b Port of San Francisco_Berkeley Ferry.pdf](#)
[3b San Mateo County Economic Development Association.pdf](#)
[3b Seaport Industrial Association.pdf](#)

3c. [24-0899](#) Transformation Action Plan Action 25: Paratransit Eligibility Draft Report

Draft report on Transformation Action Plan Action 25: Adopt standardized eligibility practices for programs that benefit people with disabilities.

Action:

Information

Presenter:

Drennen Shelton, MTC and John Sanderson, CCCTA

Attachments:

[3c. 24-0899 Transformation Action Plan Action 25](#)
[3ci. 24-0899 Transformation Action Plan Accessibility Initiatives](#)
[3cii. 24-0899 Bay Area Paratransit Eligibility TAP Draft Report](#)
[3ciii. 24-0899 Presentation-Paratransit Eligibility](#)

4. Director's Report- Melanie Choy**5. Public Comment / Other Business**

*Council members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

6. Adjournment / Next Meetings

The next meeting of the Regional Network Management Council is scheduled to be held at 11:30 a.m. on Monday August 26, 2024 at BART, 1st Floor Board Room, 2150 Webster Street, Oakland CA 94612. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0706 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 5/9/2024 **In control:** Regional Network Management Council

On agenda: 7/22/2024 **Final action:**

Title: Minutes of the May 20, 2024 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a_Minutes of the May 20, 2024 Meeting](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 20, 2024 Meeting

Recommended Action:
Approval

Attachments:



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Regional Network Management Council

Robert Powers, Chair April Chan, Vice Chair

Monday, May 20, 2024

11:30 AM

Board Room - 1st Floor

The Regional Network Management Council is scheduled to meet at 11:30 a.m.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

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Attendee Link: <https://bayareametro.zoom.us/j/81296282668>
iPhone One-Tap: US: +16699006833,,81296282668# US (San Jose)
+14086380968,,81296282668# US (San Jose)

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888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 812 9628 2668

International numbers available: <https://bayareametro.zoom.us/j/81296282668>
Detailed instructions on participating via Zoom are available at:
<https://bayareametro.zoom.us/j/81296282668>
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Clerk: Wally Charles

Roster**Robert Powers, Chair; April Chan, Vice Chair****Michelle Bouchard, Bill Churchill, Andy Fremier, Carolyn Gonot, Michael Hursh, Denis Mulligan, Seamus Murphy, Jeffrey Tumlin, Nancy Whelan****1. Call to Order / Roll Call / Confirm Quorum**

Millie Tolleson acted as a delegate and voting member of the Regional Network Management Council in place of Member April Chan. Attendance and Actions noted below as “Chan” were taken by Tolleson.

Sam Sargent acted as a delegate and voting member of the Regional Network Management Council in place of Member Michelle Bouchard. Attendance and Actions noted below as “Bouchard” were taken by Sargent.

Greg Richardson acted as a delegate and voting Member of the Regional Network Management Council in place of Member Carolyn Gonot. Attendance and Actions noted below as “Gonot” were taken by Richardson.

Joe Wire acted as a delegate and voting member of the Regional Network Management Council in place of Member Denis Mulligan. Attendance and Actions noted below as “Mulligan” were taken by Wire.

Council Member Andrew Fremier arrived during Agenda Item 2a.

Present: 11 - Council Member Bouchard, Council Member Chan, Council Member Churchill, Council Member Fremier, Council Member Gonot, Council Member Hursh, Council Member Mulligan, Council Member Murphy, Council Member Powers, Council Member Tumlin, and Council Member Whelan

2. Consent Calendar

Upon the motion by Council Member Tumlin and seconded by Council Member Whelan, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 11 - Council Member Bouchard, Council Member Chan, Council Member Churchill, Council Member Fremier, Council Member Gonot, Council Member Hursh, Council Member Mulligan, Council Member Murphy, Council Member Powers, Council Member Tumlin and Council Member Whelan

2a. [24-0545](#) Minutes of the April 22, 2024 Meeting

Action: Approval

Attachments: [2a. Minutes of the April 22, 2024 Meeting](#)

3. Information

3a. [24-0546](#) Regional Mapping and Wayfinding Project - Implementation Updates

Update on the design and evaluation of the signage prototypes being installed later this year and the subsequent pilot stage of the Regional Mapping & Wayfinding Project (RMWP).

Action: Information

Presenter: Gordon Hansen (MTC) and Jumana Nabti (BART)

Attachments: [3a Regional Mapping and Wayfinding Project – Implementation Updates](#)
[3ai RMWP Implementation Updates -Presentation](#)

The following individuals spoke on this Item:
Aleta Dupree, Team Folds and Adina Levin.

4. Director's Report-Melanie Choy

5. Public Comment / Other Business

The following individuals spoke on this Item:
Aleta Dupree, Team Folds.

6. Adjournment / Next Meetings



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0900 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 6/20/2024 **In control:** Regional Network Management Council

On agenda: 7/22/2024 **Final action:**

Title: Mapping & Wayfinding - Pilot Projects Update

Staff will provide an update on the selection process and recommendations for nine regional wayfinding pilot locations to be implemented starting in 2025

Sponsors:

Indexes:

Code sections:

Attachments: [3a 24-0900 Summary Sheet RMWP Pilot Projects Update](#)
[3ai 24-0900 RMWP Pilots Presentation](#)
[3aii Public Comment Aleta Dupree](#)

Date	Ver.	Action By	Action	Result
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Subject:

Mapping & Wayfinding - Pilot Projects Update

Staff will provide an update on the selection process and recommendations for nine regional wayfinding pilot locations to be implemented starting in 2025

Presenter:

Gordon Hansen, MTC

Recommended Action:

Information

Attachments:

Regional Network Management Council

July 22, 2024

Agenda Item 3a

Regional Mapping and Wayfinding Project – Pilot Projects Update

Subject:

Update on the pilot stage of the Regional Mapping & Wayfinding Project (RMWP).

Background

The Blue Ribbon Transit Recovery Task Force recommended a regionally harmonized mapping and wayfinding system as a key action item in the Task Force’s Transformation Action Plan. The goal of the RMWP is to retain existing and attract new transit riders by developing and deploying standardized wayfinding, maps, and other transit information in all Bay Area transit environments. MTC has achieved several project milestones in the past two years:

- 2022: Approved a contract with Applied Wayfinding, Inc. (Applied), to design and support implementation of the new wayfinding system.
- 2023: Completed wayfinding existing conditions review, and conducted initial engagement with transit operator working groups, transit riders and non-riders, and members of Equity Priority Communities (EPCs) to develop initial draft design specifications for a family of wayfinding signs (“standards”).
- January 2024: Introduced the draft standards and a new “regional network identity,” which is a consistent design language to simplify the navigation of transit services throughout the region.

Prototypes and Pilots

Given the complexity of regional transit services, the RMWP is adopting an iterative design approach. In fall 2024, initial models of wayfinding signs and maps (aka “prototypes”) will be installed at El Cerrito del Norte BART station, the Santa Rosa Transit Mall and SMART station, and the Powell Street station in downtown San Francisco. These locations were selected because they are served by multiple transit agencies, offer transfers between bus and rail modes, and are within or near MTC Equity Priority Communities (EPCs). MTC will solicit public, stakeholder, and transit agency feedback on the prototype signage to inform a revised set of wayfinding standards.

Next, MTC will implement the revised wayfinding standards by installing new signage and maps in additional locations throughout the region as part of the “pilot projects.” The pilots will test the operational feasibility of widescale production, installation, and maintenance of the new wayfinding system to make further refinements before expansion throughout the region. The pilots include:

1. A set of nine regional transfer stations, ideally one per county, starting in 2025; and
2. A selection of end-to-end bus lines in Sonoma and Solano Counties, starting in 2026.

MTC will also provide support to transit agencies who want to use the new wayfinding standards to implement their own signage-related projects, starting in 2025.

Selection of Regional Pilot Project Locations

During June and July 2024, MTC conducted a multi-step screening process to determine the nine regional pilot locations. This process included convening an ad hoc Working Group to solicit the feedback of transit operators across all nine Bay Area counties.

Conducted by MTC staff, the first screening evaluated the presence of multimodal connecting services and available ridership data. This process resulted in three potential sites per county, with the exception of Contra Costa and Sonoma Counties. For those two counties, staff selected El Cerrito del Norte and Santa Rosa, respectively, as those sites had already undergone extensive screening during the prototype selection process. During the pilot phase, the prototype signage at these locations will be upgraded and expanded to meet the new regional standards.

Project staff then convened a panel of transit agency representatives to complete a second screening. To ensure objectivity, they represented agencies from existing prototype locations. The panel evaluated potential locations to ensure representation of a diversity of operating environments, transit modes, riders, and wayfinding needs across the region while also maximizing the number of participating transit operators.

At the first working group meeting, staff from Napa Valley Transportation Authority (NVTA) noted that NVTA Vine makes connections to regional services outside Napa County. As such, NVTA recommended that MTC designate the “Napa County” pilot as a multimodal station in Solano County that is served by NVTA Vine and other agencies providing connections to regional destinations.

As a result, the nine recommended pilot locations are:

- Dublin/Pleasanton (Alameda County)
- El Cerrito del Norte (Contra Costa County)
- Larkspur (Marin County)
- Suisun-Fairfield Station (Napa County, *located in Solano County*)
- Powell (San Francisco County)
- Millbrae (San Mateo County)
- San Jose Diridon (Santa Clara County)
- Vallejo Transit Center & Ferry Terminal (Solano County)
- Santa Rosa Transit Mall & SMART Station (Sonoma County)

These locations cover all transit modes (bus, rail and ferry) and are served by transit operators that combined provide over 97% of the region's ridership.

Next Steps:

MTC's prime contractor Applied Wayfinding Inc. will begin planning and designing the pilots this fall. MTC will continue to work with transit agency staff to facilitate planning and permitting processes, with installation expected to begin in late 2025.

Issues:

None identified.

Recommendations:

None.

Attachments:

- Attachment A: Presentation

Regional Mapping & Wayfinding Project Pilot Projects Update



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Regional Network Management Council
Item 3a, Attachment A
July 22, 2024

Pilot projects overview

- **Purpose**
 - Gather agency and public feedback for final set of regional standards
 - Evaluate coordination among operators for sign design, installation, and maintenance
- **New pilot approaches**
 - **2025: Test customer experience at regional transfer stations**
 - 2026: Test experience on local and intercity routes in Sonoma and Solano Counties
 - 2025+: Advance agency-led & funded capital projects using new standards

New pilot approach: regional transfer hubs (2025)

Goals:

- Test customer understanding of wayfinding system at complex multimodal stations, particularly for customers making transfers
- Expand project representation throughout the region, including the South Bay
- Demonstrate regional transit coordination
- Refine standards for further expansion



Pilot location selection process

Initial criteria

- Regional pilot locations must be multimodal, unless not applicable in a county
- Start with 120+ MTC-defined “Transit Centers” aka multimodal hubs

First screen (MTC staff)

- Location must have at least three transit operators, then, if necessary:
- Location must be one of top 3 ridership facilities in county
- **Result: 3 preferred sites per county**

Solicit operator feedback

- Convene ad hoc transit agency staff Pilot Selection Working Group
- Discuss and confirm selection process and criteria
- Request additional locations to consider in second screen

Pilot location selection process, continued

Second screen (MTC + prototype agency staff)

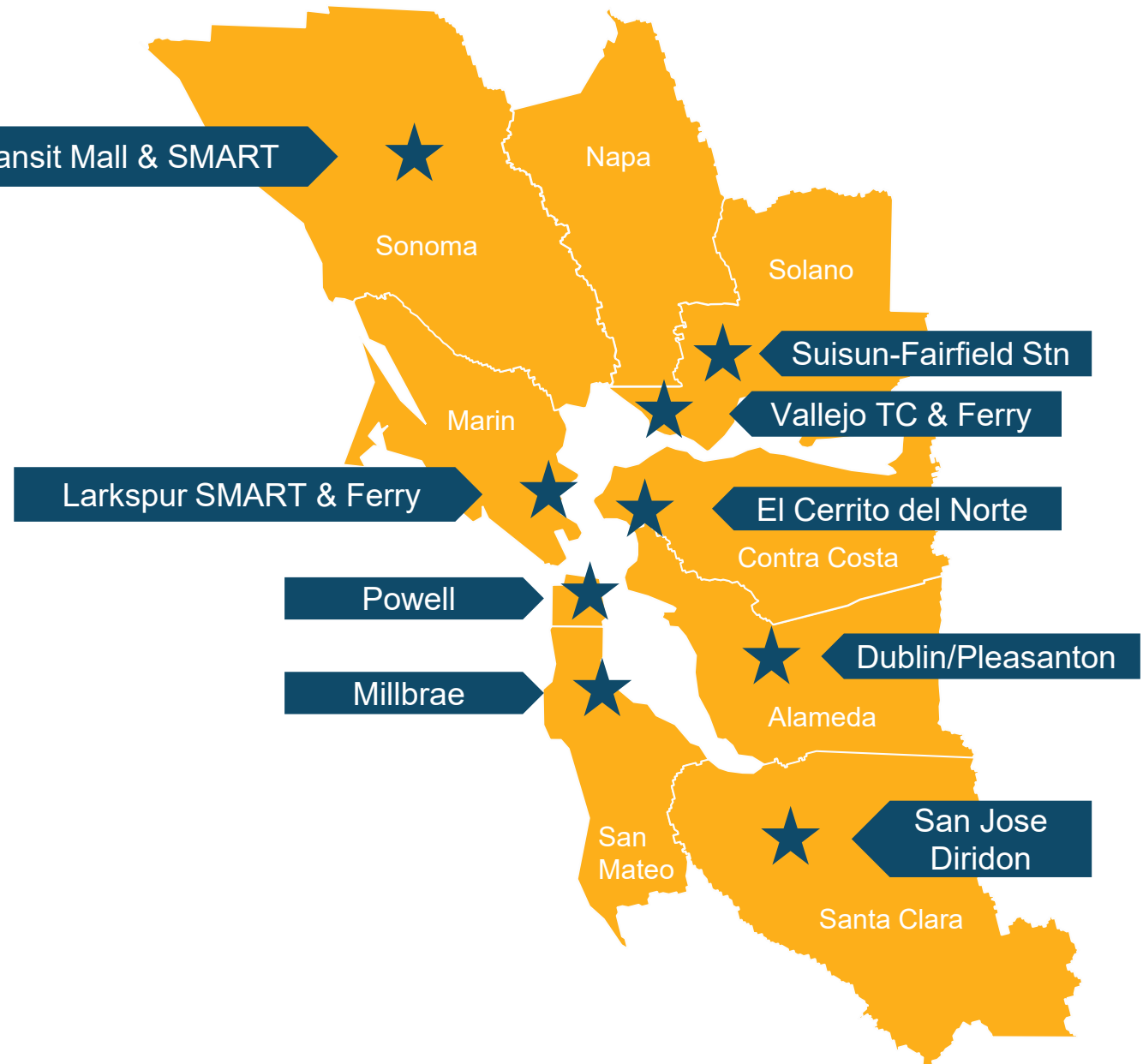
- Calculate “project benefit score” of each county location based on ridership*, wayfinding challenges, and potential benefits/risks at that location
- Develop pilot location recommendations based on a review of local and regional data and project goals, including:
 - **Project benefit** compared to other county locations
 - **Operator representation.** Include as many modes and operators as possible
 - **Geographic diversity.** Variety of land use types; ideally one location per county
 - **Rider representation.** At least half of sites in or serve EPCs
 - **Station complexity.** Include three physically complex locations, e.g., multiple levels, multiple rail operators, and/or nearby on-street bus transfers

**Ridership data included Oct. 2023 Clipper boardings and transfers and other agency-provided data as available*

Recommended regional pilot locations

Key facts

- All locations are multimodal
- 7 of 9 locations serve an Equity Priority Community
- All transit modes represented
- Together, locations are served by operators carrying over 97% of region's 2022 ridership



Next steps

- **Fall 2024**
 - Convene pilot working groups with partner agencies
 - Begin pilot planning
- **2025**
 - Create detailed site plans
 - Conduct agency permitting processes
 - Install pilot wayfinding signage

From: [aleta.dupree](#)
To: [MTC-ABAG Info](#)
Subject: Comments for Regional Network Meeting, 22 July, 2024
Date: Friday, July 19, 2024 9:47:32 AM
Attachments: [IMG_1768.jpeg](#)

External Email

Greetings Committee Chair Bob Powers and Members.

Aleta Dupree for the record, she, her, with Team Folds.

I share with you my condensed thoughts on the matter of wayfinding.

The importance of wayfinding in any system of Public Transportation can never be underestimated. I cannot consider myself an expert on wayfinding. However, the matter of wayfinding became prominent to me a few years ago. You see, I flew into the Denver International Airport, and I sought to use the "A" Line, which is an electrified commuter rail line connecting the airport to downtown Denver. And there was construction in the terminal, and a sign was missing. And so I needed to find someone who could show me how to access the "A" Line, and directions were given to me at that time.

I believe in the importance of consistency, and in this environment of multiple transit agencies, such is of great importance. I do feel bus stop signs need to be consistent across the board, especially for some who use transit infrequently. I do like the color scheme of the proposed signage, such gives recognition to the diverse natural features of our beloved Bay Area.

And I do ask, how can we be forward thinking in our wayfinding tools, but not erase our traditions and history. I consider my many times in the New York City Subway, that which I have used since 1970. And even with consistent modern signage throughout the system, there are also many elements of historic preservation. I think of when I was in Court Square Station, (B Division, IND), in Queens, and seeing the tiled signage denoting "23 Street Ely Avenue" that still exists. And so I ask of you as transit leaders to be cognizant of the issues around removal of old historical elements when facilities are renovated or reconstructed. And so these are my brief thoughts concerning wayfinding for you. It is my hope that I will be at your upcoming Meeting to hear your discussion on this matter.

Steeped in tradition, mindful of history, and relevant to the future.



Thank you.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0707 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/9/2024 **In control:** Regional Network Management Council

On agenda: 7/22/2024 **Final action:**

Title: Transit 2050+: Draft Project Performance and Draft Network

Staff will provide an update on the Transit 2050+ plan, including draft findings from the assessment of major transportation projects and how analyses to-date helped inform development of a draft transit network for public review this summer.

Sponsors:

Indexes:

Code sections:

Attachments: [3b 24-0707 Summary Sheet T50Plus DraftPPA Network](#)
[3bi 24-0707 Presentation Transit50Plus PPA Network](#)
[3biii 24-0707 Draft Transit 2050+ Network Strategies](#)
[3biv 24-0707 Attachment D project summary](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transit 2050+: Draft Project Performance and Draft Network

Staff will provide an update on the Transit 2050+ plan, including draft findings from the assessment of major transportation projects and how analyses to-date helped inform development of a draft transit network for public review this summer.

Presenter:

Kara Vuicich, MTC and Andy Metz, AC Transit

Recommended Action:

Information

Attachments:

Regional Network Management Council

July 22, 2024

Agenda Item 3b

Transit 2050+: Draft Project Performance and Draft Network

Subject:

Staff will provide an update on the Transit 2050+ long-range plan, including draft findings from the assessment of major transportation projects and how analyses to-date helped inform development of a draft transit network for public review this summer.

Background:

In spring 2023, staff from MTC/ABAG and a Project Management Team (PMT), comprised of staff from seven large and four small transit operators, initiated development of Transit 2050+. Transit 2050+ applies a connected network planning approach to update the transit-related strategies in Plan Bay Area 2050's Transportation Element. Transit 2050+ will ultimately flow into Plan Bay Area 2050+, a limited and focused update to the regional vision for transportation, housing, economic development, and environmental resilience currently underway.

In summer 2023, staff sought feedback on the Transit 2050+ problem statement, goals, and outcomes and conducted an initial round of public and stakeholder outreach in conjunction with Plan Bay Area 2050+. In early 2024, staff presented key findings from the Transit 2050+ Existing Conditions, Needs, and Gaps Assessment. This early phase of the process identified projects that could address near-term intraregional transit service gaps (e.g., corridors where existing transit service may not be sufficient to serve travel demand for both the general and equity priority populations) and transit speed gaps (e.g., corridors where surface transit operating speeds are too slow and inefficient due to a lack of transit priority infrastructure). These service and capital projects, in addition to others included in Plan Bay Area 2050 or submitted from local plans adopted after Plan Bay Area 2050, were considered in development of the Draft Transit 2050+ Network.

In parallel with Transit 2050+, the Plan Bay Area 2050+ Draft Blueprint strategies (including all other elements of the plan *except* the transit strategies and investments) and growth geographies were approved by the Joint MTC Planning Committee with the ABAG Administrative Committee for further study in January 2024. After conducting technical and modeling analyses

in the spring, staff released the Draft Blueprint key performance and equity findings in June 2024. The Transit 2050+ Draft Network, consisting of transit strategies and service and capital investments, will be integrated into the Plan Bay Area 2050+ Final Blueprint at the end of 2024.

Draft Project Performance Assessment:

The Project Performance Assessment provides a key lens to understand the potential future benefits and limitations of major infrastructure and service projects in a fiscally-constrained planning context, focusing on investments with total lifecycle costs of greater than \$250 million. Similar to Plan Bay Area 2050, the Project Performance Assessment is used to understand three primary elements of project performance:

1. **Benefit-Cost:** the monetized benefits and costs of a given project across three possible 2050 Futures¹ with differing demographic, economic, and environmental assumptions.
2. **Equity:** the potential distributive impacts of project-level accessibility benefits across income groups for three possible 2050 Futures and whether projects directly serve Equity Priority Communities.
3. **Guiding Principles:** evaluation of alignment with Plan Bay Area's five Guiding Principles using specific project-focused criteria, flagging areas of potential concern.

Please refer to the presentation included in **Attachment A** for a summary of key findings from the Project Performance Assessment and to **Attachment B** for a tabular summary of the Draft Project Performance results. Staff has maintained the same methodology² as in Plan Bay Area 2050, but in consultation with the Transit 2050+ PMT, benefit valuations saw minor updates

¹ See <https://planbayarea.org/2050-plan/horizon> for details on how the three 2050 future scenarios were developed and their assumptions.

² The detailed Project Performance Assessment Methodology is included in Appendix 1 of the October 2021 Performance Report for Plan Bay Area 2050, available at https://planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Performance_Report_October_2021.pdf

based on the most recent research and available guidance. Project sponsors also provided updated project cost and scope information, which was integrated into draft results.

Draft Transit Network:

The Draft Transit Network is organized into six transit strategies that include programmatic investments and specific transit service and infrastructure projects nested within each strategy. The draft transit strategies reflect input received to date from stakeholders and the public, as well as the desired outcomes from the [Transit Transformation Action Plan](#). Short descriptions and preliminary costs for each of the strategies are included in the presentation in **Attachment A**, while **Attachment C** provides the full description of each transit strategy.

The Transit 2050+ Network will ultimately be included in the Plan Bay Area 2050+ fiscally-constrained Transportation Element. Even with the addition of significant new revenue sources over the 25-year planning horizon, there is approximately half as much revenue available for expansion projects when compared to Plan Bay Area 2050, reflecting prioritization of operations and maintenance in Plan Bay Area 2050+. The presentation included in **Attachment A** provides further detail on anticipated transportation revenues and their initial allocation within the Plan Bay Area 2050+ Transportation Element.

To address both funding constraints and the goals and objectives of Transit 2050+, the PMT developed the following organizing principles to guide selection of specific service and infrastructure projects to include in the Draft Transit 2050+ Network:

- Focus on “quick and impactful upgrades” during the first half of the planning period (2025 through 2035)
- Focus on “expansion for future generations” in the longer term (2036 through 2050)

Project selection was further informed by the Draft Project Performance Assessment; the Existing Conditions, Needs, and Gaps Assessment; local investment priorities; anticipated revenue for both operating and maintaining the existing system as well as enhancing and expanding it; and potential to advance transit network connectivity and improve transit customer experience. The presentation included in **Attachment A** summarizes the benefits the Draft Transit 2050+ Network would provide to transit customers, which will be further quantified in the Network Performance Assessment phase in early 2025. **Attachment D** provides a summary

of the factors considered in selecting projects to include in the Draft Transit 2050+ Network, the draft list of major projects, and the draft list of projects that are **not** included for full construction within the planning horizon but are eligible for ongoing project development. Additionally, funding is reserved for several programmatic categories for smaller and/or non-capacity increasing transit investments. These have not yet been fully developed, but will be included as part of the Final Plan Bay Area 2050+ Blueprint.

Next Steps:

MTC/ABAG staff and the Project Management Team will use feedback received from partner agencies and project sponsors, the Regional Network Management Council, the MTC Policy Advisory Council, and the MTC Planning Committee, as well as input from Round 2 Plan Bay Area 2050+ public engagement activities commencing in late summer, to develop the final Transit 2050+ Network in fall 2024. As noted earlier, this network will flow directly into the development of the Plan Bay Area 2050+ Final Blueprint, which the Commission and the ABAG Executive Board are anticipated to consider for approval at the end of 2024.

Action:

Information and Feedback

Attachments:

- Attachment A: PowerPoint Presentation
- Attachment B: Draft Project Performance Assessment Summary Table
- Attachment C: Draft Transit 2050+ Network Strategies
- Attachment D: Summary of Draft Network and Fiscally-Unconstrained Projects (*i.e., projects that do not fit within the fiscally-constrained Transportation Element and its composite strategies*)



TRANSIT 2050 +

PLAN BAY AREA 2050 +



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Draft Project Performance & Draft Transit Network

Regional Network Management Council

Agenda Item 3b Attachment A

July 22, 2024

Transit 2050+: Toward a More Connected Network



	3	3	Even	Even	Even
1	9	1	Challenges	Even	Even
1	6	4	Even	Even	Even
1	3	2	Even	Advances	Advance
0.9	1	<0.5	Challenges	Challenges	Advance
0.7	2	2	Advances	Advances	Even
0.7	2	1	Advances	Advances	Even
0.6	<0.5	4	Challenges	Challenges	Advance
3	2	4	Even	Advances	Advance
2	0.9	1	Challenges	Even	Advance
1	2	2	Challenges	Even	Advance
1	0.6	<0.5	Even	Even	Advance
<0.5	<0.5	0.9	Even	Advances	Even
<0.5	0.5	0.5	Challenges	Challenges	Advance
<0.5	0.5	0.6	Challenges	Challenges	Challenge
<0.5	<0.5	<0.5	Even	Even	Even
<0.5	<0.5	<0.5	Challenges	Even	Challenge
<0.5	<0.5	<0.5	Advances	Advances	Even
<0.5	<0.5	<0.5	Even	Challenges	Challenge
8	7	>10	Challenges	Challenges	Challenge
3	4	6	Challenges	Challenges	Challenge
6	4	>10	Challenges	Challenges	Even
3	3	4	Challenges	Challenges	Even
1	0.8	2	Challenges	Challenges	Advance
1	1	1	Challenges	Challenges	Challenge
0.8	0.5	<0.5	Challenges	Advances	Adv
0.8	0.5	1	Challenges	Challenges	



Analyzed Needs, Gaps, and Opportunities
to better align frequency, span, and speed with post-COVID travel demand and land use
(Fall 2023 and Winter 2024)

Leveraged Robust Performance Framework
to evaluate project-level benefits while preparing for network-scale evaluation
(Fall 2023 to Spring 2025)

Closely Collaborated with Operator-Led Team
to balance data-driven approach with critical local knowledge in shaping the Draft Network
(Summer 2023 to Summer 2025)

Project Performance: Key Objectives and Components

WHY PROJECT PERFORMANCE?

- To fulfill federal and state performance-based planning requirements
- To understand projects' cost-effectiveness and equity impacts
- To inform development of the fiscally-constrained Transit 2050+ Draft Network, as well as other Plan Bay Area 2050+ transportation strategies

THREE FUTURES: "WHAT-IF" SCENARIOS



**Rising Tides,
Falling
Fortunes**



**Clean and
Green**



**Back to the
Future**

COMPONENT ANALYSES



**Benefit-Cost
Assessment
(for 3 Futures)***



**Equity
Assessment
(for 3 Futures,
plus EPCs)****



**Guiding
Principles
Assessment**

* Captures a wide range of project benefits including: accessibility, reliability, auto ownership, transit crowding, environment, health, safety, etc.

** Explores the share of project benefits accruing to lower-income households by Future, as well as direct access for Draft 2024 Equity Priority Communities

Project Performance: Updated Insights This Cycle

1

Project performance is significantly affected by uncertain future conditions – which has become even more relevant post-COVID.

3

Some projects have important synergies, whereas other projects compete with each other.

2

Lower-cost transit improvements are often more resilient and equitable – but they require new and expanded funding sources.

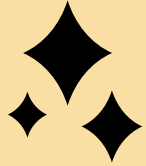
4

Pricing remains the most effective tool to affect congestion and travel patterns – but it must be done equitably.

Draft Network: Leveraging New Revenues



Transit 2050+, and Plan Bay Area 2050+ more broadly, integrate existing and anticipated transportation funding sources from all levels of government – federal, state, regional, and local.



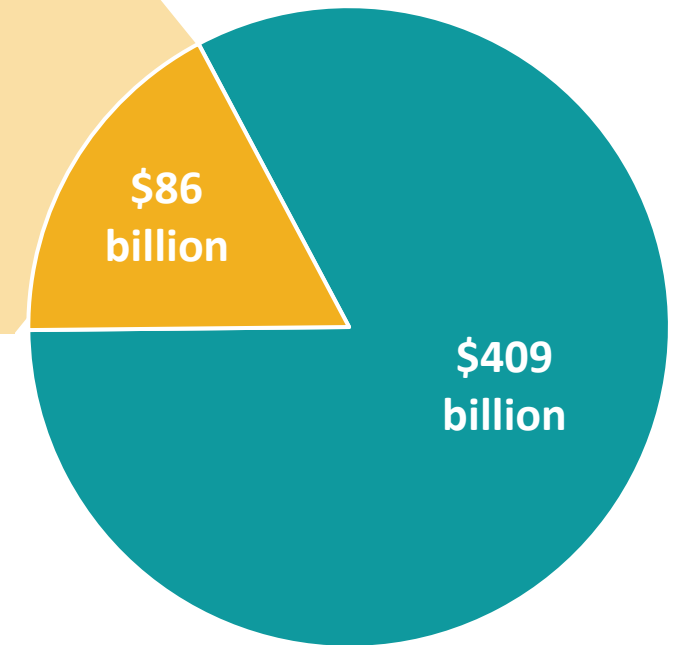
New revenues and policy changes are a prerequisite to fully deliver the fiscally-constrained Draft Network, including:

- 2026 Regional Transportation Measure
- All-Lane Tolling on All Freeways
- Parking Pricing in All Growth Geographies
- Regional Mileage-Based Fee
- Future Federal/State Stimulus Bills



Leveraging all of these new sources, the Draft Network lays out a suite of strategies and investments designed not just to maintain existing service but to transform the network into a fast, frequent, reliable, and safe system – both in the near- and long-term.

Draft Plan Bay Area 2050+
Transportation Element
(\$496 billion)



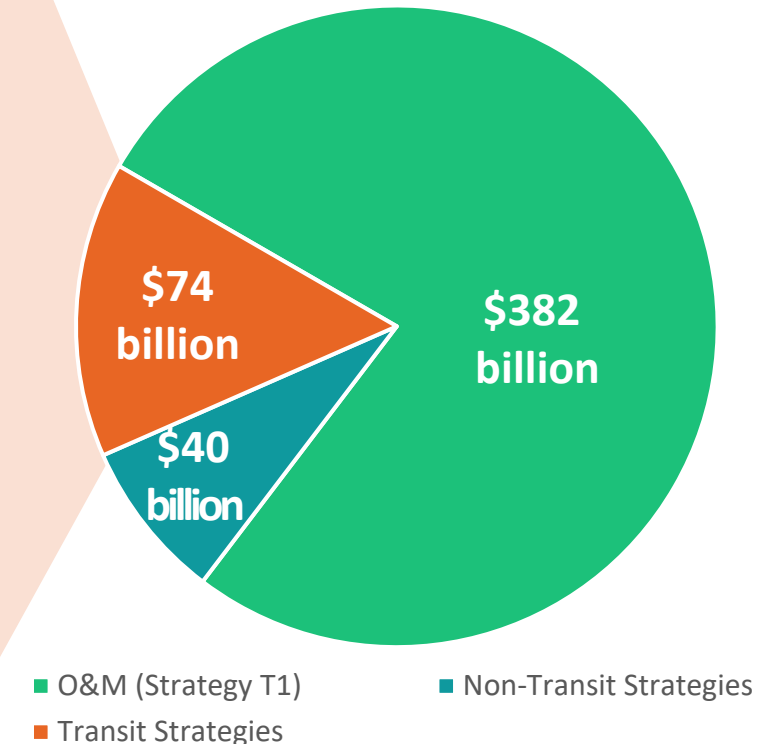
■ Existing ■ New/Anticipated

Draft Network: Prioritizing O&M and Strategic Priorities

Fully funding **Strategy T1 (Operations & Maintenance of the Existing System)** remains a top priority under MTC's longstanding **Fix-It-First policy**. Available transportation revenues to fund all other transportation strategies, including composite projects and programmatic categories, are roughly half what was available in Plan Bay Area 2050.

Strategy T2	Improve the Rider Experience through Transit Network Integration	\$8 billion
Strategy T3	Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs	\$1 billion
Strategy T4	Enhance Security, Safety and Cleanliness on Transit	\$4 billion
Strategy T10	Enhance Transit Frequency, Capacity and Reliability	~\$35 billion
Strategy T11	Expand Transit Services throughout the Region	~\$25 billion

Draft Plan Bay Area 2050+ Transportation Element
(\$496 billion)



Non-transit strategies include electrification, travel demand management, active transportation, safety, pricing, highways & interchanges, etc.

Draft Network: Organizing Principles to Advance Goals



Near-Term: “Quick and Impactful Upgrades” [\$26 billion*]

Opening Year: 2025 through 2035

1. Projects with more impactful and immediate benefits for equity priority communities
2. Quick-build, lower-cost, and high-impact service enhancements, transit priority improvements, and improvements to customer experience & accessibility
3. Targeted capital investments that improve operational efficiency/effectiveness and better utilize existing infrastructure (versus expansion)



Long-Term: “Expansions for Future Generations” [\$48 billion*]

Opening Year: 2036 through 2050

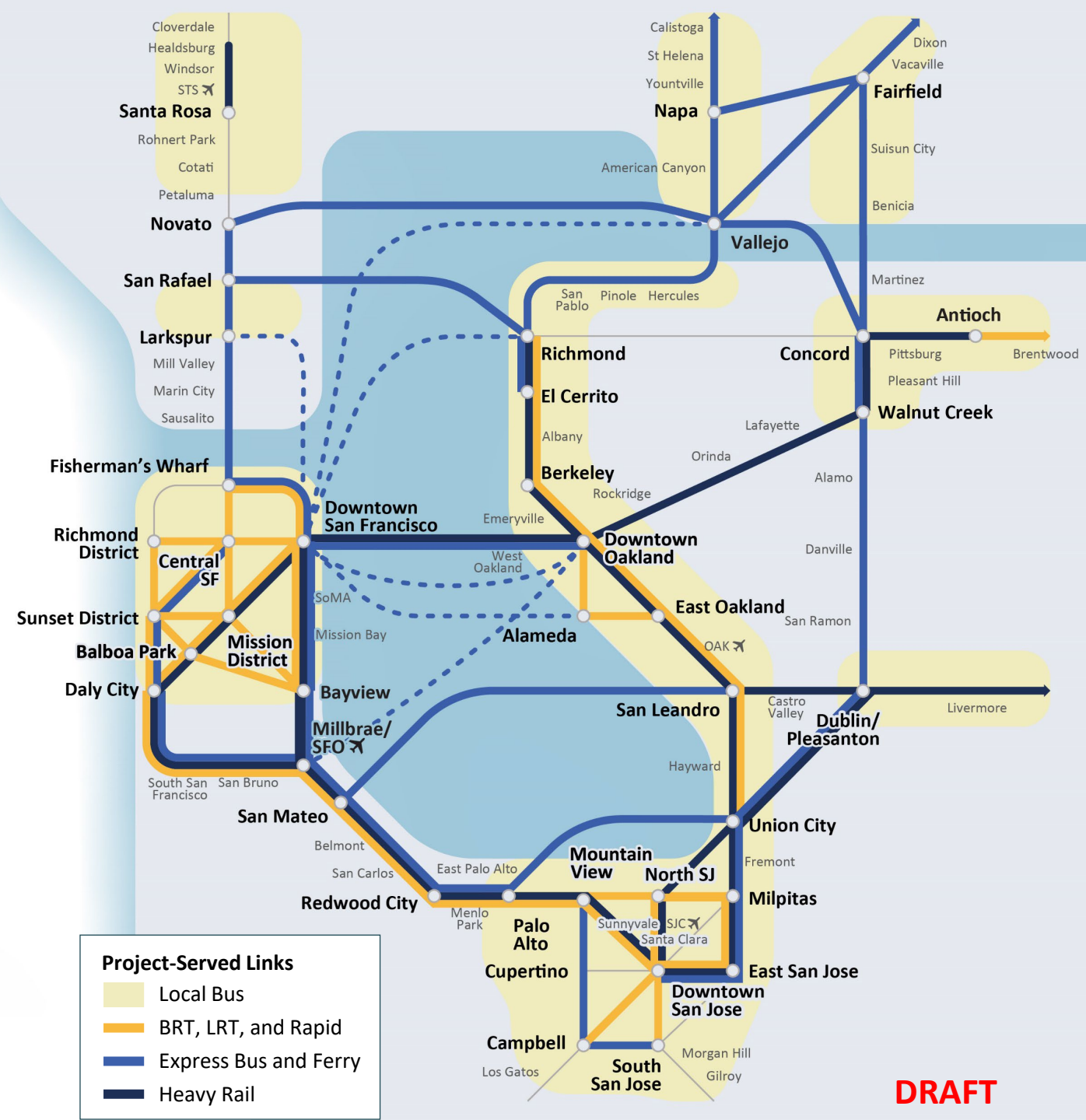
1. “Phase 2” service enhancements, transit priority improvements, customer experience & accessibility
2. Capital projects that improve system capacity, enhance connectivity, and improve access (with a focus on growth/expansion)
3. “Transformative” capital projects

** Refer to Attachment D for additional details on key considerations and specific projects included in Near-Term and Long-Term. Funding includes both individual projects as well as programmatic categories for groups of similar projects. Specific definitions for programmatic categories will be developed over summer and fall. 7*

Draft Network: “Big Picture”

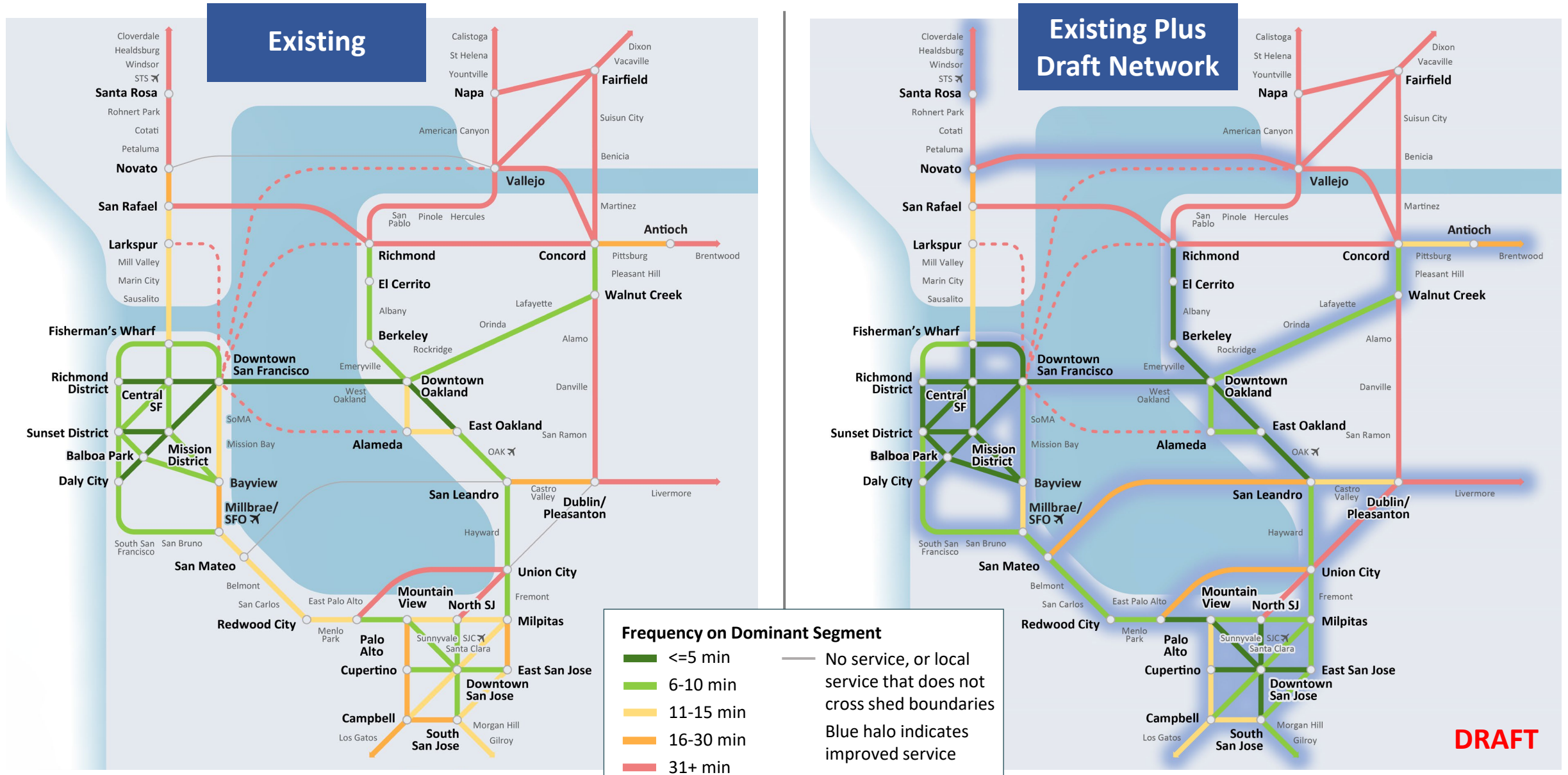
- **Supports cost-effective ridership recovery and growth** by accelerating bus investments—from BRT and rapid bus improvements in the urban core to critical express bus connectivity in suburban and rural areas.
- **Improves network integration by advancing high-priority rail** projects to completion, such as BART to Silicon Valley Phase 2, Caltrain/HSR Portal, Valley Link, and SMART to Healdsburg.
- **Funds complementary strategies beyond projects** to advance network integration with fares and mapping & wayfinding, improve timing at key nodes, and invest in safety & security for existing and new customers.

For clarity, Draft Transit Network maps integrate multimodal investments proposed to be funded by Strategies T5, T6, and T7, such as transit service funded by congestion pricing, Forward bus lines along bridge corridors, and new express bus service along SR-37, as well as required PDA frequency boost investments.

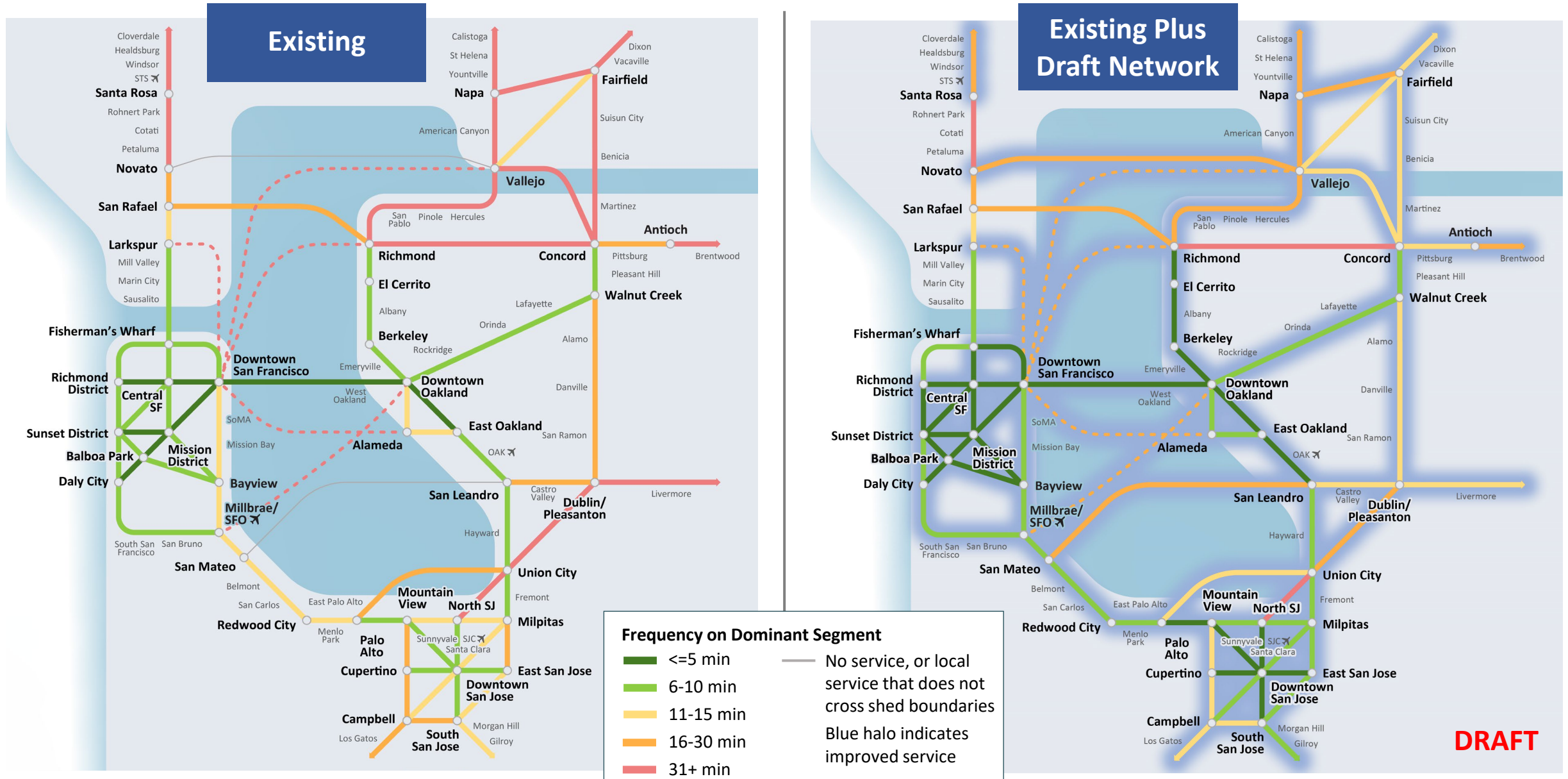


DRAFT

Draft Network: Frequency Improvements (All Modes – Mid-Day)



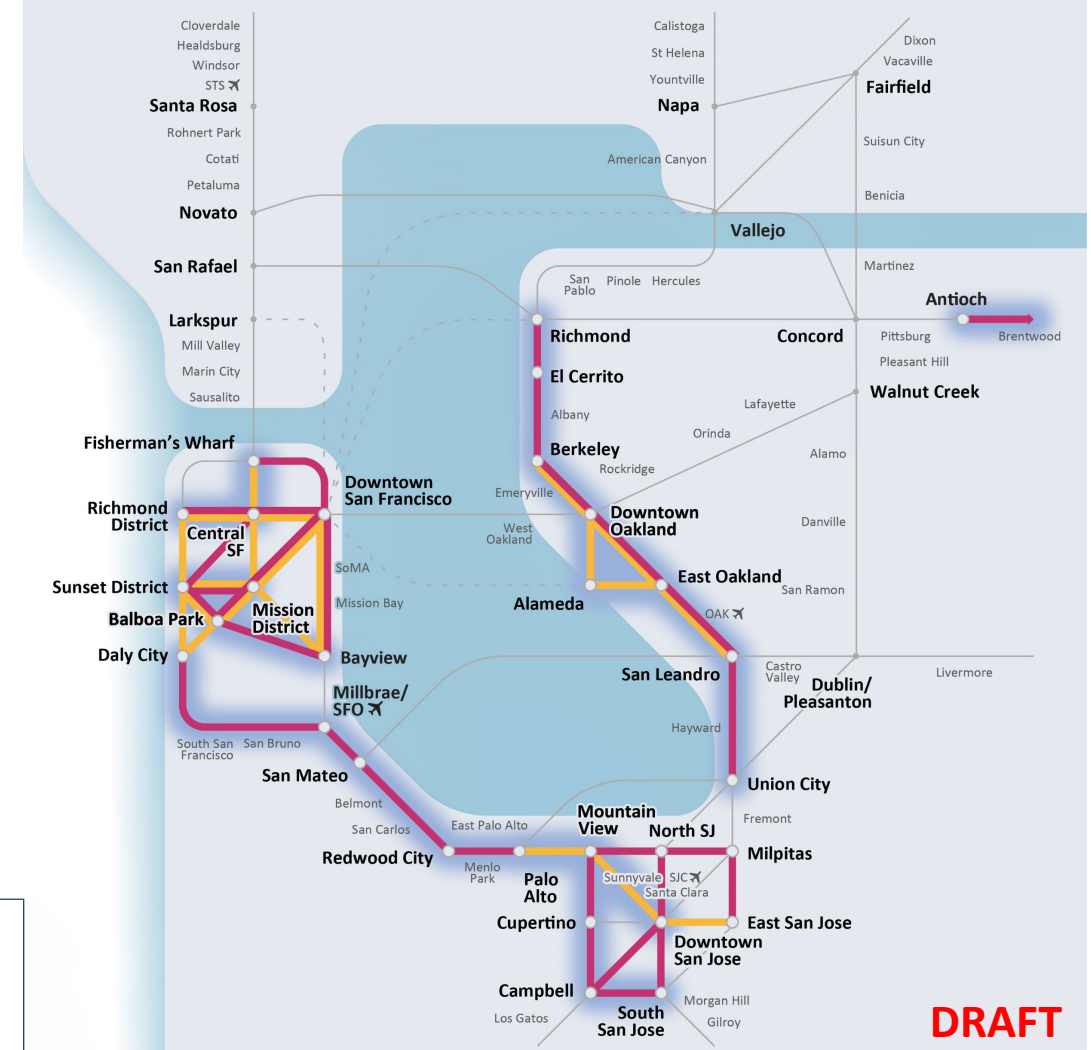
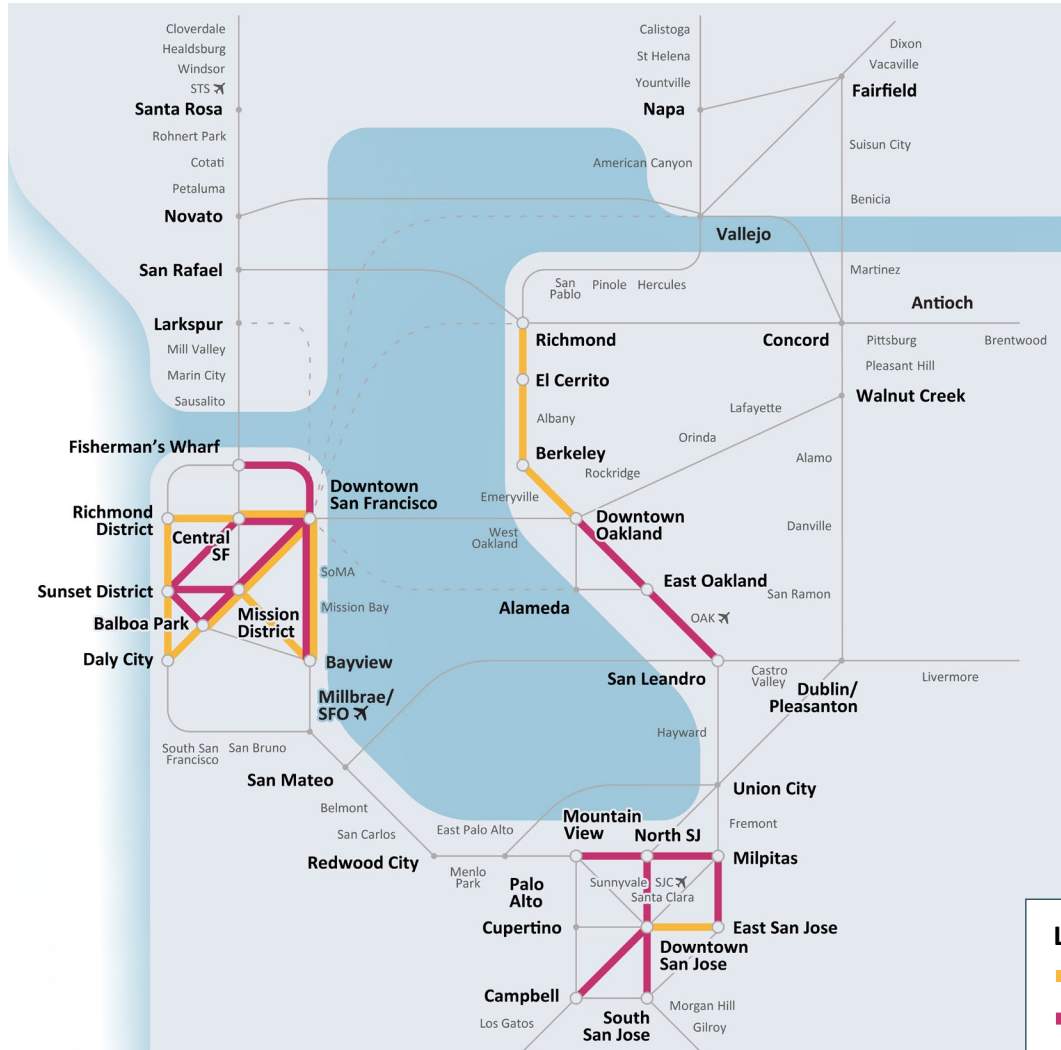
Draft Network: Frequency Improvements (All Modes – PM Peak)



Draft Network: Transit Priority Features

Existing BRT, LRT, and Rapid Network of Links

Proposed BRT, LRT, and Rapid Network of Links



Notes: Spot treatments for transit priority can be featured as part of a programmatic category; this slide reflects specific investments delineated in project scopes from operators. Blue "halo" shading around specific links indicates that an investment is proposed on this link; projects under construction are included on the "Proposed" map. BRT projects contained entirely within a single node/travel shed are not shown.

Draft Network: Transit Customer Benefits



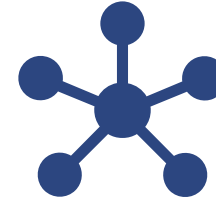
Improved **customer experience:**

- ✓ Fare integration
- ✓ Regional mapping and wayfinding
- ✓ Paratransit enhancements
- ✓ Safety and security at stations, stops and on vehicles



Improved **transit frequency:**

- ✓ 5-minute or better frequencies in urban cores
- ✓ More frequent service midday
- ✓ 15-minute or better frequencies between urban centers
- ✓ More frequent local service in suburban centers



Improved **transit connectivity:**

- ✓ Coordination of service and improved infrastructure at hubs
- ✓ New east-west service in the North Bay
- ✓ New transbay service to Peninsula
- ✓ New interregional connections

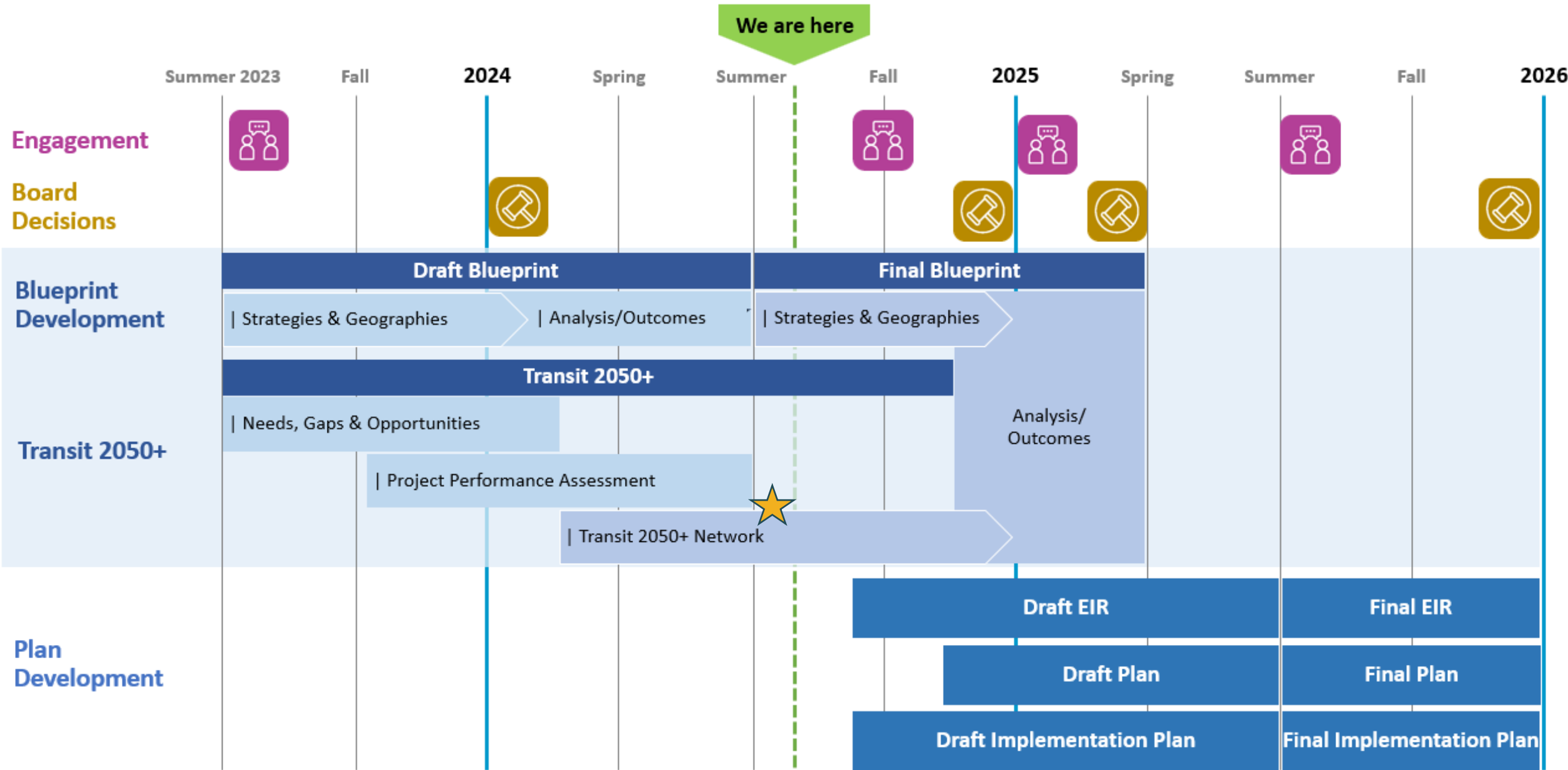


Improved **transit speed and reliability:**

- ✓ Corridor-level and “spot” transit priority investments throughout the region
- ✓ System-level modernization and capacity investments

Note: The forthcoming Network Performance Assessment will further quantify these benefits.

Next Steps: Integration of Modal Plan into Regional Plan



* Dates are tentative and subject to change

= Focus of today's presentation



TRANSIT 2050 +



PLAN BAY AREA 2050 +



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Questions and Comments

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Transit Operator Project Manager for Transit 2050+



Attachment C: Draft Transit Strategies for Plan Bay Area 2050+

July 2024

T1: Operate and Maintain the Existing System

T1 Strategy Objective:

Provide a strong baseline upon which new transportation strategies in the Final Blueprint can build. This includes ensuring that the region’s road and transit assets are kept in a condition that is similar to what we have in the Bay Area today.

T1 Short Description:

Commit to operate and maintain the Bay Area’s roads and transit infrastructure while transitioning to zero-emission transit vehicles.

T1 Long Description:

Set aside the funding required to maintain existing conditions for freeways, bridges, local streets, and transit assets and to operate the same number of transit service hours that were in operation as of 2023. Funding includes investments to support the transition to zero-emission transit vehicles. This strategy would include investments that make transit stations and vehicles safer, cleaner, and more accessible – with investments targeted at meeting the needs of transit-dependent or limited mobility passengers.

T2: Improve the Rider Experience through Transit Network Integration

T2 Strategy Objective:

Grow ridership by making transit easier to navigate and use, while reducing the cost burden of taking transit for all riders, particularly those with low household incomes.

T2 Short Description:

Deliver regionwide efforts to improve the rider experience, including an integrated fare structure, unified mapping and wayfinding, and improved paratransit services.

T2 Long Description:

Fund and implement regionwide initiatives intended to improve the rider experience through transit network integration. Investments will include the implementation of a no-cost and reduced cost interagency transfer policy with Next Generation Clipper and additional measures to move toward an integrated fare structure. Investments will also include the development of regionally maintained tools, such as the Regional Mapping Data System and the installation of new more consistent transit signs. Paratransit investments include implementation of one-seat paratransit ride pilots across the region, full integration of ADA paratransit services on Clipper Next Generation, and additional reforms recommended by the Coordinated Public Transit-Human Services Transportation Plan.

T3: Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs

T3 Strategy Objective:

Increase the viability and attractiveness of transit by providing a more seamless experience for riders to transfer between different services at key transfer points throughout the region.

T3 Short Description:

Deliver regionwide efforts to improve the coordination of inter-agency schedules, refine transfer timing at key regional hubs, and upgrade facilities to encourage easier transfers.

T3 Long Description:

Fund and implement service enhancements to facilitate schedule coordination and improved transfer timing key regional hubs, while achieving synergies with co-located mobility hub investments funded elsewhere in Plan Bay Area 2050+. Investments include enhancements to the physical infrastructure at 15 key regional hubs to improve the transfer experience for transit riders, and better connect riders to biking,

micro-mobility and walking options. Investments also include short-term operating assistance and technical resources to allow for increased service for key transfer routes.

T4: Enhance Security Measures and Improve Safety and Cleanliness on Transit

T4 Strategy Objective:

Establish a safe, secure and clean environment for riders onboard transit vehicles and those waiting at transit facilities, while simultaneously reducing a key barrier to transit for all residents, particularly those currently less inclined to ride transit.

T4 Short Description:

Improve infrastructure and operations around safety, personal security, and cleanliness in the transit environment.

T4 Long Description:

Fund and implement improvements to safety and security measures and infrastructure related to transit stations, stops, and vehicles. Investments include the installation of security cameras and improved lighting at stations and stops, and additional improvements in facilities to support safety and security. Investments also include an increase in staffing for security and police staff, non-sworn positions such as ambassadors and crisis intervention specialists, and janitorial and custodial staff. Additionally, investments will be dedicated to public awareness safety campaign programs.

T10: Enhance Transit Frequency, Capacity and Reliability

T10 Strategy Objective:

Improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability and greater capacity, to reduce wait time, decrease travel time, and encourage ridership growth.

T10 Short Description:

Improve the quality and availability of existing transit services, including improvements for equity priority populations.

T10 Long Description:

Fund and implement service enhancements on existing transit systems and infrastructure that improve frequency, reliability and capacity throughout the region. Service enhancements include frequency boosts, improvements to span of service, transit priority treatments, grade separations, and other measures that would decrease travel time for transit riders. Enhancements include both operational and capital investments for all modes of transit, with a particular focus on serving equity priority populations.

T11: Expand Transit Services throughout the Region

T11 Strategy Objective:

Encourage a mode shift from personal vehicles to transit by providing reliable transit services to connect riders to areas of the Bay Area that have previously not been effectively served by existing transit options.

T11 Short Description:

Better connect communities by strategically expanding transit services to new markets and previously unserved or underserved areas, including the addition of new infrastructure.

T11 Long Description:

Advance, fund and implement transformational capital projects that will expand the existing network to better connect communities throughout the Bay Area by serving new markets or currently underserved markets. These projects will seize on the opportunity to catalyze areas of population growth in the region, and will position the Bay area for an increase in transit ridership and provide competitive alternatives to driving.

Agenda Item 3b

Attachment D

Summary of Draft Network and Fiscally
Unconstrained Projects

Draft Network: Integrating Performance Findings

There are a wide range of factors that were considered in making recommendations for the Draft Network; no singular analysis drove proposed recommendations on its own. **Key considerations are listed below:**

Project Performance	“Rising Tides”* B/C Ratio	Favor projects with higher B/C	No Data	<0.5	0.5 to 1	>1
	Direct Access for Equity Priority Communities	Favor projects that provide direct access to EPCs (2024)	No	Yes		
Needs, Gaps, Opportunities	Frequency Gaps	Favor projects that serve an identified frequency gap (2023)	No Gap	Gap		
	Speed Gaps	Favor projects that serve an identified speed gap (2023)	No Gap	Gap		
Other Considerations	Capital Funding Secured	Advance “shovel-ready” projects	O&M Only	<25%	25% to 50%	>50%
	Geographic Spread	Avoid concentration of investment in too few areas				
	Agency Priorities	Consider relative priorities as expressed in local plans, and previous agency feedback				
	Alignment with Principles	Favor placing project in bin with strongest alignment to organizing principles				

*Note: The “Rising Tides, Falling Futures” 2050 scenario most closely reflects post-pandemic future conditions.

Quick Summary: Local & Express Bus Network Priorities



Near-Term:
“Quick and
Impactful
Upgrades”

Project	Benefit-Cost	EPC Served?	Fills Gap?	Capital Funding?	Prior Plan Phasing
Muni 5-Minute Network/Rapid	>1	Yes	Yes	<25%	Near-Term
AC Transit Local Frequency	>1	Yes	Yes	O&M	Near-Term
AC Transit San Pablo BRT	0.5 to 1	Yes	Yes	<25%	Near-Term
Dumbarton Bridge Express Bus + Busway	>1	Yes	Yes	<25%	N/A
VTA Frequency (Phase 1)	>1	Yes	Yes	<25%	<u>Long-Term</u>
County Connection Frequency	No Data	Yes	No	O&M	<u>Long-Term</u>
NVTA Frequency & Expansion	No Data	Yes	Yes	O&M	<u>Long-Term</u>
Sonoma Frequency	>1	Yes	Yes	O&M	Near-Term
Soltrans Frequency	No Data	Yes	Yes	O&M	Near-Term

Quick Summary: Local & Express Bus Network Priorities (cont.)



Long-Term:
“Expansions
for Future
Generations”

Project	Benefit-Cost	EPC Served?	Fills Gap?	Capital Funding?	Prior Plan Phasing
Muni Southeast Waterfront	>1	Yes	Yes	<25%	<u>Near-Term</u>
Muni Geneva-Harney BRT	No Data	Yes	No	<25%	<u>Near-Term</u>
AC Transit Rapid Network	>1	Yes	Yes	<25%	<u>Near-Term</u>
AC Transit Alameda Point	>1	Yes	Yes	<25%	<u>Near-Term</u>
AC Transit E 14 th /Mission BRT	0.5 to 1	Yes	Yes	<25%	Near-Term
AC Transit 23 rd St BRT	>1	Yes	No	<25%	<u>Near-Term</u>
Golden Gate Bus Frequency	>1	Yes	Yes	O&M	<u>Near-Term</u>
I-680 Express Bus	>1	Yes	Yes	<25%	<u>Near-Term</u>
San Mateo Bridge Express Bus	>1	Yes	Yes	<25%	N/A
SamTrans Express Bus Expansion	>1	Yes	Yes	<25%	<u>Near-Term</u>
VTA Frequency (Phase 2)	>1	Yes	Yes	<25%	Long-Term
SR-85 Express Bus + Transit Lanes	No Data	No	No	>50%	N/A
El Camino BRT + Rapid	>1	Yes	Yes	<25%	Long-Term
Antioch-Brentwood BRT	>1	Yes	No	<25%	Long-Term

Quick Summary: Rail & Ferry Network Priorities



Near-Term:
“Quick and Impactful Upgrades”

Project	Benefit-Cost	EPC Served?	Fills Gap?	Capital Funding?	Prior Plan Phasing
BART Core Capacity	>1	Yes	Yes	>50%	Near-Term
Caltrain Frequency (Phase 1)	>1	Yes	Yes	O&M	Near-Term
WETA Frequency	>1	Yes	Yes	O&M	Near-Term
SMART (Windsor-Healdsburg)	<0.5	No	No	>50%	N/A
Caltrain Bayview Infill Station	No Data	Yes	No	<25%	N/A
Hercules Infill Rail Station	No Data	No	No	<25%	N/A



Long-Term:
“Expansions for Future Generations”

Project	Benefit-Cost	EPC Served?	Fills Gap?	Capital Funding?	Prior Plan Phasing
BART to Silicon Valley (Phase 2)	<0.5	Yes	Yes	>50%	<u>Near-Term</u>
Caltrain/HSR Portal	<0.5	No	No	>50%	<u>Near-Term</u>
Valley Link (IOS)	>1	No	No	25% to 50%	<u>Near-Term</u>
Muni Metro Modernization	0.5 to 1	Yes	Yes	25% to 50%	<u>Near-Term</u>
Irvington BART	>1	No	No	25% to 50%	<u>Near-Term</u>
Golden Gate Ferry Frequency	>1	Yes	Yes	O&M	<u>Near-Term</u>
Caltrain Frequency (Phase 2)	>1	Yes	Yes	<25%	Long-Term
ACE Frequency	>1	Yes	No	<25%	Long-Term

Quick Summary: Fiscally-Unconstrained Projects



Fiscally-Unconstrained Projects: “Concepts for Further Exploration”

Such projects can pursue further planning and project development in coming years, but they are not included in the fiscally-constrained Draft Network. A programmatic category will be identified to acknowledge this.

Project	Benefit-Cost	EPC Served?	Fills Gap?	Capital Funding?	Prior Plan Phasing
South Bay Connect	>1	Yes	No	<25%	<u>Near-Term</u>
WETA Berkeley Ferry	>1	No	No	<25%	<u>Near-Term</u>
WETA Redwood City Ferry	0.5 to 1	No	No	<25%	<u>Near-Term</u>
Contra Costa Ferry	No Data	Yes	No	<25%	<u>Near-Term</u>
ReX Green Line (Vallejo-SFO)	>1	Yes	Yes	<25%	<u>Near-Term</u>
ReX Blue Line (SF-SJ)	>1	Yes	Yes	<25%	<u>Near-Term</u>
ReX Red Line (Oakland-RWC)	>1	Yes	Yes	<25%	<u>Near-Term</u>
US-101 Modernization (Marin)	No Data	No	No	<25%	<u>Near-Term</u>
Link21	<0.5	Yes	Yes	<25%	<u>Long-Term</u>
Dumbarton GRT	<0.5	Yes	Yes	<25%	<u>Long-Term</u>
VTA Downtown Subway LRT	>1	Yes	No	<25%	<u>Long-Term</u>
VTA Stevens Creek LRT	>1	Yes	No	<25%	<u>Long-Term</u>
SJC Airport Connector	>1	Yes	No	<25%	<u>Long-Term</u>
Muni Central Subway Extension	>1	Yes	No	<25%	N/A
Geary/19th Subway	<0.5	Yes	No	<25%	N/A
SMART (Healdsburg-Cloverdale)	<0.5	No	No	<25%	Vision
SMART (Novato-Suisun City)	<0.5	Yes	Yes	<25%	Vision



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	24-0959	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	7/21/2024	In control:		Regional Network Management Council	
On agenda:	7/22/2024	Final action:			
Title:	3b Public Comments				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3b Bay Area Council to RNMC.pdf 3b Bay Planning Coalition Berkeley Ferry.pdf 3b Bay Planning Coalition Redwood City Ferry.pdf 3b Berkeley Chamber of Commerce.pdf 3b Berkeley Commons.pdf 3b Chamber of San Mateo County.pdf 3b City of Redwood.pdf 3b High Ambition Climate Collective.pdf 3b Odin Palen.pdf 3b Pacific Environment.pdf 3b Port of Redwood City.pdf 3b Port of San Francisco Berkeley Ferry.pdf 3b San Mateo County Economic Development Association.pdf 3b Seaport Industrial Association.pdf				

Date	Ver.	Action By	Action	Result
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Subject:
3b Public Comments

Attachments:



July 19, 2024

Chair Robert Powers
Regional Network Management Council
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Plan Bay Area 2050+ - Inclusion of Berkeley and Redwood City Ferry Services

Dear Chair Powers and Members of the Regional Network Management Council,

On behalf of the Bay Area Council, representing over 325 major employers across the Bay Area, I am writing to express our concern regarding the exclusion of the San Francisco Bay Ferry (SF Bay Ferry) Berkeley and Redwood City Ferry services from the current draft of Plan Bay Area 2050+. These projects have historically been included in previous versions of Plan Bay Area, have already secured significant funding and advanced in planning and design, and are critical projects to help our region meet our mobility and climate goals. They should be put back into our regional transportation plan.

We understand that projects can be excluded from Plan Bay Area if they are duplicative of other transit services or are not cost effective. These services are neither. The Redwood City Ferry service will provide a new transit link between the East Bay and Redwood City, and the Berkeley Ferry service will provide a new, faster transit option in the particularly congested Transbay corridor. From a cost-efficiency standpoint, SF Bay Ferry operates a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, most of which would be completed in cars if the service were not available. In fact, they have the sixth lowest cost per passenger mile among the region's 27 operators.

Excluding these critical ferry projects from Plan Bay Area 2050+ reduces the amount of funding coming to the region. SF Bay Ferry will not be able to apply for "ferry only" funding to support these services if they are not included in the regional transportation plan, including federal ferry funding that would bypass our region. The Redwood City Ferry service has already secured \$20 million and the Berkeley Ferry service has already secured \$11.1 million, and will be funded entirely from money that can only be used for ferry transit projects and thus is not taking away any funding from other projects in the region.

Moreover, excluding these projects as a regional transit priority severely undermines our region's goal of shifting people to transit. SF Bay Ferry is an incredibly popular transit service; it was the fastest growing system prior to the pandemic, and it was the first system to recover almost all of its pre-pandemic ridership since then. In fact, it is the most highly rated transit agency in the country with a 99% customer satisfaction rating. We must expand this popular mode of transit to provide clean, comfortable, and convenient travel options that are a compelling alternative to driving if we are ever to reach our ambitious climate goals. SF Bay Ferry currently operates the nation's cleanest high-speed, high-capacity ferry fleet, and has made considerable progress towards their ambitious goal of shifting 50% of the vessel fleet to zero emissions by 2035. Lastly, and importantly, the agency has also aligned its fares with other transit modes to become a travel mode of choice for riders of all income levels.

Both the Berkeley and Redwood City Ferry services are a vital component to our regional transportation infrastructure, providing essential transit connections, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge the Council to include these projects in the next draft of Plan Bay Area 2050+ to help our region meet our shared mobility, climate, and equity goals.

Sincerely,

A handwritten signature in black ink, appearing to read "Emily Loper". The signature is fluid and cursive, with a long horizontal stroke at the end.

Emily Loper
Vice President of Public Policy
Bay Area Council

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Kristine A. Zortman
Port of Redwood City

July 19, 2024

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Regional Network Management Council Agenda Item 3b. Transit 2050+: Draft Project Performance and Draft Niche Network – Inclusion of Berkeley Ferry Service

Regional Network Management Council Members:

I am writing on behalf of the Bay Planning Coalition (BPC) to express our concern regarding the exclusion of the Berkeley Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

It has come to our attention that the current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Berkeley Ferry Service—a project that has historically been included in previous versions of Plan Bay Area, has secured over eleven million dollars in funding, and is currently in detailed design and environmental review. Projects can be excluded from Plan Bay Area if it is duplicative of other transit or is not cost effective. Neither of these are the case for the Berkeley Ferry Service project. The exclusion of this project is an oversight, and we urge this Council to ensure that the Berkeley Ferry Service project is included in the next draft of this document.

The Berkeley Ferry service is not a duplicative proposed transit service. MTC has identified the link between the East Bay and San Francisco as a service/capacity gap for both peak and non-peak periods. Providing a new alternative means of transportation between Berkeley and San Francisco would directly reduce the existing demand between both the Berkeley-Downtown Oakland and Downtown Oakland-Downtown San Francisco links. The proposed Berkeley-San Francisco Ferry Service has been described as the ‘missing link’ in the San Francisco Bay ferry system, and was included as Tier 1 Project in the recently adopted WETA 2050 Service Vision and Expansion Policy. The Alameda County Community-Based Transportation Plan 2020 identified the Berkeley Ferry as a priority project. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Berkeley Ferry Service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region’s 20-plus transit operators.

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We understand that Plan Bay Area 2050+ is fiscally constrained, however, the Berkeley Ferry Service will be funded with sources that can **only** be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$11.1 million already secured for the Berkeley Ferry Service project, an allocation of SF Bay Ferry’s Regional Measure 3 capital funds and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All of these federal ferry programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization’s Regional Transportation Plan.

Excluding the Berkeley Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for “ferry only” funding to support the Berkeley ferry service if it is not included in the region’s transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

Finally, the Draft Plan Bay Area 2050+ currently has a three-point Greenhouse Gas gap that must be closed by advancing climate-friendly investments in the final phase. The Berkeley Ferry terminal is being designed to serve an all-electric, zero-emission ferry. This will be the first ferry terminal purposely built solely for electric service in the San Francisco Bay.

The Berkeley Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Berkeley Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,



Cameron Carr
Director of Policy & Chief Operating Officer
Bay Planning Coalition
cameron@bayplanningcoalition.org

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July 19, 2024

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375 Beale Street, Suite 800
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Subject: Regional Network Management Council Agenda Item 3b. Transit 2050+: Draft Project Performance and Draft Network – Inclusion of Redwood City Ferry Service

Regional Network Management Council Members:

I am writing on behalf of the Bay Planning Coalition (BPC) to express our concern regarding the exclusion of the Redwood City Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

It has come to our attention that the current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Redwood City Ferry Service—a project that has historically been included in previous versions of Plan Bay Area, has secured tens of millions in funding, and is currently under environmental review. Projects can be excluded from Plan Bay Area if it is duplicative of other transit or is not cost effective. Neither of these are the case for the Redwood Ferry Service project. The exclusion of this project is an oversight, and we urge this Council to ensure that the Redwood Ferry Service project is included in the next draft of this document.

The Redwood City Ferry service is not a duplicative proposed transit service. Both the Redwood Ferry Service Business and Feasibility Plans evaluated two versions of the Redwood City Ferry service, including one from Oakland to Redwood City which provides a new transit link between the East Bay and Redwood City. No other transit agency currently operates or has plans to develop a direct transit link between these two locations.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region's 20-plus transit operators.

We understand that Plan Bay Area 2050+ is fiscally constrained, however, the Redwood City Ferry Service will be funded with sources that can only be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$15 million from San Mateo County Measure A specifically for the Redwood Ferry Service project, an allocation of SF Bay Ferry's Regional Measure 3 capital funds and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All of these federal ferry programs, which can only be used on eligible public ferry projects, require that

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proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.

Excluding the Redwood City Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Redwood City ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

Finally, there is currently no passenger ferry service anywhere in the South Bay. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Redwood City Ferry service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

The Redwood City Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Redwood City Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,



Cameron Carr
Director of Policy & Chief Operating Officer
Bay Planning Coalition
cameron@bayplanningcoalition.org

July 18, 2024

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Regional Network Management Council Agenda Item 3b. Transit 2050+: Draft Project Performance and Draft Network – Inclusion of Berkeley Ferry Service

Regional Network Management Council Members:

I am writing on behalf of the Berkeley Chamber of Commerce to express our concern regarding the exclusion of the Berkeley Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

It has come to our attention that the current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Berkeley Ferry Service—a project that has historically been included in previous versions of Plan Bay Area, has secured over eleven million dollars in funding, and is currently in detailed design and environmental review. Projects can be excluded from Plan Bay Area if they are duplicative of other transit or are not cost effective. Neither of these are the case for the Berkeley Ferry Service project. The exclusion of this project is an oversight, and we urge this Council to ensure that the Berkeley Ferry Service project is included in the next draft of this document.

The Berkeley Ferry service is not a duplicative proposed transit service. MTC has identified the link between the East Bay and San Francisco as a service/capacity gap for both peak and non-peak periods. Providing a new alternative means of transportation between Berkeley and San Francisco would directly reduce the existing demand between both the Berkeley-Downtown Oakland and Downtown Oakland-Downtown San Francisco links. The proposed Berkeley-San Francisco Ferry Service has been described as the ‘missing link’ in the San Francisco Bay ferry system, and was included as Tier I Project in the recently adopted WETA 2050 Service Vision and Expansion Policy. The Alameda County Community-Based Transportation Plan 2020 identified the Berkeley Ferry as a priority project. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Berkeley Ferry Service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region’s 20-plus transit operators.

We understand that Plan Bay Area 2050+ is fiscally constrained, however, the Berkeley Ferry Service will be funded with sources that can **only** be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$11.1 million already secured for the Berkeley Ferry Service project, an allocation of SF Bay Ferry’s Regional Measure 3 capital funds and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All of these federal ferry

programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.

Excluding the Berkeley Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Berkeley ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

Finally, the Draft Plan Bay Area 2050+ currently has a three-point Greenhouse Gas gap that must be closed by advancing climate-friendly investments in the final phase. The Berkeley Ferry terminal is being designed to serve an all-electric, zero-emission ferry. This will be the first ferry terminal purposely built solely for electric service in the San Francisco Bay.

The Berkeley Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Berkeley Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,

Beth Roessner, CEO
Berkeley Chamber of Commerce
1834 University Ave.
Berkeley CA 94703
Beth@Berkeleychamber.com

July 19, 2024

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Regional Network Management Council Agenda Item 3b. Transit 2050+: Draft Project Performance and Draft Network – Inclusion of Berkeley Ferry Service

Regional Network Management Council Members:

I am writing on behalf of Berkeley Commons to express our concern regarding the exclusion of the Berkeley Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

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The Berkeley Ferry service is not a duplicative proposed transit service. MTC has identified the link between the East Bay and San Francisco as a service/capacity gap for both peak and non-peak periods. Providing a new alternative means of transportation between Berkeley and San Francisco would directly reduce the existing demand between both the Berkeley-Downtown Oakland and Downtown Oakland-Downtown San Francisco links. The proposed Berkeley-San Francisco Ferry Service has been described as the ‘missing link’ in the San Francisco Bay ferry system, and was included as Tier I Project in the recently adopted WETA 2050 Service Vision and Expansion Policy. The Alameda County Community-Based Transportation Plan 2020 identified the Berkeley Ferry as a priority project. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Berkeley Ferry Service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region’s 20-plus transit operators.

We understand that Plan Bay Area 2050+ is fiscally constrained, however, the Berkeley Ferry Service will be funded with sources that can **only** be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$11.1 million already secured for the Berkeley Ferry Service project, an allocation of SF Bay Ferry’s Regional Measure 3 capital funds and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All of these federal ferry

programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.


Excluding the Berkeley Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Berkeley ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

Finally, the Draft Plan Bay Area 2050+ currently has a three-point Greenhouse Gas gap that must be closed by advancing climate-friendly investments in the final phase. The Berkeley Ferry terminal is being designed to serve an all-electric, zero-emission ferry. This will be the first ferry terminal purposely built solely for electric service in the San Francisco Bay.

The Berkeley Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Berkeley Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Nicholas S. Menchel".

Nick Menchel
Principal

July 18, 2024

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service in Plan Bay Area 2050+

To Whom it May Concern:

I am writing on behalf of **Chamber San Mateo County** to express our concern regarding the exclusion of the Redwood City Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

It has come to our attention that the current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Redwood City Ferry Service—a project that has historically been included in previous versions of Plan Bay Area, has secured tens of millions in funding, and is currently under environmental review. Projects can be excluded from Plan Bay Area if it is duplicative of other transit or is not cost effective. Neither of these are the case for the Redwood Ferry Service project. The exclusion of this project is an oversight, and we urge this Council to ensure that the Redwood Ferry Service project is included in the next draft of this document.

The Redwood City Ferry service is not a duplicative proposed transit service. Both the Redwood Ferry Service Business and Feasibility Plans evaluated two versions of the Redwood City Ferry service, including one from Oakland to Redwood City which provides a new transit link between the East Bay and Redwood City. No other transit agency currently operates or has plans to develop a direct transit link between these two locations.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region's 20-plus transit operators.

We understand that Plan Bay Area 2050+ is fiscally constrained, however, the Redwood City Ferry Service will be funded with sources that can only be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$15 million from San Mateo County Measure A specifically for the Redwood Ferry Service project, an allocation of SF Bay Ferry's Regional Measure 3 capital funds and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All of these federal ferry programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.

Excluding the Redwood City Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Redwood City ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

Finally, there is currently no passenger ferry service anywhere in the South Bay. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Redwood City Ferry service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

The Redwood City Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Redwood City Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,



Amy N. Buckmaster
President & CEO

Mayor Jeff Gee
Vice Mayor Lissette Espinoza-Garnica

Council Members
Alicia C. Aguirre
Kaia Eakin
Diane Howard
Elmer Martinez Saballos
Chris Sturken



1017 MIDDLEFIELD ROAD
Redwood City, California 94063
Telephone (650) 780-7220
www.redwoodcity.org

July 19, 2024

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service in Plan Bay Area 2050+

To Whom it May Concern:

I am writing on behalf of the City of Redwood City to express our concern regarding the exclusion of the Redwood City Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

It has come to our attention that the current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Redwood City Ferry Service—a project that has historically been included in previous versions of Plan Bay Area, has secured tens of millions in funding, and is currently under environmental review. Projects can be excluded from Plan Bay Area if it is duplicative of other transit or is not cost effective. Neither of these are the case for the Redwood Ferry Service project. The exclusion of this project is an oversight, and we urge this Council to ensure that the Redwood Ferry Service project is included in the next draft of this document.

The Redwood City Ferry service is not a duplicative proposed transit service. Both the Redwood Ferry Service Business and Feasibility Plans evaluated two versions of the Redwood City Ferry service, including one from Oakland to Redwood City which provides a new transit link between the East Bay and Redwood City. No other transit agency currently operates or has plans to develop a direct transit link between these two locations.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region's 20-plus transit operators.

We understand that Plan Bay Area 2050+ is fiscally constrained, however, the Redwood City Ferry Service will be funded with sources that can only be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$15 million from San Mateo County Measure A specifically for the Redwood Ferry Service project, an allocation of SF Bay Ferry's Regional Measure 3 capital funds and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All of these federal ferry programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.

Excluding the Redwood City Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Redwood City ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

Finally, there is currently no passenger ferry service anywhere in the South Bay. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Redwood City Ferry service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

The Redwood City Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Redwood City Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,



Jeff Gee
Mayor



July 19, 2024

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Regional Network Management Council Agenda Item 3b. Transit 2050+: Draft Project Performance and Draft Network – Inclusion of Berkeley Ferry Service

Regional Network Management Council Members:

I am writing on behalf of High Ambition Climate Collective, a California nonprofit corporation working to advance climate action in U.S. ports, to express our concern regarding the exclusion of the Berkeley Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. We urge this Council to include the Berkeley Ferry Service in the next draft of Plan Bay Area 2050+.

As you know, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy and vibrant future by 2050. Plan Bay Area 2050 serves as the Bay Area's Regional Transportation Plan (RTP), as required by federal regulations, and the Sustainable Communities Strategy (SCS), as required by state statute.

The current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Berkeley Ferry Service—a project that has historically been included in previous versions of Plan Bay Area, has secured over eleven million dollars in funding, and is currently in detailed design and environmental review. Projects can be excluded from Plan Bay Area if it is duplicative of other transit or is not cost effective. Neither of these are the case for the Berkeley Ferry Service project. The exclusion of this project is an oversight, and we urge this Council to ensure that the Berkeley Ferry Service project is included in the next draft of this document.

1. **The Berkeley Ferry Service project is not a duplicative proposed transit service.** MTC has identified the link between the East Bay and San Francisco

as a service/capacity gap for both peak and non-peak periods. Providing a new alternative means of transportation between Berkeley and San Francisco would directly reduce the existing demand between both the Berkeley-Downtown Oakland and Downtown Oakland-Downtown San Francisco links. The proposed Berkeley-San Francisco Ferry Service has been described as the 'missing link' in the San Francisco Bay ferry system and was included as a Tier 1 Project in the recently adopted San Francisco Bay Area Water Emergency Transportation Authority (WETA) 2050 Service Vision and Expansion Policy. The Alameda County Community-Based Transportation Plan 2020 also identified the Berkeley Ferry Service project as a priority project. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Berkeley Ferry Service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

- 2. The Berkeley Ferry Service project supports cost efficiency.** From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region's 20-plus transit operators.

We understand that Plan Bay Area 2050+ is fiscally constrained; however, the Berkeley Ferry Service will be funded with sources that can **only** be used for ferry transit projects, and it will not take away funding from other projects in the region. These specific funding sources include \$11.1 million already secured for the Berkeley Ferry Service project, an allocation of SF Bay Ferry's Regional Measure 3 capital funds and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program and the Federal Highway Administration Ferry Boat Program. All of these federal ferry programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.

Excluding the Berkeley Ferry Service project from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Berkeley Ferry Service project if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region.



In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

Finally, the Draft Plan Bay Area 2050+ currently has a three-point Greenhouse Gas gap that must be closed by advancing climate-friendly investments in the final phase. The Berkeley Ferry terminal is being designed to serve an all-electric, zero-emission ferry. This will be the first ferry terminal purposely built solely for electric service in the San Francisco Bay.

The Berkeley Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Berkeley Ferry Service project in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads 'Allyson Browne'. The signature is written in a cursive, flowing style.

Allyson Browne
Chief Executive Officer
High Ambition Climate Collective

From: [Odin](#)
To: [MTC-ABAG Info](#)
Subject: Public Comment: 7/22 Regional Network Management Council Meeting
Date: Saturday, July 20, 2024 12:06:38 PM

You don't often get email from odinpalen@gmail.com. [Learn why this is important](#)

External Email

Hello, I am a resident of Marin County who lives car-free and often relies on transit to get around. I greatly appreciate the Council's work on designing a draft network for Transit 2050+. However, I feel that the draft frequency improvements leave a lot to be desired in Marin and Sonoma Counties. Under the current draft, only the Larkspur Ferry, SMART north of Santa Rosa, and new Hwy 37 bus would see improvements. Hwy 101 between San Francisco and Santa Rosa sees the highest ridership of any bus lines in the North Bay, so improving frequency to at least every 15 min should be prioritized, especially between Novato and Santa Rosa. Transit priority elements should also be prioritized on the Hwy 101 corridor, especially as buses get delayed in the same traffic as cars, even when carrying dozens of passengers.

Thank you for your time and consideration.

Sincerely,
Odin Palen



July 18, 2024

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Regional Network Management Council Agenda Item 3b. Transit 2050+: Draft Project Performance and Draft Network – Inclusion of Berkeley Ferry Service

Regional Network Management Council Members:

I am writing on behalf of Pacific Environment to express our concern regarding the exclusion of the Berkeley Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

It has come to our attention that the current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Berkeley Ferry Service—a project that has historically been included in previous versions of Plan Bay Area, has secured over eleven million dollars in funding, and is currently in detailed design and environmental review. Projects can be excluded from Plan Bay Area if it is duplicative of other transit or is not cost effective. Neither of these are the case for the Berkeley Ferry Service project. The exclusion of this project is an oversight, and we urge this Council to ensure that the Berkeley Ferry Service project is included in the next draft of this document.

The Berkeley Ferry service is not a duplicative proposed transit service. MTC has identified the link between the East Bay and San Francisco as a service/capacity gap for both peak and non-peak periods. Providing a new alternative means of transportation between Berkeley and San Francisco would directly reduce the existing demand between both the Berkeley-Downtown Oakland and Downtown Oakland-Downtown San Francisco links.

The proposed Berkeley-San Francisco Ferry Service has been described as the ‘missing link’ in the San Francisco Bay ferry system, and was included as Tier 1 Project in the recently adopted WETA 2050 Service Vision and Expansion Policy. The Alameda County Community-Based Transportation Plan 2020 identified the Berkeley Ferry as a priority project. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Berkeley Ferry Service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region's 20-plus transit operators.

We understand that Plan Bay Area 2050+ is fiscally constrained, however, the Berkeley Ferry Service will be funded with sources that can **only** be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$11.1 million already secured for the Berkeley Ferry Service project, an allocation of SF Bay Ferry's Regional Measure 3 capital funds and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All of these federal ferry programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.

Excluding the Berkeley Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Berkeley ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

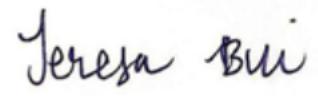
Finally, the Draft Plan Bay Area 2050+ currently has a three-point Greenhouse Gas gap that must be closed by advancing climate-friendly investments in the final phase. The Berkeley Ferry terminal is being designed to serve an all-electric, zero-emission ferry. This will be the first ferry terminal purposely built solely for electric service in the San Francisco Bay.

In areas surrounding the Oakland and San Francisco Bay Ports, harbor crafts constitute **one of the top three sources of cancer risk** because of diesel particulate matter exposure. The success of WETA's zero emission ferries will demonstrate the viability of clean, nonpolluting zero-emission shipboard power systems to the maritime industry and advance the state regulation, the Commercial Harbor Craft Rule.

The Berkeley Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Berkeley Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Teresa Bui". The signature is written in a cursive style with a light grey rectangular highlight behind it.

Teresa Bui
Climate Policy Director



PORT OF REDWOOD CITY

Serving Silicon Valley

Port Commissioners
Richard S. Claire
Ralph A. Garcia, Jr.
Lorianna Kastrop
Stan Maupin
Nancy C. Radcliffe

July 19, 2024

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service in Plan Bay Area 2050+

Honorable Commissioners,

I am writing on behalf of the Port of Redwood City to express our disagreement with the exclusion of the Redwood City Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. This oversight is a critical detriment to the emergency preparedness of the region, as the Port serves as a FEMA Federal Staging Area for the entire south San Francisco Bay, from which the ferry service will facilitate the deployment of first responders and resources after a catastrophic event. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

It has come to our attention that the current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Redwood City Ferry Service—a project that has historically been included in previous versions of Plan Bay Area, has secured tens of millions in funding, and is currently under environmental review. Projects can be excluded from Plan Bay Area if it is duplicative of other transit or is not cost effective. Neither of these are the case for the Redwood Ferry Service project. The exclusion of this project is an oversight, and we urge this Council to ensure that the Redwood Ferry Service project is included in the next draft of this document.

The Redwood City Ferry service is not a duplicative proposed transit service. Both the Redwood Ferry Service Business and Feasibility Plans evaluated two versions of the Redwood City Ferry service, including one from Oakland to Redwood City which provides a new transit link between the East Bay and Redwood City. No other transit agency currently operates or has plans to develop a direct transit link between these two locations. The Redwood City ferry service creates an opportunity for workers in the East Bay to seek employment with large businesses on the peninsula near the proposed ferry terminal. This is not currently feasible by public transit and is now an extremely long and difficult commute by single occupancy vehicles.

None of the other transit agencies provide unimpeded access from the South Bay to San Francisco, East Bay or North Bay in the event of a major earthquake or catastrophic event to facilitate provision of emergency supplies, services and first responders by water to impacted areas. The Port of Redwood City is a FEMA-designated staging area for Bay Area emergency services and hosts annual multi-agency preparedness drills. In addition, the Redwood City ferry service is critical to ensure equitable distribution of emergency services to South Bay residents.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region's 20-plus transit operators.

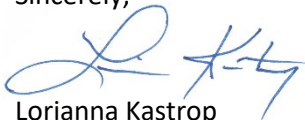
We understand that Plan Bay Area 2050+ is fiscally constrained, however, the Redwood City Ferry Service will be funded with sources that can only be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$15 million from San Mateo County Measure A specifically for the Redwood Ferry Service project, an allocation of SF Bay Ferry's Regional Measure 3 capital funds and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All of these federal ferry programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.

Excluding the Redwood City Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Redwood City ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

The Redwood City Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Redwood City Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Lorianna Kastrop', with a stylized flourish at the end.

Lorianna Kastrop
Board Chair



July 18, 2024

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Regional Network Management Council Agenda Item 3b. Transit 2050+: Draft Project Performance and Draft Network – Inclusion of Berkeley Ferry Service

Regional Network Management Council Members:

I am writing on behalf of Port of San Francisco to express our concern regarding the exclusion of the Berkeley Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

It has come to our attention that the current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Berkeley Ferry Service—a project that has historically been included in previous versions of Plan Bay Area, has secured over eleven million dollars in funding, and is currently in detailed design and environmental review. Projects can be excluded from Plan Bay Area if it is duplicative of other transit or are not cost-effective. Neither of these is the case for the Berkeley Ferry Service project. The exclusion of this project is an oversight, and we urge this Council to ensure that the Berkeley Ferry Service project is included in the next draft of this document.

The Berkeley Ferry service is not a duplicative proposed transit service. MTC has identified the link between the East Bay and San Francisco as a service/capacity gap for both peak and non-peak periods. Providing a new alternative means of transportation between Berkeley and San Francisco would directly reduce the existing demand between both the Berkeley-Downtown Oakland and Downtown Oakland-Downtown San Francisco links. The proposed Berkeley-San Francisco Ferry Service has been described as the 'missing link' in the San Francisco Bay ferry system and was included as a Tier 1 Project in the recently adopted WETA 2050 Service Vision and Expansion Policy. The Alameda County Community-Based Transportation Plan 2020 identified the Berkeley Ferry as a priority project. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Berkeley Ferry Service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region's 20-plus transit operators.

We understand that Plan Bay Area 2050+ is fiscally constrained, however, the Berkeley Ferry Service will be funded with sources that can **only** be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$11.1 million already secured for the Berkeley Ferry Service project, an allocation of SF Bay Ferry's Regional Measure 3 capital funds, and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All of these federal ferry programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.

Excluding the Berkeley Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces the mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Berkeley ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

Finally, the Draft Plan Bay Area 2050+ currently has a three-point Greenhouse Gas gap that must be closed by advancing climate-friendly investments in the final phase. The Berkeley Ferry terminal is being designed to serve an all-electric, zero-emission ferry. This will be the first ferry terminal purposely built solely for electric service in the San Francisco Bay.

The Berkeley Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Berkeley Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,



Elaine Forbes
Executive Director
Port of San Francisco



EXECUTIVE COMMITTEE

July 19, 2024

ARIANE HOGAN
Chair of the Board
Genentech

STEVE MINCEY
Vice Chair
DES

ROBERT WEBSTER
Vice Chair
Bohannon Development Company

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Past Chair of the Board
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ROSANNE FOUST
President & CEO
SAMCEDA

Chair Robert Powers and Members of the Regional Network Management Council
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Inclusion of Redwood City Ferry Service in *Plan Bay Area 2050+*

Dear Chair Robert Powers and Members of the Regional Network Management Council,

For seven decades, the San Mateo County Economic Development Association (SAMCEDA) has been a leading voice for the economic engine that is San Mateo County. SAMCEDA believes in the power of a strong economy driven by an appreciation of what that engine provides to our ecosystem on the Peninsula.

DIRECTORS

FRANK BARTALDO
Heritage Bank of Commerce

KEN BUSCH
Sares Regis Group of Northern California
Carol Donnelly
Embarcadero Capital Partners

WILLIAM GRAHAM
Sequoia Hospital, A Dignity Health Member

GREG HURD
BKF Engineers

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JUAN SALAZAR
Meta

NIRAJ SINGH
Kaiser Permanente

CHRIS WEBER
Oracle

LUCY WICKS
Stanford University

By working with employers of all sizes and industries, engaging with our public sector and our elected leadership, recognizing that we have 21 individual jurisdictions (20 cities and one county) and collaborating and communicating with the Chambers of Commerce, non-profit organizations and our educational institutions, SAMCEDA tackles the most difficult challenges through goal-oriented solutions.

I am writing on behalf of SAMCEDA to express our concern regarding the exclusion of the Redwood City Ferry Service from the current draft of the *Regional Transportation Plan, Plan Bay Area 2050+*. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. *Plan Bay Area 2050+* integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

It has come to our attention that the current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Redwood City Ferry Service (a project that has historically been included in previous versions of *Plan Bay Area*, has secured tens of millions in funding, and is currently under environmental review). Projects can be excluded from *Plan Bay Area* if it is duplicative of other transit or is not cost effective. Neither of these are the case for the Redwood Ferry Service project. The exclusion of this project is an oversight, and we encourage this Council to ensure that the Redwood Ferry Service project is included in the next draft of this document.

The Redwood City Ferry service is not a duplicative proposed transit service. Both the Redwood Ferry Service Business and Feasibility Plans evaluated two versions of the Redwood City Ferry service, including one from Oakland to Redwood City which provides a new transit link between the East Bay and Redwood City. No other transit agency currently operates or has plans to develop a direct transit link between these two locations.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region's 20-plus transit operators.



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We understand that *Plan Bay Area 2050+* is fiscally constrained, however, the Redwood City Ferry Service will be funded with sources that can only be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$15 million from San Mateo County Measure A specifically for the Redwood Ferry Service project, an allocation of SF Bay Ferry's *Regional Measure 3* capital funds and potential funding from federal ferry programs including the *Federal Transit Administration (FTA) Passenger Ferry Grant Program*, the *FTA Electric/Low Emission Ferry Program*, and the *Federal Highway Administration Ferry Boat Program*. All of these federal ferry programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's *Regional Transportation Plan*.

Excluding the Redwood City Ferry service from *Plan Bay Area 2050+* reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Redwood City ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

Finally, there is currently no passenger ferry service anywhere in the South Bay. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Redwood City Ferry service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

The Redwood City Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We encourage this Council to include the Redwood City Ferry Service in the next draft of *Plan Bay Area 2050+*.

Thank you for your consideration.

Sincerely,

Rosanne Foust
President & CEO, SAMCEDA



675 Seaport Boulevard, Redwood City, CA 94063

July 18, 2024

Regional Network Management Council
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service in Plan Bay Area 2050+

Dear Members of the Regional Network Management Council:

I am writing on behalf of Seaport Industrial Association (SIA) to express our concern regarding the exclusion of the Redwood City Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. SIA is a membership organization that represents industrial businesses in the Redwood City port area. We have advocated and worked closely with transportation planners for two decades to bring water transit service to Redwood City.

It has come to our attention that the current draft of Plan Bay Area 2050 does not include the Redwood City Ferry Service project which has historically been included in previous versions of Plan Bay Area, has secured tens of millions of dollars in funding, and is currently under environmental review. Projects can be excluded from Plan Bay Area if they are duplicative of other transit projects or are not cost effective. Neither of these applies to the Redwood City project. The exclusion of this project is an oversight, and we urge the Council to include it in the next draft Plan.

The Redwood City Ferry project is not duplicative of other transit service. Both the Redwood Ferry Service Business and Feasibility Plans evaluated two versions of service, including a route between Oakland and Redwood City which provides a new transit link between the East Bay and the Peninsula. No other transit agency currently operates or has plans to develop a direct transit link between these two locations. Current transit connections (e.g., BART to Caltrain to Redwood City) require multiple mode changes and take so long as to be entirely impractical.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile like other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars, adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region's 20-plus transit operators.

We understand that Plan Bay Area 2050+ is fiscally constrained. However, the Redwood City Ferry Service will be funded with sources that can only be used for ferry transit projects and will not compete with funding from other projects in the region. These specific funding sources include (a) \$15 million from San Mateo County Measure A designated for the Redwood City Ferry Service project, (b) an allocation of SF Bay Ferry's Regional Measure 3 capital funds, (c) and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All these federal ferry programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.

Excluding the Redwood City Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and creates a barrier to transit expansion. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Redwood City ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. Given how close the project is to implementation, and the opportunity to secure federal funding, the failure to list the project in Plan Bay Area would amount to eliminating a transit mode that meets a demonstrated need with no corresponding benefit for other projects.

In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

Finally, there is currently no passenger ferry service anywhere in the South Bay. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Redwood City Ferry service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event. It is a perfect complement for the Port of Redwood City's role as a FEMA-designated emergency response site for the Peninsula and Silicon Valley.

The Redwood City Ferry Service project will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge you to include the Redwood City Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Greg Greenway', with a stylized flourish at the end.

Greg Greenway
Executive Director



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0899 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 6/20/2024 **In control:** Regional Network Management Council

On agenda: 7/22/2024 **Final action:**

Title: Transformation Action Plan Action 25: Paratransit Eligibility Draft Report

Draft report on Transformation Action Plan Action 25: Adopt standardized eligibility practices for programs that benefit people with disabilities.

Sponsors:

Indexes:

Code sections:

- Attachments:** [3c. 24-0899 Transformation Action Plan Action 25](#)
[3ci. 24-0899 Transformation Action Plan Accessibility Initiatives](#)
[3cii. 24-0899 Bay Area Paratransit Eligibility TAP Draft Report](#)
[3ciii. 24-0899 Presentation-Paratransit Eligibility](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transformation Action Plan Action 25: Paratransit Eligibility Draft Report

Draft report on Transformation Action Plan Action 25: Adopt standardized eligibility practices for programs that benefit people with disabilities.

Presenter:

Drennen Shelton, MTC and John Sanderson, CCCTA

Recommended Action:

Information

Attachments:

Regional Network Management Council

July 22, 2024

Agenda Item 3c

Transformation Action Plan Action 25: Paratransit Eligibility Draft Report

Subject:

Draft report on Transformation Action Plan Action 25: Adopt standardized eligibility practices for programs that benefit people with disabilities.

Background:

In July 2021, MTC’s Blue Ribbon Transit Recovery Task Force developed the Bay Area Transit Transformation Action Plan (TAP). The TAP identified five desired outcomes with associated near-term action items to achieve a more connected, efficient, and user-focused mobility network. One outcome was “Accessibility: Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently,” and with it came five actions, listed in Attachment A: Transformation Action Plan Accessibility Initiatives.

Action 25: Standardization of Eligibility Practices

Action 25 focuses on establishing standard eligibility practices for programs that benefit people with disabilities [Regional Transportation Connection Clipper® Access program and Americans with Disabilities Act (ADA) paratransit].

Eligibility for both the RTC Clipper Access program and ADA paratransit are based on qualifying disabilities. However, the eligibility criteria for ADA paratransit is more rigorous than the RTC Clipper Access eligibility criteria. RTC Clipper Access provides a Clipper discount on Bay Area transit. MTC and Bay Area transit agencies expanded RTC Clipper Access eligibility to allow ADA paratransit eligible riders to opt into the program, rather than going through the eligibility process. This has streamlined the RTC Clipper Access application process for ADA paratransit riders who can use fixed-route transit under some circumstances. This policy change was completed in September 2023 and has now been fully implemented.

The larger focus of Action 25 is on standardizing the approach to determining eligibility for the nineteen ADA-mandated paratransit programs provided by Bay Area public transit agencies. This work, developed by MTC and the Bay Area Partnership Accessibility Committee (BAPAC), a working group of Bay Area transit and paratransit agency staff, considered the great variations among transit agencies that exist in the Bay Area. These variations include but are not limited to size, jurisdictional density, priorities of riders and elected officials, and existing contracts with eligibility vendors. Because of this, the guiding principles in developing recommendations focused on emphasizing universal practices, reducing burdens to applicants, riders, and transit agencies, regionalizing some functions, and minimizing the level of new investment while also ensuring continued federal compliance.

Draft Report and Recommendations

In consultation with paratransit riders, MTC and transit agency staff have developed draft recommendations and are seeking your feedback and input. The draft report is divided into three sections: (1) An overview of current eligibility practices by public transit agencies in the Bay Area, (2) industrywide best practices and lessons learned from peer transit agencies across the country, and (3) near-term recommendations.

Complete standardization would require a large investment of new funding and would not necessarily be beneficial in all cases. Given the fiscal challenges currently faced by many transit agencies, the draft recommendations identifies near-term actions to achieve the goals outlined by Action 25. A summary of the recommendations are listed below, categorized by recommendations that primarily benefit the riders through improved customer experience and recommendations that improve the quality of the service.

Near Term Recommendations Focused on Customer Experience:

1. Standardize application forms and provide applications online, including translated versions, to meet Title VI requirements
2. Standardize eligibility interview protocols for agencies using in-person and paper/phone-based assessments
3. Standardize the appeals process
4. Standardize definitions of eligibility categories and renewal timelines

5. Explore alternatives to in-person assessments for disability categories that are not conducive to in-person assessments
6. Identify and enhance the promotion of paratransit alternatives and incorporate travel training referrals during the eligibility process

Near Term Recommendations Focused on Quality of Services:

7. Set aside new funding to host regional paratransit eligibility training annually
8. Learn about new eligibility vendors in coordination and with support from MTC
9. Explore technical solutions to enhance eligibility implementation
10. Develop ongoing monitoring strategies for quality assurance
11. Explore increasing the application of trip conditional eligibility

Next Steps:

Following input and feedback from the RNM Council, a final draft report will be presented to the RNM Committee in the fall. Following acceptance of these recommendations, MTC and transit agency staff will coordinate to advance policy changes and implementation through a paratransit eligibility working group. The working group will identify which recommendations to prioritize for implementation and develop an action timeline. The RNM Council will receive update on this effort.

Action:

Information and Feedback

Attachment:

- Attachment A: Transformation Action Plan Accessibility Initiatives
- Attachment B: Bay Area Paratransit Eligibility Transformation Action Plan Draft Report
- Attachment C: Presentation

Transformation Action Plan Accessibility Initiatives

Action #	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 Coordinated Plan
Action 22	Fund additional subregional one-seat paratransit ride pilots and develop cost-sharing policies for cross jurisdictional paratransit trips
Action 23	Integration of ADA-paratransit services on Clipper Next Generation (this is an ongoing effort, led by Clipper staff)
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 (ADA-paratransit and RTC Program)

Bay Area Paratransit Eligibility Transformation Action Plan Action 25

Project Manager

Drennen Shelton, Senior Planner, Metropolitan Transportation Commission

Bay Area Partnership Accessibility Committee

John Sanderson, County Connection, Chair

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Action 25: Standardized Eligibility Practices

Action 25 Introduction

Action 25 of the Bay Area Transit Transformation Action Plan focuses on standardizing eligibility practices for programs that benefit people with disabilities (i.e., Regional Transportation Connection Clipper® Access program and ADA paratransit).

Eligibility for both RTC Clipper Access and ADA paratransit is based on qualifying disabilities, but the eligibility criteria for ADA paratransit is more rigorous than that of RTC Clipper Access. RTC Clipper Access provides a Clipper discount card to Bay Area residents with qualifying disabilities.¹ Eligible riders use the card to receive discounted fares on fixed-route bus, rail and ferry systems throughout the Bay Area. To better align eligibility, MTC and Bay Area transit agencies expanded RTC Clipper Access eligibility criteria to include riders who qualify for ADA paratransit. This has streamlined the RTC Clipper Access application process for ADA paratransit riders who can use fixed-route transit under some circumstances. This work was completed in September 2023 and will be implemented in May 2024.

Paratransit Eligibility Summary

The larger focus of Action 25 is on standardizing the approach to determining eligibility for ADA-mandated paratransit provided by Bay Area public transit agencies. The Americans with Disabilities Act (ADA) requires public transit agencies that operate fixed-route service to provide “complementary paratransit” service to people with disabilities who cannot use the fixed-route bus or rail service some or all of the time because of a disability. In general, ADA paratransit service must be provided within 3/4 of a mile of a bus route or rail station, at the same hours and days, for no more than twice the regular fixed-route fare. To qualify for this service, it is typically necessary to submit an application and may also require supporting documentation, an in-person interview and/or an in-person assessment of the applicant’s ability to use fixed-route service.

Since the initial implementation of ADA paratransit in the early 1990’s, many different approaches have been used by Bay Area transit agencies. All have been guided by the expertise and competence of resolute program staff and informed by sometimes shifting federal guidance and local priorities through the decades. As a result, Bay Area transit agencies employ a wide variety of evaluation practices for establishing ADA paratransit eligibility.

The work of Action 25 emphasizes universal practices, reducing burdens to applicants, riders and transit agencies, regionalizing some functions and minimizing the level of new investment, while also ensuring continued compliance with federal requirements contained in 49 CFR Part 27, FTA Circular 4710.1 and elsewhere. These have been the guiding principles in the development of the recommendations by MTC and the Bay Area Partnership Accessibility Committee (BAPAC), a working group of Bay Area public transit and paratransit agency staff.

It important to note that there are significant variations between transit agencies in the nine-county Bay Area that limit the full standardization of eligibility practices. These variations include, but are not limited to, the size and governance structure of the agency, demographic differences between subregions, jurisdictional density, associated availability of fixed-route/other transportation services,

¹ <https://511.org/transit/rtc-card>

political priorities of elected officials and constituencies in different jurisdictions and existing contracts with eligibility vendors.

Further, full adoption of best practices identified elsewhere in the U.S. would require a large investment of already very limited resources and would not necessarily be beneficial in all cases. Based on preliminary cost analysis, the recommendations presented in this report could lead to some agencies incurring higher eligibility costs and others lower costs. Ideally, agencies would pool their resources to share the burden of the eligibility function for the sake of regional benefits of standardized practices. However, given the fiscal challenges currently faced by many transit agencies, these recommendations have identified near-term actions that will result in a level of standardization to meet the Action 25 objectives, while considering the context for implementation by each agency. At the same time, some of the more far-reaching recommendations have also been presented as long-term changes to consider over time as additional resources become available.

This report is divided into three sections. The first provides an overview of current eligibility practices by public transit agencies in the Bay Area. This is followed by a section describing the industry-wide best practices and lessons learned from peer transit agencies across the country. The third section presents near-term recommendations that are intended to be implemented by all agencies, and some strategies for longer-term consideration to meet the overall objectives of Action 25 consistent with best practices nation-wide. A summary of the recommendation is listed below.

Near-Term Recommendations

1. Standardize application forms and provide applications online, including translated versions to meet Title VI requirements.
2. Standardize eligibility interview protocols for agencies using in-person and paper/phone-based assessments.
3. Standardize the appeals process.
4. Explore non in-person assessments for disability categories that are not conducive to in-person assessments.
5. Standardize definitions of eligibility categories and renewal timelines.
6. Identify and enhance promotion of paratransit alternatives and incorporate travel training referrals during the eligibility process.
7. Set aside new funding for MTC to host paratransit eligibility trainings annually.
8. Learn about new eligibility vendors with support from and in coordination with MTC.
9. Explore technical solutions to enhance eligibility implementation.
10. Develop ongoing monitoring strategies for quality assurance.
11. Increase the application of trip conditional eligibility.

Recommendations to Consider Longer-Term

- Explore implementation of in-person assessments.
- Consider an integrated regional system of eligibility centers.

Bay Area ADA Paratransit Eligibility Practices

The Americans with Disabilities Act (ADA) requires public transit agencies that operate fixed-route service to provide “complementary paratransit” service to people with disabilities who cannot use the fixed-route bus or rail service some or all of the time because of a disability. In general, ADA paratransit service must be provided within 3/4 of a mile of a bus route or rail station, at the same hours and days, for no more than twice the regular fixed-route fare. To qualify for this service, it is typically necessary to submit an application, and may also require supporting documentation, an in-person interview and/or an in-person assessment of the applicant’s ability to use fixed-route service.

Information was gathered about current eligibility practices conducted by public transit ADA-mandated paratransit programs throughout the region. Documentation of these practices is based on interviews with representatives of all ADA paratransit programs in the Bay Area, in addition to analysis of data generated by the Regional Eligibility Database (RED). Paratransit eligibility methods in the Bay Area range across a variety of models due to both differences in agency protocols and capacities, and the effect of the pandemic. It should be noted that the information contained in this report was gathered in August-October 2022, at a time when agencies were slowly beginning to emerge from the effects of the pandemic.

Due to COVID-related restrictions starting in March 2020, many Bay Area transit agencies significantly changed their processes for determining ADA paratransit eligibility. Agencies that had used in-person assessments shifted to paper-based or telephone interviews to avoid potential contagion. As a result, to identify “typical” eligibility models used by the various agencies, a segment of this analysis is based on 2019 practices. In addition, while attempting to make direct comparisons between various agencies based on the RED, it was discovered that some data could not be captured due to RED reporting limitations.

Application Volume

The following table shows the number of applications submitted at each transit agency and illustrates volume decline since COVID.

Table 1 New Applications per Agency

Agency	2019 Monthly Average	July 2022	Percent Change
County Connection	49	28	-43%
East Bay Paratransit	161	204	21%
Livermore Amador Valley Transit Authority (LAVTA)	18	15	-17%
Marin Transit / Golden Gate Transit (Marin Access)	45	17	-62%
Napa Valley Transportation Authority (NVTA)	13	9	-31%
Petaluma Transit	12	13	10%
SamTrans	113	93	-18%
San Francisco Municipal Transportation Agency (SFMTA)	212	199	-6%
Santa Clara Valley Transportation Authority (VTA)	250	190	-24%
Santa Rosa CityBus	24	17	-29%

Solano County Operators ²	46	26	-44%
Sonoma County Transit	23	15	-35%
Tri Delta Transit	56	75	34%
Union City Transit	11	12	9%
WestCAT	5	2	-60%

Eligibility Models

Within the U.S., the Bay Area is unique in the variety of paratransit eligibility models adopted by the transit agencies in the region. As a result, an applicant in one area of the region cannot be guaranteed the same eligibility process and potentially the same outcome if they were to apply in another part of the region. This task is intended to address this issue of regional inconsistency.

At the same time there are myriad historic reasons and present-day realities that influence the adoption of various eligibility models. For example, large paratransit programs have greater financial resources than small programs to implement what are considered in the industry to be more sophisticated eligibility processes (i.e., eligibility models that incorporate some form of in-person assessments). But a few small Bay Area agencies report not experiencing fiscal constraints within their paratransit programs and recorded paratransit ridership declines even before the onset of COVID. These agencies may not see a need to implement an in-person model that could present a barrier to expanding their paratransit ridership base and, consequently, depriving the programs of funds that could be used for service provision.

Political realities are often the determinant of the eligibility model adopted by an agency, while others are more focused on cost controls. Some decision-makers perceive in-person assessments to be “stricter” and therefore represent a constraint on the civil rights of people with disabilities. Others perceive in-person assessments as necessary to preserving quality paratransit service for people with disabilities who do not have other transportation options. Further, in-person eligibility models are more costly than other models. Indeed, experience within the Bay Area and beyond has shown that the quality of both phone-based and in-person assessments can vary substantially based on the evaluator’s training/background, methodology, questions, etc. This is discussed in greater detail in subsequent sections.

The divergence of fiscal and political realities is illustrated in the broad range of eligibility models within the Bay Area. Some agencies rely only on a paper-based application to determine eligibility, which applicants either mail in or drop off at the transit agency. Other agencies conduct phone or in-person interviews in addition to applications. Still others follow-up phone or in-person interviews with a transit skills assessment (also known as a “functional assessment”) that evaluates an applicant’s ability to use the fixed-route system.

² Eligibility for the five Solano County transit agencies (City of Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, Solano County Transit, and Vacaville City Coach) is performed through one contract overseen by Solano Transportation Authority (STA), the consolidated transportation service agency and county transportation authority, and in this report will be referred to as the Solano County Operators.

Pre-COVID, a substantial proportion of agencies used in-person assessments, either “interviews only” or “interviews plus functional assessments as needed.” A slightly smaller proportion used paper-based assessments with the option of follow-up interviews.

Agencies such as SamTrans, County Connection, SFMTA, East Bay Paratransit, Santa Rosa CityBus, Petaluma Transit and the Solano County Operators required in-person assessments pre-COVID, but all relied on phone interviews during the pandemic. Most of these agencies gradually reinstated in-person assessments during 2022.

Marin Access (representing Golden Gate Transit and Marin Transit) noted political support for a relatively open eligibility process due to the lack of funding constraints within their paratransit program. Both Marin Access and Union City Transit have never conducted in-person evaluations and believe that the benefits do not justify the cost. However, Marin Access indicated that more than half the applications require phone interview follow-ups to clarify information submitted by the applicant. VTA’s board of directors does not support in-person evaluations, even though the contractor for the agency is almost fully set up to conduct these assessments. Napa Valley Transportation Authority (NVTA) is open to in-person evaluations if the process costs were to be mitigated by a regional eligibility model. Tri Delta Transit at the time of the interviews was conducting in-person interviews on a very limited basis. WestCAT automatically confirms all applicants as eligible if they submit all the required information.

Eligibility Levels

Paratransit applicants are granted different eligibility determinations based on the extent to which the applicant’s disability impacts their ability to ride the fixed-route system. The following table provides definitions for each of the four potential eligibility determinations.

Table 2 Eligibility Level Definitions

Eligibility Level	Definition
Unconditional ³	The rider’s disability prevents them from using the fixed-route service under any circumstances, regardless of weather, distance to the stop, etc.
Conditional	The rider can be reasonably expected to make some trips on the fixed-route service, whereas paratransit will be required for other trips.
Denied	Applicant is ineligible to use ADA paratransit service as they are able to use fixed-route service independently. Applicant can reapply at any time.
Incomplete	Application reviewed by the agency and found to be incomplete, returned to the applicant for completion.

Use of Eligibility Conditions

One of the key measures of an effective eligibility program is the ability to make conditional eligibility determinations and to have the reservationist staff capability to apply those conditions to trip requests. While there are model agencies throughout the U.S. that routinely apply conditions, most systems

³ Also known as “full” eligibility.

nationwide have not implemented this eligibility category because of the perception that implementation is expensive and complicated.

While almost all Bay Area agencies use the conditional eligibility category, only three reported application of eligibility conditions: SamTrans, Sonoma County Transit and Petaluma Transit. However, Petaluma Transit indicated that since they have transitioned from in-person contracted evaluations to an in-house, paper application-based model, the percentage of eligibility conditions has declined. VTA and County Connection have chosen not to apply eligibility conditions due to lack of training of scheduling staff, which is a significant issue for many agencies due to salary and skill levels of most reservationists. Marin Access has not ruled out the possibility of applying eligibility conditions but noted the high training costs needed to implement this change.

Eligibility Term

The RED currently defines ADA paratransit eligibility terms as follows:

Table 3 RED Eligibility Term Definitions

RED Eligibility Term	Definition
Permanent	Three years ⁴ of eligibility followed by full recertification process
Temporary	Up to one year of eligibility followed by full recertification process
Auto-renewal	Three years of eligibility followed by abbreviated recertification process (also known as auto-recertification, simplified or expedited recertification), typically used for riders with permanent disabilities

Recertification and Permanent Eligibility

Importantly, the “permanent” status does not actually grant riders with permanent eligibility. Rather, the permanent status grants riders with an extended term of eligibility (in this case, three years) before having to go through the full recertification process. By contrast, the “auto-renewal” status is an approach that has been identified as an important benefit to some members of the disability community, particularly those who have permanent disabilities.

Under the auto-renewal process, agencies use information gathered about the rider’s disability during the initial application process or subsequent recertification where evaluators indicate that the applicant’s inability to ride fixed-route transit is unlikely to change. They would therefore not be required to participate in a full recertification process when their eligibility expires. This reduces the burden associated with a full follow-up application recertification process for both riders and agency staff.

Agencies have different ways of handling this auto-renewal process but generally a short form or postcard is sent to riders asking for an update of contact information, changes in mobility, changes in disability and any changes in mobility devices used.

⁴ The RED default for Permanent eligibility was updated from three to five years on February 1, 2024.

Table 4 Agencies that Grant Auto-Renewal Eligibility During Initial Assessment

Agency	Grant Auto-Renewal Eligibility During Initial Assessment
County Connection	Yes
East Bay Paratransit	Yes
Livermore Amador Valley Transit Authority (LAVTA)	Yes
Marin Transit / Golden Gate Transit (Marin Access)	Yes
Napa Valley Transportation Authority (NVTA)	No
Petaluma Transit	Yes
SamTrans	Yes
San Francisco Municipal Transportation Agency (SFMTA)	No
Santa Clara Valley Transportation Authority (VTA)	No
Santa Rosa CityBus	Yes
Solano County Operators	No
Sonoma County Transit	Yes
Tri Delta Transit	Yes
Union City Transit	Yes
WestCAT	Yes

Nine agencies allow for an auto-renewal eligibility designation during their initial assessment. East Bay Paratransit, NVTA and the Solano County Operators provide auto-renewal eligibility by an abbreviated short form for the eligibility recertification process. Marin Access relies on a professional verification form⁵ to determine auto-renewal eligibility. SFMTA grants permanent eligibility to all customers who use group van agency services.⁶ County Connection does not provide auto-renewal eligibility during the initial assessment but plans to initiate this approach shortly. SamTrans offered “renew by mail” eligibility during the initial assessment pre-pandemic.

Table 5 Permanent Eligibility Rate

Agency	Permanent Eligibility Rate
County Connection	97%
East Bay Paratransit	80%
Livermore Amador Valley Transit Authority (LAVTA)	5%
Marin Transit / Golden Gate Transit (Marin Access)	90%
Napa Valley Transportation Authority (NVTA)	46%
Petaluma Transit	40%
SamTrans	20%

⁵ A professional verification of functional disability requires the applicant’s treating professional to fill out information on the applicant’s disability, date of onset, medications used, side effects, etc.

⁶ SF Paratransit Group Van offers pre-scheduled, door-to-door van service to groups of ADA-eligible riders attending specific agency programs such as Adult Day Health Care, senior centers, or workplaces.

San Francisco Municipal Transportation Agency (SFMTA)	5%
Santa Clara Valley Transportation Authority (VTA)	0%
Santa Rosa CityBus	38%
Solano County Operators	22%
Sonoma County Transit	0%
Tri Delta Transit	95%
Union City Transit	Unable to provide
WestCAT	100%

In-House Staff vs. Contractor Evaluations

Seven agencies conduct eligibility evaluations using in-house staff. Of these agencies, Petaluma Transit and Union City Transit reported that their staff are required to enroll in National Transit Institute (NTI) ADA paratransit eligibility training. The NTI training is also used by other agencies but not as a staff requirement. It should be noted that during the past three years NTI class offerings have been significantly scaled back. LAVTA previously externally contracted eligibility evaluations pre-pandemic but now conducts evaluations in-house. WestCAT and Sonoma County Transit indicated that their in-house evaluators had no formal training apart from on-the-job training.

Eight agencies use contractors to determine eligibility. East Bay Paratransit requires contracted certification analysts to attend NTI training. The five national eligibility vendors who have active contracts in the Bay Area are CARE Evaluators, Medical Transportation Management (MTM), Transdev, ADA Ride and Paratransit, Inc.

Table 6 Conducting Evaluations: In-House vs. Contractor

Agency	In-House vs. Contractor Evaluations
County Connection	In-house
East Bay Paratransit	Contractor (Transdev)
Livermore Amador Valley Transit Authority (LAVTA)	In-house
Marin Transit / Golden Gate Transit (Marin Access)	Contractor (Transdev)
Napa Valley Transportation Authority (NVTA)	Contractor (ADA Ride)
Petaluma Transit	In-house
SamTrans	Contractor (MTM)
San Francisco Municipal Transportation Agency (SFMTA)	Contractor (Transdev)
Santa Clara Valley Transportation Authority (VTA)	Contractor (Transdev)
Santa Rosa CityBus	Contractor (CARE)
Solano County Operators	Contractor (Paratransit, Inc.)
Sonoma County Transit	In-house
Tri Delta Transit	In-house
Union City Transit	In-house
WestCAT	Contractor (MV Transportation)

Training for Personnel Conducting Evaluations

The skill levels and training of eligibility evaluators significantly impacts their ability to reliably conduct accurate eligibility determinations. The Easter Seals Project ACTION manual and training program that

has served as the gold standard for eligibility models in the U.S. for the past twenty years recommends that occupational and physical therapists (OTs and PTs) generally have the best skills for determining applicants' ability to ride fixed-route transit. However, in practice, the personal familiarity of many OTs and PTs with the public transit options in their area cannot necessarily be assumed, as they are no more likely to be regular transit riders than are professionals in similarly prestigious positions. Additionally, due to the costs associated with hiring and retaining these professionals and periods in which there are a lack of available candidates for evaluation, OTs and PTs are generally used to conduct evaluations only in larger and medium sized U.S. transit agencies. Many smaller agencies rely on training that has been provided periodically by programs like NTI and staff without postsecondary educational backgrounds.

Bay Area transit agencies reported extremely limited use of OTs and PTs in their eligibility programs (only one agency), including those conducted by contractors. Some agencies indicated that their evaluators had participated in the NTI trainings and others that their evaluators had only received on-the-job training, usually from their predecessors. In some instances, eligibility determinations are conducted by clerical staff who have no training in disability or rehabilitation related fields. This common issue demonstrates that eligibility training is hard to find.

Integration of the Eligibility Process into Mobility Management Function

Mobility management is a strategic, cost-effective framework in which services and best practices are developed for connecting people with transportation needs to resources that can accommodate those needs. Its focus is the person — the individual with specific needs — rather than a particular transportation mode. Through partnerships with transportation service providers, mobility management enables individuals to use a cost-efficient travel method that is appropriate for their situation and trip.

In recent years, many U.S. transit agencies have shifted towards a more holistic approach to serving the mobility needs of the public. As part of this trend, the concept of mobility management has evolved, which encourages and supports the consumer to make use of all public transportation resources in their community, not just ADA paratransit service. This holistic approach is also recommended in MTC's Coordinated Public Transit-Human Service Transportation Plan.⁷ The additional transportation resources, including travel training, community shuttles, taxis and ride hailing companies could potentially meet some of the mobility needs of people with disabilities. Some agencies have integrated the paratransit eligibility function into their mobility management structure to broaden mode choices for individuals seeking paratransit eligibility.

Seven Bay Area agencies reported having no plans to integrate the eligibility function into a broader mobility management framework. Many others have either explicitly folded eligibility into mobility management or ensure that customers are made aware of the other mobility services available in their area as part of their eligibility process.

SFMTA, County Connection, Marin Access and LAVTA have all integrated the eligibility function into a larger mobility management structure to varying degrees. East Bay Paratransit provides a resource list to applicants during their evaluation process and are considering developing an in-house travel training program. While VTA is still in the early stages of creating a mobility management function, they do refer customers to volunteer driver programs. Other agencies reported that they refer to other program

⁷ www.mtc.ca.gov/coordinatedplan

offerings as part of their eligibility process (e.g., NVTA staff inform applicants about their shared vehicle program). SamTrans has a mobility management function that is not linked directly to the eligibility process, but evaluators do offer travel training referrals. Tri Delta Transit does not currently plan to integrate the eligibility function into a mobility management function but may change direction under new management and to further the countywide mobility management plan.

Table 7 Mobility Management Functions Integrated into Eligibility Process

Agency	Mobility Management Functions Integrated into Eligibility Process
County Connection	Already integrates the eligibility process into a mobility management function
East Bay Paratransit	Provides information and some referrals to other mobility options; Does not work directly with other agencies
Livermore Amador Valley Transit Authority (LAVTA)	Already integrates the eligibility process into a mobility management function
Marin Transit / Golden Gate Transit (Marin Access)	Already integrates the eligibility process into a mobility management function
Napa Valley Transportation Authority (NVTA)	Promotes reduced taxi fare and transit ambassador programs as part of eligibility process
Petaluma Transit	Open to having a mobility manager assist with assessments, travel training and outreach
SamTrans	Offers transit training referrals; Has mobility management function that is not directly related to eligibility process
San Francisco Municipal Transportation Agency (SFMTA)	Already integrates the eligibility process into a mobility management function
Santa Clara Valley Transportation Authority (VTA)	Refers riders to volunteer programs; Promotes Regional Transportation Connection Clipper Access program
Santa Rosa CityBus	No plans to integrate eligibility process into a mobility management function
Solano County Operators	No plans to integrate eligibility process into a mobility management function
Sonoma County Transit	No plans to integrate eligibility process into a mobility management function
Tri Delta Transit	May integrate eligibility process into mobility management function under new leadership
Union City Transit	No plans to integrate eligibility process into a mobility management function
WestCAT	No plans to integrate eligibility process into a mobility management function

Eligibility Costs

The information in the tables below provides the costs of the eligibility process within each transit agency and the costs per individual assessment. The cost per individual assessment is calculated by dividing the overall eligibility process cost by the number of completed assessments. Eligibility costs can be calculated differently across agencies, but generally they include staff time needed for administrative tasks (including contract oversight), reviewing applications, conducting interviews and transit skills

assessments, professional follow-ups and writing up reports and correspondence. They generally do not include the capital costs of the assessment facility or development of marketing materials, although these are sometimes included in the eligibility vendor's scope where this function is contracted out.

In reviewing and comparing the costs documented below, transportation costs to and from assessment facilities is one substantive cost that has not been included for those conducting in-person assessments. This is due to the inconsistency with which transportation costs are reflected in the costs provided by transit agencies. This omission of costs should facilitate an apples-to-apples comparison but is nevertheless a factor that should be examined by all agencies considering in-person assessments. Decision-makers may view these per assessment costs as high, therefore education regarding the long-term cost and civil rights benefits of more accurate assessments is important.

Table 8 Annual Assessment Costs Per Applicant and Eligibility Process Costs

Agency	Number of Annual Assessments	Cost per Assessment	Total Annual Cost of Eligibility Process
County Connection	1,198	\$192	\$230,000
East Bay Paratransit	5,914	\$70	\$414,000
Livermore Amador Valley Transit Authority (LAVTA)	300	\$67	\$19,500
Marin Transit / Golden Gate Transit (Marin Access)	N/A	Unable to provide	\$75,000
Napa Valley Transportation Authority (NVTA)	N/A	\$240	Unable to provide
Petaluma Transit	350	\$200	\$70,000
SamTrans	2,368	\$231	\$547,000
San Francisco Municipal Transportation Agency (SFMTA)	5,827	\$162	\$944,000
Santa Clara Valley Transportation Authority (VTA)	4,872	\$195	\$950,000
Santa Rosa CityBus	228	\$334	\$76,000
Solano County Operators	1,768	\$164	\$290,000
Sonoma County Transit	200	\$150	\$30,000
Tri Delta Transit	200	\$150	\$30,000
Union City Transit	Unable to provide	Unable to provide	Unable to provide
WestCAT	175	\$163	\$28,525

Costs per individual assessment ranged from \$70 for East Bay Paratransit to \$344 for Santa Rosa CityBus. Per assessment costs at Santa Rosa CityBus and other contracting agencies have grown considerably since the onset of the pandemic due to high fixed costs being spread across a reduced volume of applications. VTA's eligibility contract is largely set up to cover the cost of staff that would be required to conduct in-person interviews. However, as of September 2023, the current model relies exclusively on phone interviews. As a result, the cost per phone assessment is almost as high as would be the case if the agency were conducting in-person interviews since these are largely driven by labor costs.

It should be noted that some of these costs were much higher pre-COVID when contractors were providing in-person assessments rather than phone interviews (e.g., Solano County Operators paid their contractor \$397.65 for in-person assessments, in contrast to \$164 for phone interviews).

Table 8 provides the range of costs for eligibility processes within each agency, both contracted costs and in-house costs, based on information provided in the stakeholder interviews. The total annual cost of eligibility processes ranged from \$30,000 in Sonoma County to nearly \$950,000 at VTA. As noted above, these do not include the considerable costs of providing transportation to and from in-person assessments.

Appeals Models

Transit agencies are required by the ADA to create an appeals procedure that allows applicants who have been granted any determination other than “unconditional” to have their eligibility determination subject to additional review.

Table 9 Appeals Models by Agency

Agency	Appeals Model
County Connection	Agency Committee
East Bay Paratransit	Agency Committee
Livermore Amador Valley Transit Authority (LAVTA)	Referral to Executive Director
Marin Transit / Golden Gate Transit (Marin Access)	Agency Committee
Napa Valley Transportation Authority (NVTA)	Referral to Executive Director
Petaluma Transit	Agency Committee
SamTrans	Agency Committee
San Francisco Municipal Transportation Agency (SFMTA)	Agency Committee
Santa Clara Valley Transportation Authority (VTA)	Agency Committee
Santa Rosa CityBus	Agency Committee
Solano County Operators	Agency Committee
Sonoma County Transit	Agency Committee
TriDelta Transit	Agency Committee
Union City Transit	None
WestCAT	Agency Committee

The appeals process of ten agencies is the responsibility of an agency-based committee made up of medical professionals, transit agency representatives and paratransit registrants. Many agencies conduct an administrative review of the appeal before referring to an appeals panel. For example, VTA uses a two-level appeals process that includes an administrative level of appeal conducted in-house, then an appeals committee made up of VTA managers. Instead of consulting a committee, NVTA evaluation staff refer appeals to the Executive Director.

Four agencies do not have a documented appeals process. LAVTA has historically overturned conditional eligibility determinations in favor of the applicant upon appeal. Several agencies have had few appeals processed in recent years. Marin Access and Petaluma Transit reported not having received an appeal since 2018.

Other Suggestions and Observations by Transit Agency Staff

As part of the interview process with agency staff throughout the Bay Area, some offered the following additional suggestions for consideration in the development of eligibility process recommendations:

- For any recommended eligibility model changes, it is important to consider the implementation timeline as it relates to current eligibility contracts, as it can take up to 12 months to complete a contract process.
- The cost of the eligibility function (in funding, staff resources, etc.) impacts processes and outcomes. While transit agencies may be big, accessible services departments tend to be small, and some can afford robust contractor support while others cannot.
- ADA paratransit programs typically consume an outsized proportion of transit agency's operating budget while only accounting for a small percent of the agency's ridership. Therefore, the pressure to keep paratransit program costs as low as possible across the board is immense. However, the development of a sophisticated eligibility process within a high quality mobility management framework requires bold action and investment. The importance of decision-maker and executive management level support cannot be overstated.

Lessons Learned from Elsewhere in the U.S.

Over the course of more than thirty years since the passage of the Americans with Disabilities Act (ADA), numerous studies and reports have documented best practices in the field of paratransit eligibility certification programs, although at this point most are at least a decade old. The first document, which remains the gold standard for best practices in the field, is the Paratransit Eligibility Manual published by Easter Seals Project ACTION (ESPA). Although it was published in 2003 (and updated in 2014 by the National Aging and Disability Transportation Center <https://www.nadtc.org/wp-content/uploads/NADTC-Determining-ADA-Paratransit-Eligibility.pdf>), this manual has been used by a significant portion of paratransit evaluators around the country since the time of publication.

In addition to chapter 9 of the Federal Transit Administration's Circular 4710.1, Guidance on the ADA⁸, several substantial and well-researched reports documenting best practices and guidance for determining ADA paratransit have been published. It should be noted that these resources were developed as best practices, in some cases, almost 15 years ago. The fact that there are not newer resources available indicates that ADA paratransit has not changed or progressed since its inception. Still, the following resources should be considered as Bay Area agencies consider changing eligibility practices:

- Topic Guides on ADA Transportation, Topic Guide 3: ADA Paratransit Eligibility; DREDF, TranSystems and the Federal Transit Administration, 2010
- TCRP Synthesis 116: Practices for Establishing ADA Paratransit Eligibility Assessment Facilities, TRB, 2015
- TCRP #163: Strategy Guide to Enable and Promote the Use of Fixed-route Transit by People with Disabilities, TRB, 2013

It should be noted that the extracts highlighted below range from information considered more basic to many in the industry, to recommendations of eligibility best practices that are more nuanced.

⁸ U.S. Department of Transportation. Federal Transit Administration. FTA C 4710.1 (November 4, 2015).

The highlights of best practices documented below are followed by summaries of interviews with four well-known ADA paratransit eligibility programs outside of the Bay Area. These include:

- San Diego MST
- Capital Metro (Austin, TX)
- Chicago RTA
- King County Metro (Seattle, WA)

King County is the only ADA paratransit program included here that serves rural communities in addition to urban and suburban areas.

Topic Guides on ADA Transportation, Topic Guide 3: ADA Paratransit Eligibility (2010)

Strictly limit eligibility using best practices in the transit industry

- This is intended to prevent transit agencies from conferring ADA paratransit rights on large sections of the general public who do not require paratransit service due to the cost implications and inevitable decline in the quality of service if non-eligible riders used the service.
- A program that strictly limits eligibility without utilizing best industry practices risks denying access to people who have a civil right to ADA paratransit service.

Base eligibility decisions on the applicant's most limiting condition

- The transit agency should consider an applicant's potential travel during all seasons throughout the entire region, not only near the home or workplace.
- Secondary conditions, such as disorientation, fatigue and difficulties with balance, should be considered, as well as variable conditions, such as multiple sclerosis, which may change the applicant's ability to travel at different times.
- Staff proficient in assessing functional ability to use the fixed-route service and evaluating barriers to travel should conduct eligibility and route assessments.

Develop and use a comprehensive skills list

To correctly assess eligibility, a transit agency must consider:

- The individual's functional ability
- The accessibility of the transit system, and its stations and stops
- The impact of architectural barriers including streets and intersections, lack of sidewalks and poor sidewalks, lack of curb ramps and poor curb ramps
- Specific local environmental conditions, such as the climate

TCRP Synthesis 116: Practices for Establishing ADA Paratransit (2015)

Eligibility assessment facilities

This report examines the state of the practice in implementing and conducting determinations of ADA paratransit eligibility. It looks at the various processes, facilities, equipment and tools used by transit agencies that include in-person interviews and functional assessments.

The following table presents a portion of the agencies that were included in the study. As is evident by the population size of the service areas, most of the agencies using eligibility assessment facilities for in-person assessments serve medium to large systems (only three are in locations with populations under 400,000). However, in the eight years since the survey was conducted, increasing numbers of small to medium size cities have introduced in-person eligibility assessments.

Table 10 Eligibility Outcomes for Agencies with Eligibility Assessment Facilities

Transit Agency, City, State	Area Population (2012)	Applications per Year
Anchorage Public Transportation Department, Anchorage, AK (Muni)	245,069	797
Corpus Christi Regional Transit Authority, Corpus Christi, TX (CCRTA)	342,412	927
Spokane Transit Authority, Spokane, WA (STA)	394,120	1,818
Pierce County Public Transportation Benefit Area, Tacoma, WA (Pierce)	557,069	3,233
San Mateo County Transit District, San Carlos, CA (SamTrans)	737,100	2,888
Jacksonville Transportation Authority, Jacksonville, FL (OTA)	838,815	1,209
Department of Transportation Services, Honolulu, HI (DTS)	953,207	4,629
Capital Metropolitan Transit Authority, Austin, TX (CMTA)	1,023,135	3,029
Central Ohio Transit Authority, Columbus, OH (COTA)	1,081,405	2,056
Port Authority of Allegheny County, Pittsburgh, PA (ACCESS)	1,415,244	725
Tri-County Metropolitan Transportation District, Portland, OR (TriMet)	1,469,790	3,338
Nashville Metropolitan Transit Authority, Nashville, TN	1,583,115	1,132
Broward County Transit, Ft. Lauderdale, FL	1,780,172	5,358
Regional Transportation Commission of S. Nevada, Las Vegas, NV	1,886,011	5,560
King County Metro, Seattle, WA	1,957,000	6,122
Utah Transit Authority, Salt Lake City, UT	2,165,290	1,161
Metro Mobility, Minneapolis, MN	2,314,701	8,612
Dallas Area Rapid Transit, Dallas, TX	2,423,480	3,732
Orange County, Transportation Authority, Orange, CA	3,014,923	7,871
Southeastern Pennsylvania Transportation Authority, Philadelphia, PA	3,320,234	6,295

Valley Metro, Phoenix, AZ	3,629,114	4,753
Massachusetts Bay Transportation Authority, Boston, MA	4,181,019	11,114
Regional Transportation Authority, Chicago, IL	6,133,037	15,960
Access Services, Inc., Los Angeles, CA	11,638,106	39,483

Fourteen of the 24 transit agencies listed above own or lease the facilities used for making eligibility determinations. Contractors provide the facilities at the other 10 agencies. The size of the facilities ranges from 702 square feet to 19,500 square feet. The average size is 7,884 square feet for processes that relied more heavily on indoor simulations and props. Where assessments are done mainly outdoors, facilities average 2,538 square feet. Others use elaborate indoor facilities, which are designed to simulate travel in the community. Ramps of various slopes are used to simulate hills and mock-ups of street crossings and traffic controls are often included. Full-sized, fixed-route buses with lifts or ramps along with mock-ups of buses are also often included within the facility. Curbs, curb ramps and rough or unstable surfaces (e.g., simulated broken/uneven pavement, artificial grass, gravel, loose dirt and sand) can also be used along the indoor walk.

Easter Seals Project ACTION (ESPA) guidance is also widely used to design outdoor assessment routes. Such routes are typically up to 0.5 mile (2,640 ft) in length; include pathways with curbs, curb ramps, varied surfaces, slopes, and cross-slopes; and uncontrolled as well as controlled intersections.

Besides the specific design of indoor and outdoor routes and props used for functional assessments, the case examples also identified important facility design considerations, including:

- Adequately sized waiting areas for applicants, as well as other individuals attending the interviews and assessments.
- Adequately sized pickup and drop-off areas for applicants arriving by paratransit.
- The maintenance of privacy in areas where interviews and assessments are conducted.
- Multiple elevators if facilities are in shared buildings.

The case examples revealed that public involvement is important if eligibility determination processes are changed to include in-person interviews and functional assessments. Public input is also important in facility design.

Several agencies noted that well designed and equipped facilities helped them build public confidence in the overall eligibility determination process.

Most agencies used a single eligibility determination facility. Two agencies—RTA and SEPTA—indicated multiple facilities. SEPTA has three facilities that serve its four-county service area and RTA has five facilities that serve a large six county area (administrative offices are located at one facility and other facilities are used just for interviews and assessments).

The following table illustrates the components for each step of the eligibility process used in the survey sample, pre-COVID, and may be indicators of the eligibility models paratransit systems could resume post-COVID.

Table 11 Types of Information and Processes Used to Make ADA Paratransit Eligibility Determinations, 2012 Survey of Transit Agencies

Sources of Information	Total	% of Total Respondents
Paper applications completed by applicants or others on their behalf	115	91%
Information from professionals familiar with applicants	95	75%
In-person interviews of all applicants	37	29%
In-person interviews of some applicants	28	22%
In-person functional assessments of all applicants	18	14%
In-person functional assessments of some applicants	33	26%
Other	13	10%
Total Respondents	127	

The following table describes eligibility outcomes using different models. The report states: "The literature suggests that processes that use in-person interviews and functional assessments have more thorough and accurate eligibility determination outcomes than processes that rely solely on paper applications and/or information from professionals familiar with applicants."

Table 12 Reported ADA Paratransit Eligibility Determination Outcomes for Paper vs. In-Person Determination Processes

Type of Process	Unconditional Determination	Conditional Determination	Temporary Determination	Not Eligible Determination
Paper Applications with Professional Verification	88%	11%	1%	7%
In-Person Interviews and Functional Assessments	63%	28%	9%	7%

Finally, the report also suggests that with more thorough determinations, particularly better identification of specific and measurable conditions of eligibility, it is possible to implement trip-by-trip eligibility (determining if certain trips requested by conditionally eligible riders can be made by fixed-route transit).

- A review of trip-by-trip eligibility determinations by KC Metro in Seattle, WA found that about 7.5% of trips by conditionally eligible riders are made on fixed-route transit rather than ADA paratransit.
- A review of trip eligibility by ACCESS in Pittsburgh, PA found that 15% of trips by conditionally eligible riders are made on fixed-route transit rather than on ADA paratransit.

Lessons learned from case studies

- Transit agency staff noted that the agencies were generally pleased with the change they had made from a paper application process to in-person interviews and functional assessments.
- Staff also indicated that riders and their communities were largely accepting of the new process and facilities.
- Several noted that thorough public involvement was critical for gaining public acceptance of the new process.

- Several transit agencies noted that well-designed assessment facilities helped with public acceptance and confidence in the process.
- It was also noted that including an in-person element to the process helps with educating the public about the nature of ADA paratransit services. During interviews, eligibility staff can discuss service policies and answer any questions that applicants may have.
- Transit agencies reported the following logistical and design issues:
 - Having adequate waiting room space
 - Having adequate space for vehicles to drop off and pick up applicants
 - Having multiple elevators if the assessment center is in a shared office building
 - Ensuring and independently verifying the accessibility of any buildings that house the eligibility program
 - Verifying the accessibility of restrooms
 - Locating restrooms close to the interview and assessment areas
 - Maintaining confidentiality by separating administrative offices, interview rooms and waiting areas from areas where functional assessments are conducted
 - Having separate waiting areas, if possible, for arriving applicants and applicants who have completed the process and are waiting for return rides
 - Allowing some down time for the unexpected, including longer than expected interviews, additional assessments not initially anticipated, issues with transportation and other such incidents
 - Cross training staff to help with workflow and to better manage a dynamic process
- The thoroughness of outcomes is generally considered to be related to the percentage of applicants found conditionally eligible.
- The thoroughness of determination outcomes likely depends most on the skills of the staff conducting assessments.

TCRP #163: Strategy Guide to Enable and Promote the Use of Fixed-Route Transit by People with Disabilities (2013)

The research indicates that doing thorough ADA paratransit eligibility can assist riders with disabilities in identifying travel options beyond ADA paratransit. Implementing a more thorough eligibility determination process and trip-by-trip eligibility determinations can, however, be costly and require considerable work. Extensive community input is needed when changing the eligibility determination process. Creating transportation assessment centers and including in-person interviews and functional assessments as part of the process can also be costly and require a significant initial investment.

- On-street reviews of pathway accessibility must be conducted.
- Software must be customized or created to store trip eligibility decisions so that ADA paratransit reservationists and schedulers have the information they need to quickly determine if trips that are requested should be scheduled.
- Procedures need to be developed and implemented to allow reservationists and schedulers to easily make decisions related to factors that vary from day to day (such as the weather or time of day) and cannot be pre-determined.

If done correctly, and with public input, more thorough eligibility determinations and trip-by-trip eligibility can have significant benefits that outweigh these initial and ongoing costs. Transit agencies

that have successfully implemented more thorough ADA paratransit eligibility determination processes noted several important implementation issues:

- Developing a range of accessible transportation services and options for riders with disabilities.
- Holding extensive discussions with the community to obtain support prior to implementation.
- Stressing that the application process is not just about eligibility for the ADA paratransit service but is also to identify all the accessible transportation options that can assist individuals with meeting their travel needs.
- Taking every opportunity throughout the process to inform individuals about all accessible transportation services, including sending this information with application materials, telephone follow-ups when applications are received and discussing transportation options during in-person interviews.
- Including in-person interviews and functional assessments in the process so that conditions of eligibility can be accurately and thoroughly determined.
- Setting measurable and specific conditions of eligibility so that they can be applied to trip requests.
- Not relying on determination letters to communicate conditions of eligibility, but rather following up by phone with individuals determined conditionally eligible to explain their conditions and to answer any questions they may have.
- Conducting detailed on-street assessments to identify path-of-travel barriers when making trip eligibility decisions.
- Developing and using technology to record pathway and trip eligibility information.
- Customizing existing software or developing supplemental software that can record the results of trip eligibility reviews and automatically apply the results to rider requests so that decisions about trip accessibility do not have to be made by reservationists.
- Developing a database of community accessibility as on-street pathway and trip eligibility reviews are completed and using this to make other trip eligibility decisions more easily in similar areas.
- Contacting people in person to say if a trip is possible on fixed-route transit rather than having them find out when the trip is not accepted by a reservationist.
- Offering to accompany riders on initial fixed-route trips to facilitate a transition from ADA paratransit to fixed-route transit.
- Having a travel training program that can assist riders with the transition to fixed-route service.
- Adopting a “convenience fare” that allows riders to still use paratransit for a higher, non-ADA fare when trips are determined as able to be made by fixed-route transit.

Model ADA Paratransit Eligibility Programs Outside of the Bay Area

To supplement the information provided elsewhere in this document regarding best practices, four paratransit eligibility program managers that are known nationwide for their effective eligibility models and innovative practices were interviewed. Following is a description of each program, including lessons learned that could be relevant to the Bay Area.

Chicago RTA

Known for integration of eligibility process and robust travel training program, interview with Michael VanDekreke, Director of Mobility Services Department (which includes both eligibility and travel training).

Eligibility

Prior to the pandemic, RTA conducted in-person assessments for all applicants, including those who were recertifying. Applicants were not required to submit the application form in advance but brought the completed forms to their interviews.

During the pandemic, RTA used a paper application, and if something was unclear on the form, staff would conduct a phone interview.

For recertifications, staff would only call if they identified changes since the previous assessment or if there was conflicting information reported in the application. The agency found that, for the most part, nothing had changed in terms of disability and mobility aid used. RTA used this as an opportunity to revise their approach to recertifications in the form of two pilot programs.

Pilot program I – this program was wrapping up at the time of the interview and was considered successful. Under this program, in-person assessments are only conducted for new applicants and “re-applicants” (i.e., those who have been eligible in the past but failed to renew their eligibility). Recertifying applicants are required to complete a full application and mail it into the RTA. If there have been any changes since the previous application, applicants are required to come in for an assessment, but this occurs on a limited basis. Based on the agency’s experience during COVID, they believe that they have not compromised the accuracy of assessments and have seen significant expense savings.

Pilot program II – this program was planned for implementation in January 2023. When new or reapplicants call to apply, they will be scheduled to come in for an in-person interview and assessment. For recertifying applicants, staff will conduct a 30-minute customized phone interview based on the previous assessment’s findings. If there have been significant changes, applicants will be required to come in for an assessment. One of the goals of this pilot is for the program to become paperless, so the paper application will no longer be used. Staff have found that, in the past, some applicants self-selected not to proceed with applying once they saw the application form. RTA will closely monitor if not providing a paper application in advance will impact the drop-off rate, thus driving up demand for appointments and increase the not-eligible rate as a result.

In-person assessments are conducted by professionals with a bachelor’s degree who have a social service, psychology or related background and have worked in the disability field.

Travel training

Prior to the pandemic, RTA had four travel trainers and one Orientation and Mobility Specialist on staff. Now, the eligibility contractor, Transdev, also conducts travel training using the same number of staff. They are having challenges hiring an O+M Specialist as these professionals can receive a much higher salary working for Veterans Administration hospitals.

In 2019, RTA trained 264 individuals and routinely had a waitlist. The travel training program is highly customized to meet the needs of trainees. Approximately 20% of trainees are referred through the eligibility process, but the majority are recruited through mobility outreach to various social service agencies.

To promote the travel training program, even before individuals have begun the application process, applicants are prompted to seek information about riding fixed-route while calling in to the transit agency phone system. Staff also send out a travel training brochure with every application packet and educate applicants in the interview that they will not lose their eligibility if they ride fixed-route. If anyone expresses interest, staff immediately contacts them and “talks up” the program.

Lessons Learned

RTA’s emphasis on educating applicants about fixed-route and other options has been very effective in managing the volume of eligibility applications. Forty percent of individuals who contact the agency with the intention of applying for paratransit ultimately decide not to follow through with the process. In a comprehensive study conducted in 2011, a detailed examination of the drop-off rate at each step of the process confirmed that this reflected well-informed choices by members of the public. As a result, the individuals who follow through to the end of the process are very likely to be found fully eligible.

The report states: “While the RTA process finds only 1-2% of applicants Not Eligible, it is the opinion of the review team that this is not a sign of laxness in the process, but of direct and indirect screening of applicants at the front end and applicant self-selection out of the process.”

San Diego MTS

Known for innovative approach to eligibility assessments during COVID, interview with Jay Washburn, Manager of Paratransit and Minibus

Current eligibility practice

MTS requests that applicants submit their applications before scheduling the interview. The application includes a professional verification form. The request to submit is not mandatory, but most applicants do comply, and this is considered an important approach to ensuring the effectiveness of the interview as the assessor has a chance to review the contents and customize the interview accordingly.

The eligibility process is fully the responsibility of a contractor; however, MTS reviews their eligibility recommendations before making a final determination. As stated previously, the process is limited to an interview with no functional assessments. However, assessors do observe the applicant as they navigate the slope accessing the eligibility facility. They also observe applicants’ speed of ambulation, their ability to sit, stand and follow directions given to get to the room. The agency is considering complete functional assessments for the future, but they have not been ready to progress to that level since moving from phone to in-person interviews was already a big step.

Table 13 San Diego MTS Eligibility Outcomes

Eligibility Outcome	New Applications	Recertifications
Unconditional	65%	75%
Conditional	21%	22%
Temporary	8%	2%
Not Eligible	2%	Less than 1%

Eligibility conditions are routinely applied by call-takers. Staff conduct path-of-travel assessments for all trip requests by conditionally eligible riders. MTS ascribes substantial cost savings to the practice because for every paratransit trip denied under these conditions, the agency calculates a savings of an additional eleven trips of the same kind. The MTS representative indicated that unless agencies are

going to apply conditions, it's not worth their time and cost to implement thorough in-person assessments. Riders are referred to other services that will meet their needs.

Cost

Since the contract is based on a flat fee for personnel, the agency is not able to easily determine cost per assessment. This is particularly true considering recent application volume fluctuations. Pre-COVID, the contractor was processing 2,400 applications per annum. For FY 21/22, the number was 1,700.

Assessment of the Success of the Video Assessment Pilot Program

During the approximately 10 months prior to resumption of in-person interviews earlier this year, MTS implemented a video assessment pilot program that involved the placement of tablets at the front door of applicants. The applicants were then requested to situate the tablets in a location that allowed the assessor to remotely observe the applicants' ability to ambulate.

The agency indicated that the pilot program had mixed results. Providing tablets to applicants may have been more effective than conducting a phone interview as it allowed assessors to make some visual observations. However, some staff at MTS had concerns about potential liability risks that limited their ability to observe people moving. The agency may decide to resume the program in the future but in a more robust manner that allows for more extensive observations. It should be noted that this model is limited due to lack of information about the applicant's ability to maneuver in the community.

Lessons Learned

MTS found that when they were conducting telephone interviews, which they found to be of limited effectiveness, they received 4,000 applications annually. Within two years of shifting to in-person interviews, that number dropped to 2,000. MTS believes that this number represents the individuals who are most likely to be eligible and justifies the need for in-person assessments by avoiding unnecessary cost associated with large phone interview volumes and using those funds to provide better service to those who do meet the ADA requirements.

King County Metro, Seattle

Known for creating alternative transportation options for people with disabilities and initiating significant pre-application education for over 25 years, interview with Spencer Cotton, ADA Certification Administrator

King County Metro made a policy decision in the decade after the passage of the ADA to emphasize education of applicants at the first point of contact about the parameters of paratransit service and the availability of the travel training program, which was established in 1994. In recent years, Metro has developed other programs suited to the mobility needs of potential paratransit applicants.

Programs include the Community Access Transportation Program (CAT), which provides transportation services in partnership with jurisdictions and agencies who can provide more direct and less expensive services than ADA paratransit service. Metro also partially funds a system of sixteen community shuttles (Hyde shuttles) and a volunteer transportation program, which primarily serves shorter trips within communities and/or direct trips to medical appointments. As a result of this approach, Access Transportation, the ADA paratransit provider, serves more complicated, lengthier trips. The region's inter-county service requires transfers between different agencies, which are reportedly, "seamless for the customer," who calls their call center and the schedulers work out the transfer through an inter-agency agreement.

In recent years, Metro has implemented many microtransit options specifically intended to connect people to transit centers in their communities, which can provide a useful alternative for some paratransit trips. In addition, Metro staff help applicants apply for a taxi and community shuttle program, as well as register for the comprehensive Transit Instruction Program (Travel Training).

As a result of the educational approach and availability of alternative services, Metro's Access program has a lower volume of registrants than comparable systems and, prior to the pandemic, that number was declining by 1-2% per annum. In 2007, Metro had over 30,000 registrants. The program currently has 11,400 registrants, representing an over 60% decrease in paratransit registrants in the past fifteen years. The current rate of new and recertifying applications is 424 per month, in contrast to 515 pre-COVID (a 17% decrease). Due to the proactive approach described above, only individuals who cannot ride fixed-route service apply, and the agency has a very low eligibility denial rate.

Eligibility Model

Prior to the pandemic, all applicants were required to participate in an in-person assessment. Applicants were required to get a professional verification form completed as part of their application process. Metro temporarily ceased the in-person requirement for just four months in 2020, following the onset of the pandemic. Metro has resumed in-person assessments for all new applicants, unless they are unable to wear a mask due to a disability, in which case they are granted temporary eligibility. For those who are applying for recertification, a portion of the assessment is required to be conducted in-person.

Although King County is relatively large (over 2,300 square miles), with a significant proportion of rural areas, the agency provides transportation for all applicant assessments. As part of the initial phone call, when rural applicants find out there is no paratransit service in their area, they sometimes choose not to apply.

Metro staff, consisting of seven full-time equivalent employees (FTEs) review applications, contact customers to discuss details of the application on the phone, answer questions on process and talk about alternative options. This phone call can take 5 to 15 minutes. Staff are required to have experience working with people with disabilities.

For nearly three decades Metro has contracted with the Department of Rehabilitation Medicine at Harborview Medical Center, which is the public hospital for the county.

Harborview staff make a recommendation to Metro staff, who combine the evaluation information with the professional verification, application and telephone notes to make an ADA paratransit eligibility determination.

Metro is currently examining the introduction of various digital elements to the process, including allowing customers to go online and request that a form be sent to their health care provider. The goal is to make the process more streamlined for the customer. Implementation is expected to take two years.

Use of Conditional Eligibility Category

Metro staff routinely apply eligibility conditions. One staff person is responsible for a variety of activities to ensure the effective use of the conditional eligibility category. They send follow-up letters to all those found conditionally eligible to explain what this means and offer to have a phone call to discuss alternative options. This staff person monitors trip patterns of conditionally eligible riders, and if they identify a trip that would be accessible on fixed-route, they inform the riders.

Cost

The 2022 contract cost per full assessment was \$197 (this includes both physical and cognitive assessments). To ensure the long-term stability of the program, Harborview has a contract through 2030.

Lessons Learned

The agency summed up the reasons for the success of their eligibility program as follows:

- The process of educating people before they apply about available alternative transportation options is built into the paratransit eligibility process in a substantive way.
- The agency provides significant alternative transportation options, as described above.
- It took a long time to get to where they are now, but there has been a steady process of improvement over the past 25 years.

Capital Metro, Austin

Known for a hybrid model of in-house staff and eligibility contractor, interview with Sara Sanford, Manager Eligibility & Customer Services.

Due to significant application backlogs and staff limitations, Cap Metro currently requires in-person assessments for only a portion of all new applicants. During the pandemic period (which in terms of alternate assessments, lasted through March 2022) the agency granted presumptive eligibility to all applicants. After the resumption of in-person assessments, many who were granted less than full eligibility are now appealing the new determinations.

Prior to COVID, the agency required all new applicants (in addition to 85% to 90% of those who were recertifying) to come in for an assessment. Applicants were granted four-year eligibility terms, instead of the more common three-year terms of other systems. Exceptions to the in-person requirement for those who were recertifying included those who were unconditionally eligible, those with dementia and wheelchair users. Those subsets of the registrants were sent a one-page form to update their information.

Hybrid Model

Cap Metro staff conduct an initial review of all applications and refer about 65% to 70% of those to the contractor to conduct an interview and functional assessment. The qualifications of agency staff responsible for the initial review vary significantly, including professionals with a criminal justice background, a social worker and an individual who has worked with those who have autism. The positions are open to anyone who has experience in social services and health care.

Eligibility Registration Base and Outcomes

Pre-COVID, the eligibility outcomes were as follows:

- 55% to 60% Unconditional
- 35% to 40% Conditional
- 15% Transitional/Temporary (up to two years)
- 3% to 4% Denials

Very few applicants appealed their determinations (until the current period post resumption of in-person assessments).

With a population of 960,000 (2020 Census), Austin has an ADA registration base of just 7,800. The registration base has been growing by about 3% per year, while the population has grown 20% to 30% during this period.

Cost per Assessment and Staffing

The cost per assessment is not available as Cap Metro pays a fixed rate to their vendor to do more than eligibility assessments. This includes safety assessments for those who are registrants to make sure they can ride paratransit safely. The agency and the contractor each have 2 FTEs on staff (the latter being occupational and physical therapists). The contract is based on 1,500 assessments per annum.

Conditional Eligibility

Cap Metro routinely applies eligibility conditions. While call center staff apply the “easier” conditions, such as night/day and weather, one FTE is responsible for applying environmental conditions (e.g., distance, terrain, etc.). In this capacity, the staff person audits trips and online bookings, sends notification letters to those whose paratransit trip could have been taken by fixed-route service and informs the rider about fixed-route options. Staff also work with those who have recently been determined conditionally eligible to find alternative transportation options.

In contrast to the plethora of alternative programs offered by King County, Cap Metro does not have many alternative programs. However, approximately five years ago they set up the Office of Mobility Management. This office, which is housed in the agency’s Planning Department, includes a trip planning specialist who helps people find alternative options, such as TNCs, taxis, volunteer programs, microtransit and fixed-route service. In addition, the agency offers a travel training program, which used to be integrated with the eligibility function pre-COVID, but most travel trainees do not come through the eligibility program. Instead, they are referred by non-profit organizations.

Austin provides “Pickup” microtransit in nine zones, some of which are centrally located, while others are outside of the fixed-route corridors. The per trip fare is \$1.25, the same as a fixed-route trip. All vehicles are wheelchair accessible.

The agency was a pioneer in the microtransit field and originally intended to provide connections to transit in lower density areas. When Pickup service is introduced into a new area, eligibility staff identify registrants who live in those zones and contact them to promote use of the service and travel training (with free rides during training). A “few people have shifted” from paratransit to Pickup service, which has a much higher productivity rate and is more attractive to customers because of the spontaneity and response time of close to 15 minutes. Some of the zones have become so popular that the agency is considering replacing them with fixed-route service. Although Pickup service did not originally replace low fixed-route productivity areas (which is commonly the case in other systems), the agency has recently started this approach. Overall, the decision to provide microtransit service is a challenging balancing act.

Lessons Learned

In an eligibility-related innovation, Cap Metro has implemented a “frontline feedback process.” If drivers are concerned about a rider’s ability to ride paratransit safely, they will call the dispatch department. Dispatch fills out a form based on driver input and submits it to the eligibility department.

The eligibility department in turn reviews the applicant's information on file, pulls a video from the rider's trip and, for those using mobility aids who are unsteady on their feet, requests them to come back in for discussion and education on potential risks.

This program was set up in response to complaints from the drivers who believed that their input regarding rider safety and behavior was being disregarded. The complaints usually proved to be well-founded, although occasionally the driver appears to be at fault (and one has even been terminated as a result). This program has considerably improved the relationship between the agency and paratransit drivers.

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Recommendations

Near-Term Recommendations

Through this planning process, Bay Area transit agency staff have collectively determined the following recommendations to be implemented over the next 12 months.

1. Standardize application forms and provide application forms online

Develop and implement two standard application forms:

- a) A short form for agencies that use in-person assessments
- b) A longer form for all other agencies to compensate for the lack of information that can be gained in an in-person assessment

Some agencies are planning to transition from phone interviews (which provide more information than paper-based models) to in-person assessments. These agencies may consider shifting from the longer form to the shorter form when this change is implemented. Consistent with recent trends, we recommend changing usage of the term “functional assessments” to “transit skills assessments.”

Implement online application forms throughout the region, including translated versions to meet Title VI requirements.

2. Standardize two sets of intake interview protocols for agencies conducting in-person versus paper/phone-based assessments

Since agencies conducting in-person assessments can gather information in the assessments that do not need to be obtained during the initial call, these protocols can be shorter than phone/paper-based protocols. However, to achieve a level of standardization, some agencies will need to expand their intake calls to educate callers about mobility options and the intended role of ADA paratransit.

3. Standardize appeals process

All agencies will use the same appeals process. For smaller agencies and those without a standing committee, a regional standing committee may be formulated based on the recommendations in section 9.7.4 of FTA Circular 4710.1. This is particularly intended to benefit small agencies that do not have the resources to coordinate and implement a complex appeals processes.

4. Standardized definitions of eligibility categories and renewal timelines

Table 14 New Standardized Eligibility Definitions

Level of Eligibility Outcomes	Definition
Unconditional	Applicant is unable to use the fixed-route network independently due to a disability or disabling health condition.
Conditional	Applicant has a disability or disabling health condition that prevents them from using the fixed-route network independently for some trips but not for others.
Denied	Applicant is ineligible for paratransit services because they were not found to have a disability or disabling health condition that prevents them from using the fixed-route network independently.

Incomplete	The application was found to be incomplete and returned to the applicant for completion.
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Term of Eligibility Outcomes	Definition
Permanent ⁹	Five years (increased from three years ¹⁰) of eligibility, followed by an abbreviated recertification process.
Temporary	Applicant is provided with up to five years of eligibility, followed by a full recertification process.

Under the new standardized process, agencies should use information gathered during the initial application process where evaluators indicate that the applicant’s ability to ride fixed-route transit is unlikely to improve. Therefore, riders would be asked to confirm their contact information and provide a simple update regarding their disability status (e.g., mobility aids used, changes in health or disability since last certification date, etc.) rather than participate in a full recertification process when their eligibility expires. For both riders and agency staff this will reduce the burden associated with a full follow-up application process. In instances where an applicant’s recertification questionnaire does suggest a material change in their ability to independently use fixed-route transit, the agency would initiate a second assessment, such as an interview, transit skills assessment or a new professional verification.

Each eligibility determination includes both an eligibility level and an eligibility term. The best practice, according to §9.3 of FTA Circular 4710.1, is to include the applicant’s eligibility level and expiration date (rather than “term”) in the applicant’s determination letter. Applicants found ineligible are free to reapply at any time.

5. Explore non in-person options for certain disability categories

This recommendation applies to individuals whose application is based on certain disabling conditions that cannot always be fully evaluated through an in-person assessment, such as certain cognitive disabilities, visual disabilities, psychiatric disabilities and seizure disorders (e.g., submission of professional verification with possibility of telephone follow-up). These conditions occur intermittently or otherwise may not present themselves clearly during interviews or transit skills assessments. In such instances, a professional verification of the applicant’s most limiting condition, with the possibility of a telephone follow-up, may be a more appropriate option. Since most agencies do not have this option included in the scope of their vendor contracts, we are recommending that this be implemented on an optional basis in the short term.

6. Identify paratransit alternatives, enhance promotion and incorporate travel training

Identify all accessible mobility options available in the community and ensure that these options are discussed in detail in the in-person and phone assessments. Ensure eligibility and travel training programs work in tandem (this strategy is already being integrated into the eligibility process at several agencies).

⁹ Previously referred to as “Auto-Renewal,” “Auto-Recert,” “Renew by Mail.”

¹⁰ As a result of this planning process, transit agencies have begun making this change as of January 2024. All agencies are expected to complete this recommendation by mid-2024.

7. MTC host paratransit eligibility trainings annually to enhance eligibility evaluators skills

MTC should set aside funding to host annual paratransit eligibility trainings. Trainings can incorporate peer cross-evaluator ratings and other mechanisms to improve consistency and overall Quality Assurance/Quality Control (e.g., National Transit Institute at Rutgers University, Easter Seals Project ACTION and ADA Guru).

8. Learn about new potential eligibility vendors

MTC and agencies will create a subcommittee to identify potential vendors with rehabilitation expertise that can be adapted to in-person eligibility assessments. Agencies will reach out to these vendors to explain the process and generate interest in future contract solicitations. MTC will maintain an inventory of national and local eligibility vendors that can be used by agencies pursuant to their own procurement guidelines in future solicitations.

9. Explore technical solutions to enhance eligibility implementation

MTC and agencies will create a subcommittee during the planning process under TAP Action 24, Recommend Paratransit Reforms, to explore technical solutions for enhancing accuracy and consistency of eligibility programs that will integrate upgraded scheduling and dispatching software using continuous dynamic optimization.¹¹ Focus should be on software programs that have an eligibility module that can be used by schedulers to consider trip eligibility limitations when scheduling a trip. Software solutions are expensive, but integrating software systems between transit agencies could reduce costs for individual agencies.

10. Develop ongoing monitoring strategies for quality assurance

Agencies can adopt strategies that can be used to measure the impact of short-term recommendations to determine effectiveness and implement modifications as needed. These could include:

- Trends in eligibility outcomes
- Sample checking language used to describe eligibility conditions to ensure they are comprehensible and operational
- Secondary review of all eligibility denials
- Reviewing adherence to 21 day deadlines for eligibility determinations
- Reviewing the costs of eligibility assessments

11. Explore increasing application of trip conditional eligibility

For agencies that have experience with in-person assessments pre-COVID and/or have returned to in-person assessments, consider implementing the following measures to increase application of eligibility conditions (trip screening):

- Evaluate and improve conditional eligibility language to make it more operational. Where possible, define conditional eligibility based on concrete metrics rather than general phrases.
 - For example, rather than indicating that a person is eligible for a trip due to “distance,” indicate that they are eligible for a paratransit trip when the distance to the bus stop is more than three blocks on either end of the trip.
- Train eligibility and call-taking staff to reflect more clearly defined conditional language.

¹¹ Transit Cooperative Research Program Synthesis 168, Continuous Dynamic Optimization: Impacts on ADA Paratransit Services (2023), <http://nap.nationalacademies.org/26907>

- For example, eligibility and call-taking staff (and the registrant) should all share a similar understanding of the conditions under which their trip request is ADA-paratransit eligible.
- Implement protocol for contacting conditionally eligible riders by phone to clarify their eligibility conditions and discuss alternatives to paratransit.
- Consider implementing a staff “bus buddy” or offering a travel trainer to accompany rider on first fixed-route trip, even if they have not expressed an interest in more general travel training.

Longer Term Recommendations to Consider

The following recommendations are based on the best practices assessment from beyond the Bay Area and would bring local transit agencies closer to across-the-board standardization. These recommendations would require major investments or a fundamental shift in how paratransit eligibility is handled in the region. Currently, there is not a broad consensus among transit agency staff on these topics and both items would require a large investment.

1. Explore implementation of in-person assessments

It is recognized that some agencies have chosen to preserve their paper/phone-based eligibility processes due to a variety of issues, including funding availability and easing burdens to applicants, and to provide enhanced ADA services. These agencies may want to consider the expansion of in-person assessments. A well designed in-person assessment is considered the most in-depth method for achieving an accurate assessment. However, this will raise the cost of determining eligibility and increase burdens to applicants.

2. Consider a fully integrated regional system of eligibility centers

A fully integrated regional system would include the establishment of regional in-person eligibility centers to conduct ADA paratransit eligibility assessments for all transit agencies in the Bay Area. This model could incorporate a range of levels of assessments, with most applicants evaluated in-person through interviews and/or transit skills assessments.

Subregional centers would ideally be implemented to balance the goal of merging functions to achieve economies of scale for systems that are near each other, while avoiding significant travel for paratransit applicants. To determine logical consolidation of facilities, further analysis will be needed to account for the specifics of each subregion, such as the distances applicants would have to travel to access each center and an assessment of counties’ available resources to conduct assessments. This approach is also intended to address the needs of smaller systems that do not have the resources to hire rehabilitation specialists or establish separate travel training programs and appeal functions.

Eligibility centers could also serve as a one-stop shop for transportation of disadvantaged riders who are informed of the variety of mobility options in their area, including the use of fixed-route transit, paratransit service, city, county and non-profit based services, microtransit, taxi and ride-hail services. Several agencies in the Bay Area have already integrated their eligibility tasks into a larger mobility management function. This strategy is intended to expand on those efforts, incorporating multiple agencies in the process. Other considerations of a fully integrated regional system include determining the need for smaller satellite offices in more rural areas and considering the staggered timelines of current eligibility contracts as differing end points of each contract can pose a challenge to entering simultaneous contract arrangements.

Next Steps

Ongoing Coordination

The Bay Area's transit agencies have already made significant progress toward many of the near term goals recommended in this report. However, progress has been uneven in some areas, and more work remains to be done. Following acceptance of this report, staff will convene a Paratransit Eligibility Working Group consisting of MTC, transit and paratransit accessibility and eligibility staff. The mandate of this working group will be to track each agency's progress towards implementation of these recommendations and provide support and technical assistance as requested by agency staff. The working group will provide updates to the region's paratransit coordinating councils and the Regional Network Management Council.

Report to the Commission

Transit agencies will be asked to submit final implementation reports on Action 25 recommendations in early 2025. Staff will analyze and compile the reports and present the results of implementation activities to the RNM Council, the Regional Network Management Committee and the Commission.

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Appendix

Eligibility Process Overview

To enhance the standardization of paratransit eligibility processes across Bay Area agencies, the decision tree below can guide evaluators as they go through the paratransit eligibility evaluation.

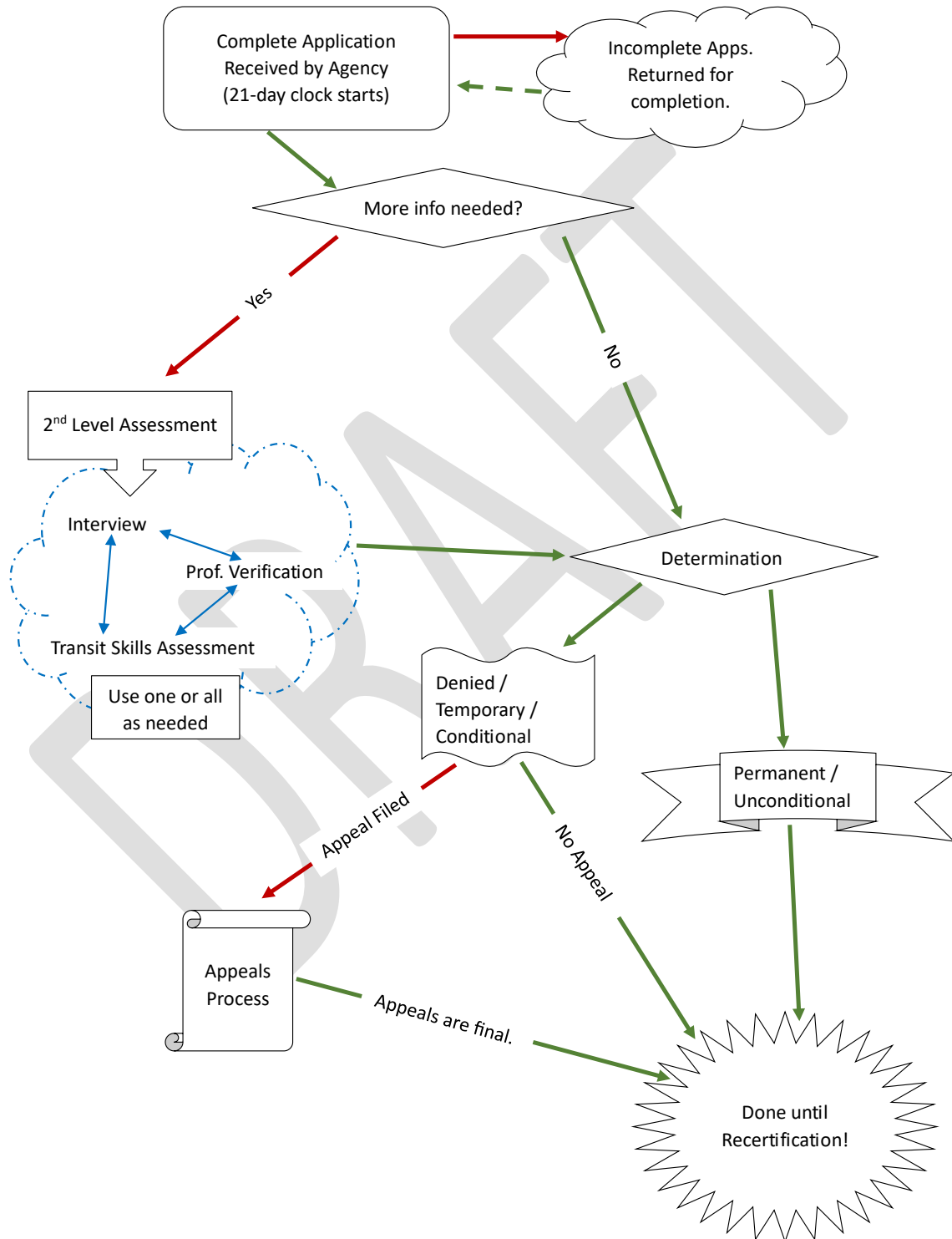


Figure 1: Eligibility Process Overview

Process for Conducting ADA Paratransit Eligibility Assessments

1. To the greatest extent practicable, ADA paratransit applications should be combined with applications for related programs within the greater mobility management framework, including travel training and the Regional Transportation Connection Clipper Access Program. Application materials should be as easy as possible for any interested parties to access, including:
 - a. Posted to transit agency websites, with links from other agency websites as appropriate
 - b. Paper copies available at senior centers, libraries, transit agency, other agency offices, etc.
2. Applicant submits completed application.
 - a. If the submitted application contains sufficient information to determine eligibility, proceed to number 4 below.
 - b. Return incomplete application with instructions for completion. In many instances, a follow-up phone call may be helpful to explain why the application was returned and/or what additional information is required.
3. If necessary, conduct a second-level assessment, which may include one or more of the following elements.
 - a. Applicant interview (in-person, via video conference, via telephone, etc.)
 - b. Transit Skills Assessment
 - c. Professional confirmation/verification, obtained from an appropriate licensed professional

Applicants must be provided transportation to and from any required in-person assessment activity.

Note: the result of the Transit Skills Assessment should also be used as an initial assessment for the applicant's potential to be travel trained.

4. Record determination (in agency client files, dispatch software and the Regional Eligibility Database) and send client eligibility letter. In all cases, the mailing should include information about other mobility programs that are or may be available to the applicant.
 - a. If eligibility is Permanent and Unconditional, the process is complete for five years.
 - b. If eligibility is other than Permanent and Unconditional (i.e., Temporary, Conditional or Denied), instructions for filing an appeal must be included.
5. Applicants may appeal their eligibility determination if the determination is anything other than Permanent and Unconditional. Appeals will be conducted in a standardized manner agreed upon by the transit agencies that will allow applicants to state their case. A letter of finding will be issued to the applicant stating whether the appeals panel has upheld or modified the original determination.

Applicants must be provided with transportation to and from their appeal hearing. Appeals are generally considered final, regardless of outcome.

General Protocol for Eligibility Interview

- Explain that any information they provide will be kept confidential, to the extent practicable, and shared only on a “need to know” basis (i.e., with other transit agencies), however, paratransit eligibility information is not HIPAA protected.
- Explain the purpose of the phone or video conference interview (e.g., “This is an opportunity for you to explain your travel abilities and your need for ADA paratransit service”).
- Explain what will happen (e.g., “We will have a short phone interview, which may result in a determination being made on your eligibility, or we may need some extra information from your treating professional or you may be referred for an in-person assessment”).
- Explain that ADA paratransit is adaptive bus service intended only for customers who are unable, because of their disability, to ride the fixed-route bus/train without assistance for some or all their trips.
- Explain that there are different categories of eligibility (e.g., “There are a couple different types of eligibility, either Unconditional, in which it is determined that you need ADA Paratransit for all your trips, or Conditional, in which you can use ADA Paratransit for some trips but are expected to ride transit for other trips. There is also Temporary eligibility in case your disability is short-term”).
- Ask the applicants if they have any questions about ADA paratransit eligibility.
- Explain any other mobility options that may be available to the applicant (e.g., “There are also other programs available in your area for which you may qualify. I would like to give you some information on these programs after our interview, if that is all right with you”).

Sample Interview Questions

All Applicants

- Please tell me how you currently travel outside your home?
- Have you ridden transit before?
 - What type of transit? Bus? Train? Streetcar?
 - When was the last time and how often?
 - How do you believe your disability prevents you from riding transit?

Applicants reporting mobility/physical impairments

- What about getting to and from transit?
 - Are you able to cross streets by yourself?
 - Are you able to cross large intersections?
 - Are you able to walk over uneven surfaces (grass, sand, gravel, etc.)?
 - Are you able to travel up a gradual hill?

- How far would you be able to walk in ideal weather? How many city blocks?
- Are there any barriers that affect your ability to travel to a bus stop on your own?
- Are there times when your condition changes?
 - Does weather affect your ability to travel? If so, how?
 - Are you undergoing any treatments that would cause your condition to manifest or be more severe at times? (e.g., dialysis, chemotherapy, electroconvulsive therapy, etc.)
 - Do you ever use a mobility aid, like a cane or a wheelchair? What type? How often? (Record details for all mobility aids/devices reported)
- Once onboard a bus or train:
 - Are you able to grip a handrail?
 - Are you able (do you have the dexterity) to pay your fare using the farebox or Clipper validator?
 - Some fixed-route transit involves standing. Please tell me about your ability to keep your balance in a moving vehicle.

Questions for Assessing Conditions that Cannot be Evaluated through an Assessment

Many agencies have found that certain disabling conditions, such as cognitive disabilities, visual disabilities, psychiatric diagnoses and seizure disorders do not always lend themselves readily to complete evaluation through an interview or transit skills assessment, making accurate determinations in these cases particularly challenging. In many instances, a professional verification from the applicant's doctor, social worker or other licensed practitioner can provide the needed information to complete the determination. Below are questions to be used if the primary basis for the individual's application falls in one of the following categories.

Applicants Reporting Cognitive Impairments

- Have you ever traveled alone on a bus? What would you do if you got lost?
- Have you had training to travel in the community? Which places did you learn to go to? Are you able to go to those places now?
- Can you understand and count out the bus fare without assistance?
- Are you able to read and use transit timetables or online schedules?

Applicants Reporting Visual Disabilities

- Can you describe how your visual limitations affect you?
- Are your visual limitations stable, degenerative or otherwise changing?
- Do you have any disabilities besides vision that prevent you from riding the bus or train?
- Do you have a visual acuity statement from your treating professional? (Note: 20/200 is legally blind)
- Do you use any mobility aids when you are outdoors?

- Can you walk alone outdoors? If yes, when can you travel? Can you go further than a block from your home?

If the applicant is partially sighted, ask the following questions:

- Can you see steps or curbs?
- Is your vision worse during daytime, nighttime or about the same in all lighting conditions?
- Can you clearly see bus signage, including route number? Are you able to differentiate between buses at a stop with multiple routes?

Applicants Reporting Psychiatric Diagnosis

- How do you feel your disability prevents you from riding transit?
- Is your condition controllable with medication?
 - Do you experience any side effects from the medication that would affect your ability to use transit?

Applicants Reporting Seizure Disorders

- How do your seizures prevent you from traveling on the fixed-route system?
- Does your condition prevent you from using the fixed-route system all of the time, or just at specific times? If specific times, when?

Additional Questions for All Applicants

- Do you have any disabilities or disabling health conditions besides what we have discussed that prevent you from riding the fixed-route system? (Note: this is a very important question as applicants often have more than one condition but may have listed only the most limiting condition)
- Have you considered getting instructions on how to ride transit? If not, are you interested? (Note: use this opportunity to explain other mobility options in the community that may be suited to the applicant)

The above questions are relatively high level and will need to be tailored to the applicant and the application information. Additional questions may also be needed to get at the applicant's true abilities. The professional verification submission will provide more information in making an accurate determination. It is important that applicant health care providers listed on the application be contacted if eligibility is difficult to determine. Attempts to reach health care providers should be well documented to ensure a timely turnaround of eligibility determination.

It is important to document all questions asked of the applicant along with their answers. It is also important to remember you only need information pertaining to the applicant's disability as it relates to their ability to use fixed-route transit. You are not collecting data on their overall health or the extent of their disability.

When to Conduct an In-Person Interview and/or a Transit Skills Assessment?

If the applicant does not fall into one of the categories listed above for a phone/video conference interview and the application does not provide enough information for an accurate determination,

including whether the applicant may be able to ride transit some of the time, an in-person interview and/or a transit skills assessment may be the most accurate method of determining eligibility. An in-person skills assessment is particularly necessary if the applicant could be conditionally eligible or denied eligibility.

Applicants should be asked to bring their primary mobility aid(s) and should be advised if the skills assessment will take place outdoors. Additionally, the transit agency must make travel arrangements to the interview site.

DRAFT

TAP Action 25: Standardize Paratransit Eligibility Practices

July 22, 2024

Regional Network Management Council

BAY AREA TRANSIT
TRANSFORMATION
ACTION PLAN

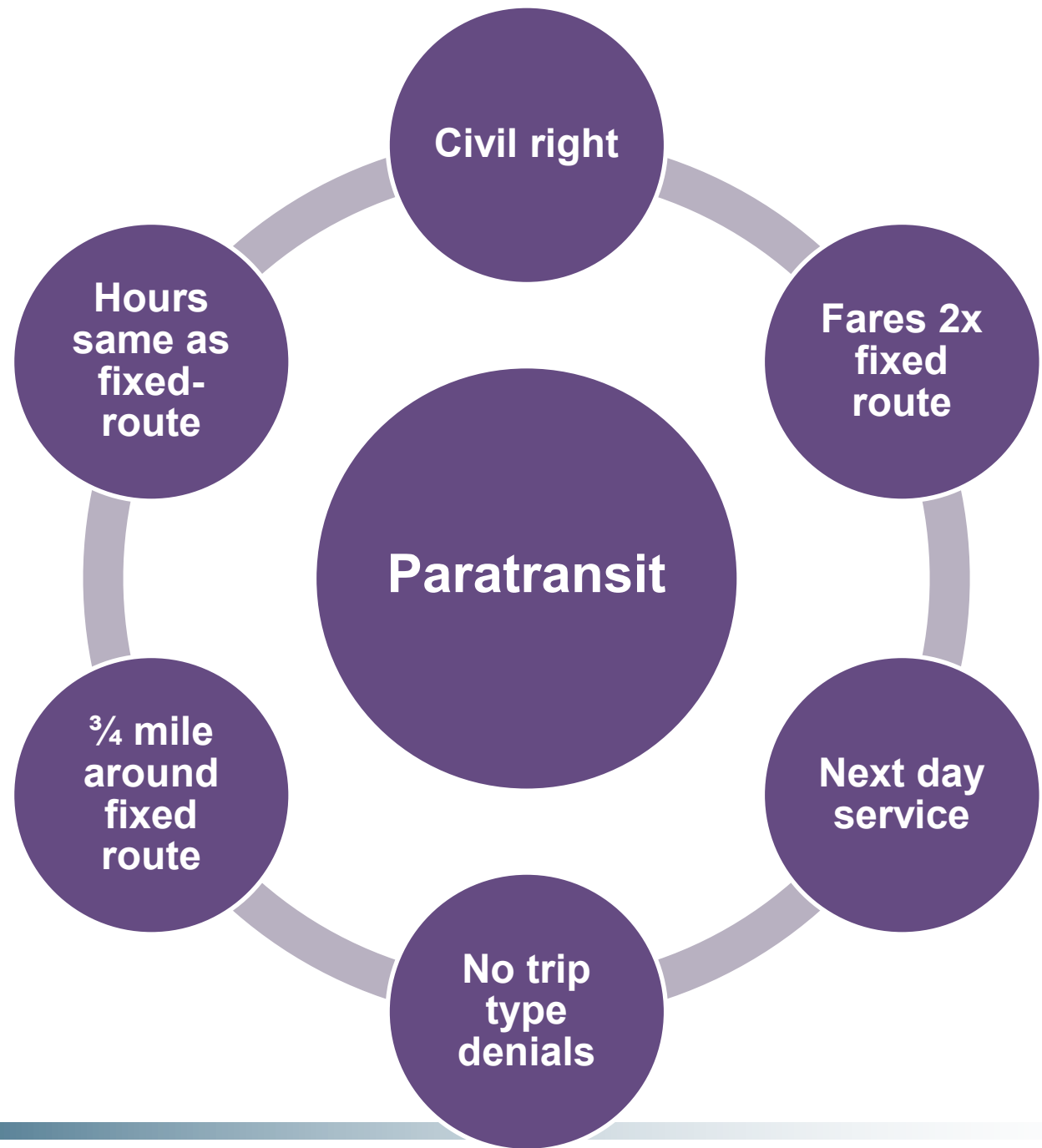


METROPOLITAN
TRANSPORTATION
COMMISSION



Paratransit Primer

- Civil right
- Hours same as fixed route
- 3/4 mile around fixed route
- No trip type denials
- Next day service
- Fares 2x fixed route



Paratransit Programs in the Bay Area

- AC Transit / BART – ***East Bay Paratransit***
- SolTrans – ***SolTrans Paratransit***
- County Connection – ***LINK Paratransit***
- Sonoma County Transit – ***Sonoma County Paratransit***
- City of Dixon – ***Dixon Read-Ride***
- Tri-Delta Transit – ***Tri Delta Paratransit***
- Fairfield & Suisun Transit – ***FAST Connect ADA***
- Union City Transit – ***Union City Paratransit***
- Golden Gate Transit / Marin Transit – ***Marin Access***
- Vacaville City Coach – ***City Coach Paratransit***
- Petaluma Transit – ***Petaluma Paratransit***
- Napa Vine Transit – ***VineGo Paratransit***
- City of Rio Vista – ***Delta Breeze***
- Santa Clara VTA – ***VTA ACCESS Paratransit***
- SamTrans – ***Redi-Wheels / RediCoast Paratransit***
- WestCAT – ***WestCAT Paratransit***
- Santa Rosa CityBus - ***Santa Rosa Paratransit***
- Wheels (LAVTA) – ***Wheels Dial-A-Ride***
- SFMTA (Muni) – ***SF Paratransit***

Existing Paratransit Eligibility

- 1. Eligibility processes in the Bay Area vary:**
 - Paper process
 - Paper + phone interview
 - Paper + In-person interview
- 2. All eligible riders must recertify**
- 3. Some agencies have mobility management integrated**



Near-term
Recommendations:
Customer Experience

*Implementation as
a region that will
primarily benefit
the customer*

1. Standardize application forms and make available online
2. Standardize eligibility interview protocols for agencies using in-person and paper/phone-based assessments
3. Standardize the appeals process
4. Standardize definitions of eligibility categories and renewal timelines
5. Explore alternatives to in-person assessments for certain disability categories
6. Identify and enhance promotion of paratransit alternatives and incorporate travel training referrals during the eligibility process

Near-term
Recommendations:
Quality of Services

***Implementation as
a region that ensure
quality service***

7. Set aside new funding to host annual paratransit eligibility trainings
8. Learn about new eligibility vendors in coordination and with support from MTC
9. Explore technical solutions to enhance eligibility implementation
10. Develop on-going monitoring strategies for quality assurance
11. Explore increasing the use of trip conditional eligibility

Recommended Next Steps

- **Presentation of Report to:**
 - **Regional Network Management Council – July 2024**
 - **Regional Network Management Committee – Fall 2024**
- **Continued coordination for policy changes and implementation** through a Paratransit Eligibility Working Group (consisting of MTC and transit and paratransit agency staff)





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