Transit Paratransit Coordinating Committee

MEETING AGENDA

March 20, 2018 – 1:30 p.m.

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions

2. Approval of Meeting Notes: January 16, 2018 - DISCUSSION / ACTION*

3. Roundtable Updates - Discussion
   3.1. Transit / Paratransit Operators
   3.2. Mobility Partners

4. Coordinated Claim FY 2019 – DISCUSSION / ACTION**

5. Clipper 2.0 Initiative for Paratransit Integration, Staff Report – Discussion*

6. Coordinated Public Transit Human Services Transportation Plan, Adopted February 2018,
   https://mtc.ca.gov/our-work/plans-projects/other-plans/coordinated-public-transit-human-services-
   transportation-plan - Discussion*

7. Public Comment - Discussion

8. Items for Next Agenda – Discussion

9. Other Business / Comments / Announcements
   9.1. Follow up on Smoking Ordinance Item from January meeting - How is the 25 foot no smoking
   area measured at a bus stop? - Discussion

10. Adjourn - ACTION

*Materials attached
**Materials to be handed out

The next SCTA/RCPA meeting will be held April 9, 2018
The next TPCC meeting will be held May 15, 2018

Copies of the full Agenda Packet are available at www.scta.ca.gov.

DISABLED ACCOMMODATION: If you have a disability that requires the agenda materials to be in an alternate format or
that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72
hours prior to the meeting to ensure arrangements for accommodation.

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the
Transit Paratransit Coordinating Committee after distribution of the agenda packet are available for public inspection
in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.
Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.
ITEM

1. Introductions

Meeting called to order at 1:32 p.m. by Chair Dennis Battenberg.

Committee Members: Dennis Battenberg, Chair; Stan Gow, Vice chair; Jared Hall, Petaluma Transit; Silvia Palacios Martinez, Petaluma Transit; Bryan Albee, Sonoma County Transit; Jodi Curtis, Sonoma County Transit; April Pearson, Sonoma County Transit; Yuri Koslen, Santa Rosa CityBus; Bob Cuneo; Tim Webster, Earle Baum Center.

Guests: Ellen Swedberg, Sonoma County Department of Health Services; Bettina O’Brien, Santa Rosa MS Support/Self Help Group; Diane Deutch; Jean Lake; Jeff Harrington, Earle Baum Center; Cami Kahl, Volunteer Center.

Staff: Dana Turrey; Drew Nichols.

2. Approval of Meeting Notes: November 21, 2017 - DISCUSSION / ACTION*

Approved as submitted.

3. Smoking Ordinances - Presentation

Ellen Swedberg, Sonoma County Department of Health Services, presented a brief history of the non-smoking ordinances in Sonoma County. Smoking is not permitted at any bus stop in Sonoma County.

The ordinances follow the same criteria for cannabis products and electronic cigarettes.

A series of signage was displayed to committee Ms. Swedberg recommended signage as the most feasible and effective strategy to curb smoking at transit stops.

An individual can face a citation of $100 for the first offense for failing to abide by the ordinances or nonsmoking zones.

Stan Gow raised the issue of the absence of ash trays, citing the littering of cigarettes on the streets.

Bob Cuneo raised the challenge of those who are blind cannot see who are smoking, and fear confrontation.

Ms. Swedberg highlighted the passing of Proposition 56 (2016) which increased the tax on cigarette and the revenue is to be directed for media promotion.

4. Officer Elections for 2018

The committee was presented for approval the Chair and Vice Chair of the TPCC. Dennis Battenberg is the current chair and Stan Gow is the current vice chair.

Bob Cuneo nominated Dennis Battenberg for chair, Stan Gow seconded.

Bob Cuneo nominated Stan Gow for vice chair, Tim Webster second.

The nomination for Dennis Battenberg as Chair and Stan Gow as Vice chair was approved by a vote of acclamation.
5. Member Roster and Recommendation

Dana Turrey requested from the committee a recommendation for Patricia Kerns to become a member of the TPCC.

The Committee approved the recommendation unanimously.

Ms. Turrey further announced vacancies for the committee. If there is interested individuals for the open categories, please contact Ms. Turrey.

6. Accessible Transit Website and Sign Project, CityBus and Earle Baum Center

Jeff Harrington, Earle Baum Center, and Yuri Koslen, Santa Rosa CityBus, demonstrated recent efforts for a screen reader to read the schedules online.

Mr. Harrington described the screen reader’s use for those with visual impairments and explained the challenges and progress to develop descriptions that would be easier for screen readers.

Dennis Battenberg asked if the descriptions are in the Spanish language.

Mr. Koslen responded they are not yet in the Spanish language, however the system maps are bilingual.

7. Round Table Updates*

7.1. Transit / Paratransit Operators

Sonoma County Transit:

Bryan Albee reported to the committee that an electric bus will be arriving in April and will initially serve local Route 24 in Sebastopol.

As well, schedule changes with the north county SMART connector routes are anticipated for March.

Paratransit has experienced a 48% increase in ridership over the past five years, while highlighting the fixed route service experienced the highest ridership in the mid-1990s.

Mr. Albee spoke about the challenges discussed at the last meeting regarding Volunteer Wheels. The phone system issues have been resolved and more staff are available to answer the phone calls. New software is being entertained for the next fiscal year and four new vans have been ordered, with anticipated service to begin toward the end of February.

Bob Cuneo added there have been fewer complaints about Volunteer Wheels. However, there is still a problem with individuals receiving their scheduled time for the next day and the driver is late as the requested.

Tim Webster added there are no ride time confirmations and has noticed an improvement for the system.

Mr. Webster asked about the capacity, as fewer cars are being driven by volunteer drivers.

Mr. Albee responded it is based on the availability of volunteers.

April Pearson added this depends where one is travelling to and from. There is ongoing work to recruit volunteers.

Mr. Cuneo asked about the free-ride policies.

April responded this is a case-by-case situation.

Petaluma Transit:

A new schedule was introduced on January 7th, with service changes in the evening in order to ease connections with the SMART schedule.

Jared Hall was introduced to the committee as Petaluma’s new Transit Manager.

The committee discussed short-term cancellation notice policies. Santa Rosa CityBus, Golden Gate Transit consider short cancellation notice at 2 hours; Sonoma County Transit one hour.
Furthermore, Petaluma Transit offers fixed route rides free for paratransit riders.

*Santa Rosa CityBus:*

Yuri Koslen reported on the ParkSMART shuttle.

*Golden Gate Transit:*

Jon Gaffney reported on work to reconfigure the San Rafael Transit Mall and discussed technology updates.

The committee conversed about bus stop shelters. Currently, plans to move from shelters from low-ridership to high ridership locations are in progress.

Bettina O’Brien suggested solar panels on bus shelters to power fans and lights.

7.2. Mobility Partners

N/A

8. Public Comment

Bettina O’Brien spoke on the challenges of intersection crossings and shared an experience from a trip from Germany where separate buttons are installed to give more time to individuals with limited mobility to cross safely.

9. Items for next agenda

9.1. Clipper overview, including potential for paratransit payment in version 2.0

Dana Turrey reported an effort to bring information from MTC on Clipper 2.0 to this Committee.

10. Other Business / Comments / Announcements

N/A

11. Adjourn – ACTION

The committee adjourned at 2:48 p.m.
Staff Report

To: Transit Paratransit Coordinating Committee
From: Dana Turrey, Transportation Planner
Item: FY18/19 Coordinated Claim for Transit Funding
Date: March 20, 2018

Issue:
Shall the TPCC recommend that the SCTA adopt the Coordinated Claim for Fiscal Year 2018-2019 (FY 18/19) state and local transit funding?

Background:
Each year a Coordinated Claim for Transportation Development Act, State Transit Assistance, and Measure M funds is developed by the jurisdictions of Sonoma County. These funds are the primary source of operating revenue for all of Sonoma County’s transit operators. To coordinate the distribution of these funds among transit operators with service areas that cross jurisdictional boundaries within Sonoma County, the SCTA adopts a Coordinated Claim annually.

Transportation Development Act (TDA) revenues are derived from sales tax receipts (0.25% of the state sales tax).

State Transit Assistance (STA) funds are derived from a portion of sales tax revenues collected from the sale of vehicle fuels. They are allocated from two subcategories:

i) Population-Based Funds are distributed through a County Block Grant for local transit.

ii) Revenue-Based Funds are allocated to operators eligible for TDA Article 4: Sonoma County Transit, Santa Rosa CityBus, and Petaluma Transit.

Measure M revenues are also derived from sales tax receipts (0.25%) with bus transit receiving 10% of the incoming revenue. Measure M is administered by SCTA. Measure M funds are generally used by local operators to support fixed-route and paratransit operations.

The revenue streams from all of these sources are affected by changes in the economy, as well as changes in legislation and programs; thus, operators must deal with funding instability as a constant condition.

Population is another variable since it is used as a method of distribution of funding. From the FY06/07 Coordinated Claim until now, the Sonoma County Transit service area population percentage (i.e., 100% minus Santa Rosa & Petaluma) has decreased from 55.44% to 52.93%; Santa Rosa has risen from 32.74% to 35.00%; Petaluma has increased from 11.82% to 12.06%, of total county population.
**What is the Coordinated Claim?**

The Coordinated Claim documents existing inter-jurisdictional funding agreements for transit services in Sonoma County as they relate to the distribution of TDA, STA and Measure M funds. The process of developing the Coordinated Claim each year is the primary mechanism for establishing contribution amounts for services provided by transit operators to local jurisdictions.

The funding amounts displayed in the Coordinated Claim are based on the latest fund estimates prepared by the MTC and the County Auditor's office. While the fund estimates are subject to fluctuation over the course of the fiscal year, the Coordinated Claim serves as the basis from which transit operators base their annual TDA and STA funding requests to MTC. Generally transit operators make their annual claims to MTC in May and June, so that funding is received prior to the start of the new fiscal year.

**FY18/19 Funding Coordination:**

**TDA**

In general, most jurisdictions provide TDA funding to Sonoma County Transit for a variety of contract transit services. For a complete listing of all contracted services, please refer to the Coordinated Claim.

Based on a contribution formula established in FY96/97, all Sonoma County entities contribute to Golden Gate Transit (GGT). Collectively, as required by MTC resolution 2858, these contributions provide an amount equal to 25% of Sonoma County's fiscal year TDA funds.

In order to fund complementary paratransit services required by the Americans with Disabilities Act (ADA) of 1990, each entity that contracts with Sonoma County Transit contributes an additional 20% of their fixed-route contributions to support ADA required paratransit services. Currently, Sonoma County Transit contracts with Volunteer Wheels to provide its ADA paratransit service. Petaluma Transit and Santa Rosa CityBus currently contract with MV Transportation to provide paratransit services within their respective service areas.

TDA funds can also be used for non-transit purposes if MTC makes a finding that “all transit needs which are reasonable to meet are being met” in those jurisdictions claiming funds for other purposes. In 2001, SCTA recognized the increased need for paratransit services and continuing unmet transit needs, and determined that use of TDA funds for non-transit purposes be phased out by 2002 (Resolution 2001-008).

**STA**

In February 2018, the Metropolitan Transportation Commission (MTC) established a new policy framework for the use of State Transit Assistance (STA) Population-Based funds in the region. Beginning in FY 18/19, under the new policy framework, SCTA is responsible for coordinating the development of a STA Population-Based distribution program to STA-eligible operators in Sonoma County through a County Block Grant. The STA County Block Grant is accompanied by several policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding.

Through FY 17-18, STA Population-Based funds were divided among three categories; regional paratransit, formula funds, and the Lifeline Transportation Program. Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, augmented the STA program from the increase in the diesel sales tax. STA funds collected though the SB-1 program in FY17/18 are now available for allocation to transit operators.
the previous funding framework. These additional FY17/18 STA funds are included in the attached FY18/19 Coordinated Claim.

**Measure M**

Measure M funds for local bus transit are divided among Sonoma County Transit, Santa Rosa CityBus, and Petaluma Transit based on population.

**Requested Action:**

Staff requests that the TPCC review the attached FY 2018-2019 Coordinated Claim and make a recommendation to the SCTA.
Staff Report

To: Transit Paratransit Coordinating Committee
From: Dana Turréy, Transportation Planner
Item: Clipper® 2.0 Initiative for Paratransit Integration
Date: March 20, 2018

Issue:
What is the status of Clipper 2.0 and how might a new version allow for integration with paratransit?

Background:
The Clipper card (Clipper) is a fare instrument designed to operate on all of the different fixed-route transit modes in the Bay Area facilitate inter-operator transfers. In January 2016, Sonoma County Transit, Santa Rosa CityBus, and Petaluma Transit joined other Bay Area transit agencies in accepting Clipper. SMART accepts Clipper as its only fare medium. Youth, seniors and people with disabilities can get Clipper cards for discounted rides.

The Metropolitan Transportation Commission (MTC) operates Clipper in partnership with the region’s 20-plus different transit agencies. MTC and transit operators are planning for the next generation of Clipper (Clipper 2.0) to handle future growth, explore payment options, enhance online account management, and increase transaction speeds.

Clipper is not currently available for paratransit trips; however, Clipper 2.0 is being designed to be compatible with the most common paratransit booking and dispatching systems, should providers choose to participate. MTC has outlined paratransit services integration requirements in their request for proposals for Clipper 2.0. These requirements include a direct interface with commonly used paratransit booking and dispatching systems, that does not require the installation of Equipment on paratransit vehicles.

Action:
None. Information only.
COORDINATED PUBLIC TRANSIT-
HUMAN SERVICES TRANSPORTATION PLAN

February 2018
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Sonoma County and Cities

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Cities of San Mateo County

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Project Manager

Kearey Smith
Tom Buckley
GIS Analysis and Mapping

Shimon Israel
Demographic Analysis

Michele Stone
Miguel A. Osorio
Graphic Design and Production

This Plan was completed in consultation with Nelson/Nygaard Consulting Associates

COORDINATED PLAN TECHNICAL ADVISORY COMMITTEE

Jon Gaffney
Golden Gate Transit

Tracy Repp
Sonoma County Human Services Area Agency on Aging

Debbie Toth
Choice in Aging

Shawn Fong
City of Fremont

Melissa Reggiardo
SamTrans

Katherine Heatley
Outreach

Annette Williams
San Francisco Municipal Transportation Agency

Liz Niedzela
Solano Transportation Authority
This is a forward-thinking, big picture plan for the region that guides MTC’s coordination with partners throughout the Bay Area.

This Coordinated Public Transit-Human Services Transportation Plans goes beyond its basic federal requirements—considering the mobility needs of seniors, people with disabilities, people on low-incomes, and veterans—and designates strategies to guide MTC’s efforts over the next four years.

This plan asks the question:

How can MTC and its partners provide mobility options for seniors, people with disabilities, veterans, and people with low incomes that are also cost efficient for the region?
WHO IS SERVED?

The Coordinated Plan envisions a cost-effective expansion of services for seniors, people with disabilities, veterans, and those with low incomes.

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<thead>
<tr>
<th>Existing Targeted Services</th>
<th>Seniors</th>
<th>People with Disabilities</th>
<th>Veterans</th>
<th>Low-Income Populations</th>
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<tr>
<td>ADA-mandated paratransit</td>
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<td>Private demand-response transportation</td>
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<td>Subsidized fare or voucher programs</td>
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<td>Information and referral</td>
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KEY CHALLENGES FOR THE REGION

The Bay Area’s population is aging, and the portion of the population living in poverty has increased and suburbanized in the last decade. Combined with a growing share of the population that lacks access to a vehicle, this means that fewer of the most vulnerable people in our region have access to opportunities.

WHAT DOES THE DATA TELL US?

Predictions for the region’s growth through the year 2040 indicate that the senior population will grow from 14% of today’s population to 23% of the 2040 population. However, those seniors are expected to stay healthy longer, with almost no growth expected in the portion of the population that is disabled.

The cost of providing paratransit is increasing. According to the Federal Transit Administration, between 1999 and 2012, the average cost per trip on ADA paratransit services increased 138%, from $13.76 to $32.74.

Today, 24% live in poverty in the Bay Area. Poverty has risen faster in suburban than urban areas, particularly in Solano, Contra Costa, and Marin counties. Low-income populations increasingly have less access to public transit and public services.

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1. 2014 American Community Survey 5-Year Estimate S0101; Metropolitan Transportation Commission and Association of Bay Area Governments, Plan Bay Area 2040 Projections, Scenario 2040_03_116
2. 2014 American Community Survey 1-Year Estimate S0103
3. 2014 American Community Survey 5-Year Estimate S0101; Metropolitan Transportation Commission and Association of Bay Area Governments, Plan Bay Area 2040 Projections, Scenario 2040_03_116
4. 2015 American Community Survey 1-year Estimate B17002
5. FTA Report No. 0081, Accessible Transit Services for All
EXECUTIVE SUMMARY

Change in Population Living in Poverty

2000 to 2014
Population below 200% federal poverty line,
$34,100 for a family of four in 2000
$47,700 for a family of four in 2014

Tracts Within Urbanized Areas
(Decennial Census 2000/ ACS 2014)

- Decreased by more than 1,000
- Decreased by 500 to 1,000
- Decreased by 50 to 500
- No Change
- Increased by 50 to 500
- Increased by 500 to 1,000
- Increased by more than 1,000

Oakland

- More Than 500,000
- 50,000 to 150,000
- Less Than 50,000

Miles

Kilometers

0  3  6  9  12
0  4  8  12  16

MTC GIS/KS August 2016

Coordinated Public Transit-Human Services Transportation Plan | 2018 Update
WHAT DO REGIONAL STAKEHOLDERS SEE AS THE BIGGEST GAPS?

Representatives from over 30 Bay Area stakeholder groups were asked to identify the biggest mobility gaps faced by their constituents. These are the most common themes heard.

• **Spatial gaps**—areas of our region that are either difficult or impossible to reach by public transportation—continue to be a key need expressed throughout the region

• **Temporal gaps**—points in time that lack service—also constrain the mobility of target populations

• With regional consolidation of facilities and growing rates of disease, **healthcare access** is a major concern in the region

• Transit and paratransit **fares are unaffordable** for many people in all parts of the Bay Area

• **Funding needs** are growing faster than revenues

• Constituents recognize that **safety investments for pedestrians and people on bicycles** improve mobility for all, and increase access to transit

• While suggestions were made to leverage emerging mobility service providers to assist in solving mobility gaps, people are concerned about the **lack of accessibility of both taxis and ride-hailing services**

• Stakeholders highlight the importance of **transportation information availability** and associated referral services to steer people to gap-filling services

• Consistent with the 2013 Plan, **transfers** on both the fixed-route transit network as well as between ADA Paratransit service providers (when trips cross county lines, for example) are barriers
EXECUTIVE SUMMARY

COORDINATION STRATEGIES

Strategies are big picture initiatives that MTC and its local partners can implement or facilitate. The plan identifies the following strategies for MTC and its partners:

IMPLEMENT COUNTY-BASED MOBILITY MANAGEMENT

Develop County-Based Mobility Management Across the Region that will direct passengers to all available transportation options and increase efficiency through coordination. A county-based mobility management program should include in-person eligibility assessments, travel training, and information and referral services.

The graphic below describes the typical Mobility Management process, in which an individual seeking mobility services works with a Mobility Manager to assess their needs, and to be referred to services, subsidy programs, or training opportunities for which they are eligible.
IMPROVE PARATRANSLIT

Address Access to Healthcare by supporting cost sharing agreements between transportation providers and healthcare clinics, and by exploring Medi-Cal cost recovery programs for public and private providers in the Bay Area.

Reduce the Cost of Providing ADA Paratransit. Implementation of mobility management strategies will help address paratransit per-rider costs, including in-person eligibility assessments and software upgrades to allow for trip screening or Interactive Voice Response systems.

Make it Easier for Customers to Pay by exploring potential solutions with Clipper 2.0

REGIONAL MEANS-BASED TRANSIT FARE PROGRAM

Means-Based Fare Program. To make transit more affordable for low-income people, MTC and partners should implement a financially viable and administratively feasible program.

SHARED AND FUTURE MOBILITY

Advocate for the Accessibility of Shared Mobility Solutions and Autonomous Vehicles. MTC and partners ensure equity and accessibility of bikeshare, carshare, ride-hailing, and other new mobility options by issuing policy guidance and technical assistance for agencies and non-profits entering into partnerships.

IMPROVE MOBILITY FOR VETERANS

Support Veterans’-Specific Mobility Services. Serve localized and long-distance medical trips for veterans and create opportunities for veterans to advise MTC on mobility needs.

PROVIDE MOBILITY SOLUTIONS TO SUBURBAN AREAS

Increase Suburban Mobility Options. MTC can provide guidance on public-private partnerships, increasing the availability of subsidized same-day trip programs, increasing the functionality of information and referral systems such as “one-call/one-click” solutions, and subsidizing low-income carshare pilots or vehicle loan programs.
ACTION PLAN

To cost efficiently serve seniors, people with disabilities, veterans, and people with low incomes with a range of mobility options, this plan outlines key actions for MTC and its regional partners over the next four years.

1. KEEP THE MOMENTUM (6-12 months)
   In the first year of the 2018 Coordinated Plan’s adoption, MTC and its regional partners—transit operators, human service providers, Congestion Management Agencies, and others—should keep the momentum from the planning process by setting policies and establishing internal frameworks.

2. IMPLEMENT THE BASICS (1-2 years)
   One to two years after adoption, the region should begin to see visible impacts of the planning process, with service pilots, coordination summits, and other basic programs being implemented.

3. BUILD OUT THE PROGRAM (3-4 years)
   In the three to four year time frame, the major strategies for the region—county-based mobility management, means-based fares, in-person eligibility, access to health care, and an open dialog with shared mobility service providers—should come to fruition.

FOR MORE INFORMATION

Please contact:
Metropolitan Transportation Commission
415.778.6700
mtc.ca.gov