



R. 19-02-012

# Track 4 Workshop Presentation

Via Transportation, Inc.

May 11, 2021

# Agenda

1. Background
2. The Via Model vs. Conventional TNC model
3. Track 4 issues

# Background

# Our mission.

**To build the world's most efficient, convenient, and accessible public mobility solutions.**

We strive to be the digital infrastructure powering public transit for cities and transit agencies.



# Enabling communities to efficiently manage every component of their public transportation system



## On-demand public transit

- First-and-last-mile
- Transit deserts
- Replace under-performing bus routes
- Corporate & university shuttles



## School buses

- Routing
- Bus & student tracking



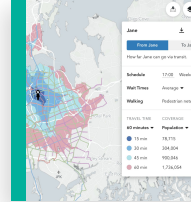
## Paratransit / NEMT

- Accessible transport
- Health care



## Transit Consulting

- Network analysis & optimization
- Advanced simulations



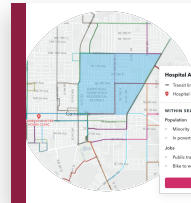
## Transit planning & scheduling

- System redesigns
- Access & equity analysis
- Detours & emergency response



## Street design

- Multimodal corridor redesigns
- Network planning
- Quick build projects



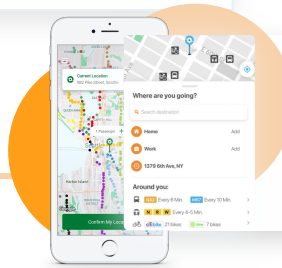
## Explore

- Integrate disparate transportation data sets to make better decisions



## Mobility management

- Scheduling
- Scooter fleet management
- Operations



## Integrated mobility

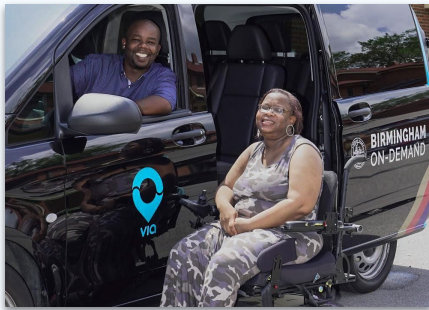
- Integrated payments and ticketing
- Multi-modal and multi-leg trip planning



# Via Model vs. Conventional TNC Model

# Via is NOT a Traditional TNC

## Hybrid Public Transit Model



Complements fixed transit



Publicly-funded service



Limited set of vehicles



Fully Accessible

# West Sacramento On-Demand



## Fare:

\$3.50 per ride  
Discount for seniors/disabled riders  
Free transfer to Yolobus

## Hours:

6 AM to 11 PM

## Bookings:

Via mobile app or phone

## Problem:

Car-dependent City with limited traditional transit ridership.

## Solution:

- Launched a dynamically routed, shared citywide service with dedicated fleet to improve mobility.
- **Via provides vehicles, drivers, software, data sharing and administration.**

## Results:

- **Mode shift away from single passenger vehicles:** 34% are using the service over driving alone.
- **Saved 60 tons of GHG emissions** in 1 year by getting people out of single occupancy vehicles.
- **Improving economic mobility:** Largest ridership group earns \$15K-\$30K.
- **Most popular age groups** are under 21 and over 50 years old.





# Track 4 Issues

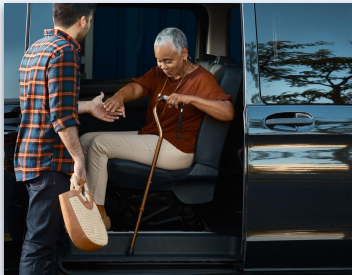
## Access Provider Exception

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- Less than 200,000 trips per quarter in each county
- Operates an accessible, end-to-end shared microtransit service
  - Funded by a public agency,
  - Operated exclusively on behalf of a public agency, and
  - Pursuant to a contract that includes WAV requirements.

## Public Partnership Exception to Access Fee

- Exemption for accessible services that are funded by and operated exclusively on behalf of a public entity, and pursuant to a contract that includes WAV requirements.
- Eliminates taxation of cities and public transit agencies, which already require equivalent levels of WAV and non-WAV service by contract.



# Support from the Parties

## San Francisco



*"San Francisco questions whether services being provided under contract to a public transit provider are properly considered TNC services at all ...We urge the Commission to examine these questions further and consider not requiring the collection of the TNC Access for All fee in connection with delivery of fully wheelchair accessible services under a contract with a public agency."*

## Los Angeles



*"The Commission should amend the requirements for TNCs to receive exemptions to add that any TNC engaged in a contract with a public transportation service provider that requires all vehicles to comply with the Americans with Disabilities Act (ADA) and provides WAV equivalent service...should receive an exemption to paying the fee for trips completed for that service."*

**Aparna Paladugu**, Policy & Government Affairs Principal

**Caitlin Brady**, Legal Operations Associate Principal

**Thank you.**