

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P. O. Box 12688, Oakland, CA 94604-2688

BOARD MEETING AGENDA

March 24, 2011

9:00 a.m.

A regular meeting of the Board of Directors will be held at 9:00 a.m. on Thursday, March 24, 2011, in the BART Board Room, Kaiser Center 20th Street Mall – Third Floor, 344 – 20th Street, Oakland, California.

Members of the public may address the Board of Directors regarding any matter on this agenda. Please complete a "Request to Address the Board" form (available at the entrance to the Board Room) and hand it to the Secretary before the item is considered by the Board. If you wish to discuss a matter that is not on the agenda during a regular meeting, you may do so under General Discussion and Public Comment.

Any action requiring more than a majority vote for passage will be so noted.

Items placed under "consent calendar" are considered routine and will be received, enacted, approved, or adopted by one motion unless a request for removal for discussion or explanation is received from a Director or from a member of the audience.

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to these meetings, as there may be people in attendance susceptible to environmental illnesses.

BART provides service/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address BART Board matters. A request must be made within one and five days in advance of Board meetings, depending on the service requested. Please contact the Office of the District Secretary at 510-464-6083 for information.

Rules governing the participation of the public at meetings of the Board of Directors and Standing Committees are available for review on the District's website (<http://www.bart.gov/about/bod>), in the BART Board Room, and upon request, in person or via mail.

Meeting notices and agendas are available for review on the District's website (<http://www.bart.gov/about/bod/meetings.aspx>), and via email or via regular mail upon request. Complete agenda packets (in PDF format) are available for review on the District's website no later than 48 hours in advance of the meeting. Those interested in being on the mailing list for meeting notices (email or regular mail) can do so by providing the District Secretary with the appropriate address.

Please submit your requests to the District Secretary via email to BoardofDirectors@bart.gov; in person or U.S. mail at 300 Lakeside Drive, 23rd Floor, Oakland, CA 94612; fax 510-464-6011; or telephone 510-464-6083.

Kenneth A. Duron
District Secretary

Regular Meeting of the
BOARD OF DIRECTORS

The purpose of the Board Meeting is to consider and take such action as the Board may desire in connection with:

1. CALL TO ORDER

- A. Roll Call.
- B. Pledge of Allegiance.
- C. Introduction of Special Guests.

2. CONSENT CALENDAR

- A. Approval of Minutes of the Meeting of March 10, 2011.* Board requested to authorize.
- B. Resolution Concurring with Contra Costa Transportation Authority's Request for Assembly Bill 1171 Bridge Toll Funds for the eBART Project and Amending Resolution No. 5139.* Board requested to adopt.
- C. Approval of East Bay Paratransit Consortium Service Plan for Fiscal Year 2012 Alameda County Measure B Claim.* Board requested to authorize.

3. ADMINISTRATION ITEMS

Director Blalock, Chairperson

NO REPORT.

4. ENGINEERING AND OPERATIONS ITEMS

Director Fang, Chairperson

NO REPORT.

5. PLANNING, PUBLIC AFFAIRS, ACCESS, AND LEGISLATION ITEMS

Director Murray, Chairperson

- A. Resolution of Support for Proposed 2011-12 California Budget by Edmund G. Brown Jr., Governor, State of California. Board request to adopt. (Material will be available by Monday, March 21.)

6. GENERAL MANAGER'S REPORT

NO REPORT.

7. BOARD MATTERS

- A. Roll Call for Introductions.

8. GENERAL DISCUSSION AND PUBLIC COMMENT

9. CLOSED SESSION (Room 303, Board Conference Room)

A. CONFERENCE WITH REAL PROPERTY NEGOTIATOR.

Property: 1001 – 1029 Whipple Road, 1035 – 1063 Whipple Road, 1065 – 1083 Whipple Road, 1085 – 1099 Whipple Road, and APN 475-0050-016, each located in Hayward, California

District Negotiators: Teresa E. Murphy, Assistant General Manager – Administration; and Laura Giraud, Department Manager, Real Estate

Negotiating Parties: Morgan Stanley Real Estate Advisor, Inc., and San Francisco Bay Area Rapid Transit District

Under Negotiation: Price and Terms

Gov't. Code Section: 54956.8

B. CONFERENCE WITH REAL PROPERTY NEGOTIATOR.

Property: Property Located at the Millbrae BART Station

District Negotiators: Carter Mau, Executive Manager, Planning & Budget; and Jeffrey P. Ordway, Manager, Property Development

Negotiating Parties: Justin Development, Republic Urban Properties/Green Valley Corporation, TMG Partners, and San Francisco Bay Area Rapid Transit District

Under Negotiation : Price and Terms

Gov't Code Section: 54956.8

C. CONFERENCE WITH LEGAL COUNSEL.

ANTICIPATED LITIGATION: one potential case.

Government Code Section: 54956.9

D. THREAT TO PUBLIC SERVICES OR FACILITIES:

Consultation with: Chief of Police; Acting Manager, Rail Security Programs; and Manager of Earthquake Safety Programs

Gov't Code Section: 54957(a)

E. (CONTINUED from March 10, 2011, Board Meeting)

CONFERENCE WITH LABOR NEGOTIATORS - PUBLIC EMPLOYEE PERFORMANCE EVALUATION:

Agency Negotiators: Directors Fang, Franklin, and Blalock

Title: Controller/Treasurer

Gov't Code Section: 54957



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Marisa DelBande</i>		GENERAL MANAGER ACTION REQ'D: Approve and Forward to the Board of Directors		
DATE: 3/17/11		BOARD INITIATED ITEM: No		
Originator/Prepared by: Stacey Perkins Dept: Capital Development & Control 3/15/11 Signature/Date: <i>Stacey Perkins</i>	General Counsel <i>Andrew Rausch</i> 3/16/11	Controller/Treasurer <i>[Signature]</i>	District Secretary []	BARC []
Status: Routed		Date Created: 12/27/2010		

TITLE:

Approval of a Resolution Concurring with Contra Costa Transportation Authority's Request for AB1171 Bridge Toll Funds for the eBART Project and Amending BART Resolution No. 5139

NARRATIVE:

Purpose:

To obtain BART Board approval of a Resolution that : (1) concurs with an application by the Contra Costa Transportation Authority (CCTA) for \$19 million of AB1171 bridge toll funds for construction and construction management necessary to widen the median of State Route 4 (SR4) between Somersville Road and State Route 160 to accommodate the eBART Project; and (2) amends BART Resolution No. 5139 to allow for rescission of \$52 million of AB1171 bridge toll funds previously allocated to the eBART Project, replacing said funds with RM1 bridge toll funds.

Discussion:

The eBART Project has received all necessary environmental clearances. On April 23, 2009, the Board of Directors adopted the eBART Project and authorized the General Manager to proceed with implementation actions. Previous allocations of bridge toll funds have been of RM2 and AB1171 bridge toll funds for the planning and environmental phase, final design, right of way acquisition to widen the SR4 median, right of way acquisition at the Hillcrest Station site, guideway preparation, construction of the transfer station at the Pittsburg Bay Point BART Station, and procurement of vehicles.

On January 19, 2011, CCTA approved an application, consisting of a Resolution of Project Compliance and an Initial Project Report (IPR), seeking an allocation of \$19 million for construction and construction management necessary to widen the median of SR4 between Somersville Road and State Route 160 to accommodate the eBART Project. CCTA's application states that the \$19 million will be comprised of both AB1171 and Regional Measure One (RM1) bridge toll funds. However, for internal fund management purposes, MTC Staff has proposed, and CCTA has concurred, that the \$19 million will be comprised solely of AB1171 bridge toll funds.

MTC does not have guidelines for allocating AB1171 bridge toll funds, however it does have guidelines for allocating RM2 funds and MTC is applying those guidelines in connection with

AB1171 bridge toll funds. Because BART is a co-sponsor with CCTA in securing funds for the eBART Project, MTC is requiring that BART approve CCTA's application. It is expected that MTC will approve both CCTA's and BART's applications on March 23, 2011.

In a separate funding action, Staff at MTC has proposed to rescission and reallocation of \$52 million from AB1171 to RM1 bridge toll funds. On July 1, 2010, the Board of Directors adopted BART Resolution No. 5139, approving a request for an allocation of \$84.6 million of AB1171 bridge toll funds for the final design and procurement of vehicles for the eBART Project. In response, MTC allocated \$73.6 million of AB1171 bridge toll funds for the procurement of vehicles and \$11 million of AB1171 bridge toll funds for final design.

For internal fund management purposes having to do with the timing of when funds will be needed, Staff at MTC has proposed to rescind \$52 million of the \$73.6 million allocation of AB1171 bridge toll funds for procurement of vehicles and replace said funds with RM1 bridge toll funds. The remaining \$21.6 million of AB1171 bridge toll funds allocated for the procurement of vehicles pursuant to BART Resolution No. 5139 will remain unchanged, as will the remaining \$11 million of AB1171 bridge toll funds allocated for final design. Staff at MTC has requested that BART Resolution No. 5139 be amended only to the extent necessary to accomplish these actions.

Fiscal Impacts:

Approval of the attached Resolution Concurring with CCTA's Resolution of Project Compliance and IPR for AB1171 Bridge Toll funds for the eBART Project and Amending BART Resolution No. 5139 (Resolution) is a requirement for CCTA to apply for and receive an allocation of \$19 million of AB1171 bridge toll funds from MTC, and to replace \$52 million of AB1171 bridge toll funds with RM1 bridge toll funds, for BART use in the procurement of vehicles for the eBART Project.

Alternatives:

Do not approve the attached Resolution. Failure to approve the Resolution could result in schedule delays and cost increases for the eBART Project.

Motion:

The Board of Directors approves the attached Resolution Concurring with Contra Costa Transportation Authority's Resolution of Project Compliance and Initial Project Report for AB1171 Bridge Toll Funds for the East Contra Costa County Rail Extension/eBART Project, CCTA Resolution No. 11-01-P, and Amending BART Resolution No. 5139.

**BEFORE THE BOARD OF DIRECTORS OF THE SAN FRANCISCO BAY
AREA RAPID TRANSIT DISTRICT**

**In the Matter of the Approval of a
Resolution Concurring with
Contra Costa Transportation
Authority's Resolution of Project
Compliance and Initial Project
Report for AB1171 Bridge Toll
Funds for the East Contra Costa
County Rail Extension/eBART
Project and Amending BART
Resolution No. 5139**

Resolution No.

Whereas, the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 *et seq.*; and

Whereas, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

Whereas, pursuant to Streets and Highways Code Section 31010(b), funds (generally referred to as "AB1171 bridge toll funds") generated in excess of those needed to meet the toll commitments as specified in paragraph (4) of subdivision (b) of Section 188.5 of the Streets and Highways Code shall be available to BATA for funding projects consistent with Streets and Highways Code Sections 30913 and 30914; and

Whereas, Regional Measure 1 ("RM1") bridge toll funds, also known as "90 percent Rail Extension Reserves," approved by the voters of the San Francisco Bay Area in March 1988, provide bridge toll revenue funds from the San Francisco Bay Bridges for use in projects that extend passenger rail service in the San Francisco Bay Area; and

Whereas, MTC adopted MTC Resolution 3434, Revised, which establishes commitments of AB1171 and RM1 bridge toll funds to specific projects and corridors; and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for AB1171 and RM1 bridge toll funding; and

Whereas, allocation requests to MTC must be submitted consistent with such process;
and

Whereas, BART and the Contra Costa Transportation Authority ("CCTA") are co-sponsors in securing funds for the East Contra Costa County Rail Extension (eBART) project (the "PROJECT"), which is eligible for consideration of AB1171 and RM1 bridge toll funds; and

Whereas, this Resolution addresses two separate funding actions, the first being BART's concurrence on an application by CCTA for \$19 million of AB1171 bridge toll funds for construction and construction management activities for the PROJECT and the second being amendment of BART Resolution No. 5139 to allow for rescission and reallocation of \$52 million from AB1171 to RM1 bridge toll funds for fund management purposes; and

Whereas, the allocation request sponsored by CCTA in the Initial Project Report ("IPR") dated January 19, 2011 and incorporated herein as though set forth at length, lists the purpose, schedule, budget, expenditure and cash flow plans for which CCTA is requesting that MTC allocate \$19 million in bridge toll funds for construction and construction management activities for the PROJECT; and

Whereas, although CCTA's IPR dated January 19, 2011 states that CCTA is requesting an allocation of \$19 million comprised of both AB1171 and RM1 bridge toll funds, for internal fund management reasons, MTC Staff has proposed, and CCTA has concurred, that the \$19 million will be comprised solely of AB1171 bridge toll funds; and

Whereas, CCTA has agreed that the \$19 million of AB1171 bridge toll funds sought in its IPR dated January 19, 2011 will be used for construction and construction management activities for the PROJECT; and

Whereas, as a condition of said allocation of AB1171 bridge toll funds to the PROJECT, MTC intends to require execution of a funding agreement between MTC and CCTA prior to reimbursement of eligible expenses and further intends to require such funding agreement to specify the policies and procedures applicable for use of the AB1171 bridge toll funds; and

Whereas, MTC also intends to require as a condition of its allocation of AB1171 bridge toll funds to the PROJECT, compliance with MTC's Regional Measure 2 ("RM2") Policy Guidance (MTC Resolution 3636); and

Whereas, in CCTA's Resolution No. 11-01-P, dated January 19, 2011, and incorporated herein, CCTA and its agents agreed to comply with the provisions of MTC's RM2 Policy Guidance (MTC Resolution No. 3636); and

Whereas, on July 1, 2010, the BART Board of Directors adopted BART Resolution No. 5139; and

Whereas, BART Resolution No. 5139 approved the IPR dated May 27, 2010, as described in the IPR summary dated May 27, 2010, requesting an allocation of \$84.6 million in AB1171 bridge toll funds for final design and procurement of vehicles for the PROJECT; and

Whereas, in response, MTC allocated \$73.6 million of AB1171 bridge toll funds for the procurement of vehicles for the PROJECT and \$11 million of AB1171 bridge toll funds for final design for the PROJECT; and

Whereas, BART, MTC and CCTA now wish, for internal fund management purposes, that \$52 million of the \$73.6 million of AB1171 bridge toll funds that have been allocated for procurement of vehicles for the PROJECT be rescinded and replaced with RM1 bridge toll funds, while all other allocations of AB1171 bridge toll funds for the PROJECT remain unchanged; and

Whereas, to accomplish this objective, BART, with concurrence from CCTA and MTC, now wishes to amend BART Resolution No. 5139 only to the extent of rescinding the request for allocation of \$52 million of AB1171 bridge toll funds and replacing said allocation with \$52 million of RM1 bridge toll funds; and

Whereas, said request for \$52 million of RM1 bridge toll funds will be used for procurement of vehicles for the PROJECT and will be in addition to the request by CCTA for \$19 million of AB1171 bridge toll funds for construction and construction management purposes for the PROJECT, and

Whereas, as a condition of said allocation of RM1 bridge toll funds to the PROJECT, MTC intends to require execution of a funding agreement between MTC and BART prior to reimbursement of eligible expenses and further intends to require such funding agreement to specify the policies and procedures applicable for use of the RM1 bridge toll funds;

NOW, THEREFORE, BE IT RESOLVED that:

1. Pursuant to CCTA Resolution No. 11-01-P, CCTA has certified that the PROJECT is consistent with the Regional Transportation Plan ("RTP").
2. Pursuant to CCTA Resolution No. 11-01-P, CCTA has certified that all environmental clearances necessary for the PROJECT have been obtained and that the year of funding for the construction phase has taken into consideration the time necessary to obtain permitting approval for such construction.
3. Pursuant to CCTA Resolution No. 11-01-P, CCTA has approved the updated IPR dated January 19, 2011, as described in the IPR summary.
4. Pursuant to CCTA Resolution No. 11-01-P, CCTA has approved the cash flow plan described in the IPR dated January 19, 2011.
5. Pursuant to CCTA Resolution No. 11-01-P, CCTA has reviewed the PROJECT'S needs and has adequate staffing resources to deliver and complete the PROJECT within the schedule set forth in the IPR dated January 19, 2011.
6. The PROJECT is eligible for receipt of AB1171 bridge toll funds consistent with Streets and Highway Code Section 31010(b). The PROJECT is also eligible for receipt of RM1 funds consistent with Streets and Highways Code Sections 30912(b) and 30914(a)(4).
7. BART and CCTA concur that the PROJECT and purposes for which AB1171 and RM1 bridge toll funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*), and with the State CEQA Guidelines (14 California Code of Regulations Section 15000 *et seq.*) and, if relevant, would comply with the National Environmental Policy Act (NEPA), 42 USC Section 4321 *et seq.* and the applicable regulations thereunder.

8. There is no legal impediment to BART's concurrence in CCTA's allocation request for AB1171 funds. Nor is there any legal impediment to BART's allocation request for RM1 bridge toll funds or CCTA's concurrence thereto.

9. There is no pending or threatened litigation, which might in any way adversely affect the PROJECT, or the ability of CCTA, with support by BART, to deliver the PROJECT.

10. Pursuant to CCTA Resolution No. 11-01-P, CCTA has agreed to indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of CCTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of AB1171 bridge toll funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of AB1171 bridge toll funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

11. Pursuant to CCTA Resolution No. 11-01-P, CCTA has agreed that, if any revenues or profits from any non-governmental use of property (or PROJECT) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the PROJECT was initially approved, either for capital improvements or maintenance and operational costs; otherwise, MTC is entitled to a proportionate share equal to MTC's percentage participation in the PROJECT.

12. Pursuant to CCTA Resolution No. 11-01-P, CCTA agreed that assets purchased with AB1171 bridge toll funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that AB1171 bridge toll funds were originally used.

13. Pursuant to CCTA Resolution No. 11-01-P, CCTA has authorized its Executive Director or his/her designee, to execute and submit an allocation request for the construction phase for the PROJECT to MTC for AB1171 bridge toll funds in the amount of \$19 million for the PROJECT purposes and amounts included in the IPR dated January 19, 2011.

14. Pursuant to CCTA Resolution No. 11-01-P, CCTA's Executive Director or his/her designee has been delegated the authority to make non-substantive changes or minor amendments to the IPR dated January 19, 2011 as he/she deems appropriate.

15. Pursuant to BART Resolution No. 5139, on July 1, 2010 the BART Board of Directors approved the IPR dated May 27, 2010, as described in the IPR summary dated May 27, 2010, requesting an allocation of \$84.6 million of AB1171 bridge toll funds for the final design and procurement of vehicles for the PROJECT.

16. In response to BART Resolution No. 5139, MTC allocated \$73.6 million of AB1171 bridge toll funds for the procurement of vehicles for the PROJECT and \$11 million of AB1171 bridge toll funds for final design for the PROJECT.

17. BART Resolution No. 5139 is hereby amended so as to rescind the request for \$52 million of AB1171 bridge toll funds for the procurement of vehicles for the PROJECT and to request replacement of said funds with an allocation of \$52 million of RM1 bridge toll funds; the remaining \$32.6 million allocation of AB1171 bridge toll funds pursuant to BART Resolution No. 5139 shall remain unchanged.

18. The \$52 million of RM1 bridge toll funds are being requested for use for procurement of vehicles for the PROJECT and are being requested in addition to \$19 million of AB1171 bridge toll funds that were requested by CCTA for construction and construction management purposes.


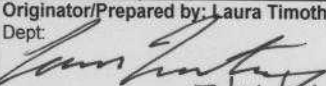
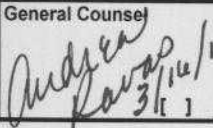
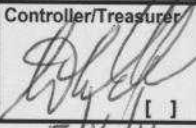

19. All certifications in BART Resolution No. 5139 consistent with this Resolution shall remain and shall apply to an allocation of RM1 funds.

20. A copy of this Resolution shall be transmitted to MTC in conjunction with the filing of the IPR dated January 19, 2011 referenced herein.

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EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: 		GENERAL MANAGER ACTION REQ'D: Forward to PPAAL for March 24, 2011 meeting		
DATE: c 3/17/11		BOARD INITIATED ITEM: No		
Originator/Prepared by: Laura Timothy Dept: 	General Counsel  3/16/11	Controller/Treasurer  3/16/11	District Secretary []	BARC  3-16-11 []
TITLE:				

Approval of East Bay Paratransit Consortium Service Plan for FY 2012 Alameda County Measure B Claim

NARRATIVE:

PURPOSE

To approve a plan for East Bay Paratransit Consortium service in Alameda County in Fiscal Year 2012 to be submitted to Alameda County Transportation Commission (ACTC) in order to secure funding from Alameda County's Measure B.

DISCUSSION

In 2000, Alameda County residents adopted Measure B, a one-half cent sales tax measure to support transportation and transit projects from 2002 through 2022. Measure B is managed by ACTC, which was formed in 2010 by the merger of two existing Alameda County agencies: The Alameda County Congestion Management Agency and the Transportation Improvement Authority. Measure B specifies that 1.49% of the annual net revenues are to be allocated to BART's provision of paratransit "services mandated by the Americans with Disabilities Act (ADA)" in Alameda County.

As part of its process for Measure B claimants, ACTC requires that BART submit a plan for the use of the funds. The attached plan was prepared by staff, using last year's form, for submittal to ACTC. AC Transit, which is also allocated paratransit funds through Measure B, will be submitting an identical plan. The plan emphasizes the federal requirements for ADA mandated service and specifies the ways in which East Bay Paratransit fulfills these requirements. ACTC has indicated that it expects to provide a new form by the end of March 2011 for use by Measure B claimants for Fiscal Year 2011/2012 claims. In such case, the attached plan will be submitted to ACTC on the new form after review and approval as to form by the Office of General Counsel.

The plan was discussed with the Service Review Advisory Committee, which is the rider advisory committee to the East Bay Paratransit Consortium, on March 1, 2011. There were no requests for changes in the plan. The Service Review Committee of the East Bay Paratransit Consortium, consisting of representatives of the General Managers of BART and AC Transit (or their designees), subsequently approved the plan for submittal to the BART and AC Transit Boards

FISCAL IMPACT

Following submittal of the plan and Board resolution, the District will receive 1.49% of the net revenues of Measure B, currently projected by ACTC to be \$1,479,868 in FY 2012. These funds, which are for the provision of paratransit in Alameda County, will be reflected in the General Fund as financial assistance revenue and will offset approximately 13.3% of the District's paratransit program costs for East Bay Paratransit.

ALTERNATIVES

Do not submit the plan and forgo the Measure B funds which will result in the District's need to contribute additional general funds to meet mandated ADA paratransit service obligations.

RECOMMENDATION

It is recommended that the Board adopt the following motion:

MOTION

That the Board of Directors adopt the attached Resolution approving the East Bay Paratransit Consortium Service Plan for FY 2012 to be submitted to Alameda County Transportation Commission as part of the process to claim Measure B Funding for paratransit services in Alameda county that are mandated by the Americans with Disabilities Act.

BEFORE THE BOARD OF DIRECTORS OF
THE SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

In the Matter of Approving the
East Bay Paratransit Consortium Service Plan
For FY 2012 for
Submittal to Alameda County Transportation
Commission

Resolution No. _____

WHEREAS, the Reauthorization of Measure B, approved by the voters of Alameda County in November 2000, authorized the extension of a half-cent sales tax for the purpose of funding transportation projects, and

WHEREAS, the Alameda County Transportation Commission (ACTC) administers the sales tax proceeds from the Reauthorization, and

WHEREAS, ACTC has established a specific process for disbursement of funds for "Special Transportation Services for Seniors and People with Disabilities", including those funds specified in Measure B as intended for paratransit services that are mandated by the Americans with Disabilities Act (ADA), and

WHEREAS, the Measure B expenditure plan provided that 1.49% of the net revenues of the half-cent sales tax be allocated to BART for provision of services that are mandated by the ADA in north and central Alameda County, and

WHEREAS, the process established by ACTC requires the approval of an annual plan for the use of Measure B funds for the provision of paratransit services that are mandated by the ADA,

NOW, THEREFORE BE IT RESOLVED, that the Board of Directors of the San Francisco Bay Area Rapid Transit District hereby approves the East Bay Paratransit Consortium Service Plan for FY 2012, as described in the attached Annual Program Submittal for Measure B Funding or in substantially the same form, for submittal to ACTC.

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Note: This form is a FY 10/11 form. When an updated FY 11/12 form is provided by ACTC, the new form will be submitted to ACTC following review and approval as to form by the Office of the General Counsel.

Annual Program Submittal for Measure B Funding

Three forms are required to be completed for this application, this cover sheet, Attachment 1 (Excel spreadsheet), and your budget application (Excel spreadsheet). Answers can be entered into the fields on this form. Use the TAB key to move between fields. The fields will expand to allow as much room as needed for each answer. If you attach material, such as a driver training program, please provide a brief summary of the relevant information on this form.

Application for Funding for Fiscal Year 2011 - 2012

1. NAME OF JURISDICTION

San Francisco Bay Area Rapid Transit District (BART)

2. CONTACT PERSON

Name: Laura Timothy	Title: Manager of Accessible Services
Address: San Francisco Bay Area Rapid Transit District, 300 Lakeside Drive, 16th floor, Oakland, CA 94612	
Telephone: 510 464-6446	Fax: 510-464-6143
E-mail: ltimoth@bart.ogv	

3. TYPE OF FUNDS APPLIED FOR (CHECK ONE)

- ☒ Mandated (A.C. Transit and BART only)
☐ Non-mandated
☐ Minimum Service Level Gap Grant

4. TOTAL AMOUNT OF FUNDS REQUESTED

1. Base Program \$1,479,868

2. Minimum Service Level Gap Grant:

5. GOVERNING BODY RESOLUTION AUTHORIZING SUBMITTAL OF THE PLAN

- ☐ Copy attached
☒ Pending action on: March 2011 (indicated date this item is scheduled for action)

6. DESCRIPTION OF SERVICES TO BE PROVIDED

- Complete the Grid below

Service Component	Service Available? (Y/N)	Type of vehicle (van, sedan, bus, taxi)	Accessible? (Y/N)	Days/ hours of Service	Eligibility requirements	Service area limits	Fares	Provider average cost per trip	Trip limits per year per rider
Pre-scheduled	Y	Van or sedan	Y	Y	Y	Y	Y, \$4.00 to \$10.00	\$44.26*	N
Shuttle	N								
Same Day	N								
Group Trips	Y, but very limited								
EBP Tickets/ Fare Assistance/ Scholarship	N								

*total cost of Service Provider expense plus fuel per ADA passenger.
Service

BART Measure B Application Cover for FY 11/12 (using FY 10/11 ACTC forms.)

3/15/2011

6A. DESCRIPTION OF SERVICE COMPONENTS AND PLANNED CHANGES

Please provide a narrative description for each service component listed in Question 6 and describe any planned changes.

Response: The East Bay Paratransit Consortium operates advance reservation service. Reservations are taken between 8:00 am and 5:00 pm, seven days a week and also up to seven days in advance. Trips are provided in sedans or accessible lift vans. Taxis are utilized occasionally for go backs or overflow.

Service operates the same days and hours as the fixed route services of AC Transit and BART and is available in the combined service area of AC Transit and BART in the East Bay, with through service into San Francisco, and along AC Transit service across the San Mateo Bridge.

Fares are distance based and are calculated as follows for each one-way trip:

For service in the East Bay	
Fare	Distance
\$4.00	0 to 12 miles
\$6.00	>12 miles, up to 20 miles
\$7.00	>20 miles

For service to / from San Francisco*			
1) If your trip starts or ends in:	2) And your pick-up or drop-off is:		
	Up to Civic Center BART	Beyond Civic Center BART	Any Daly City address
	3) Your fare is		
<u>Zone 1:</u> Alameda, Berkeley, Emeryville, Piedmont, Oakland	\$6.00	\$7.00	\$8.00
<u>Zone 2:</u> Albany, Castro Valley, El Cerrito, El Sobrante, Kensington, Orinda BART, San Leandro, San Lorenzo, Richmond, San Pablo	\$7.00	\$8.00	\$9.00
<u>Zone 3:</u> Fremont, Hayward, Hercules, Milpitas, Newark, Pleasanton BART, Pinole, Union City	\$8.00	\$9.00	\$10.00

*some San Francisco trips will require an additional MUNI charge of \$2.00

Alameda County Transportation Improvement Authority
Special Transportation for Seniors and People with Disabilities

EBPC does not impose limitations on the number of trips a rider can take, nor are trip requests prioritized.

Recent and Planned Changes to Paratransit: East Bay Paratransit will continue to transition to a new interview-based certification process. One on-site interview location will be opened in Western Contra Costa County by the end of this fiscal year, and one will be opened in Southern Alameda County at the beginning of the following fiscal year.

MDC/AVL units have been installed in all vehicles in the EBPC fleet. Work will begin late this fiscal year on the next step, which is IVR, or Interactive Voice Response.

7. VEHICLE FLEET

Please complete the spreadsheet "MB Annual Program Application Cover Attachment 1"

Attached.

8. OBJECTIVES

Identify objectives for the proposed services. As much as possible these should be measurable in numerical terms, and should be accompanied by a baseline measure for the existing service. For example, you might target increasing the number of trips provided from 10,000 projected in the current year to 15,000 in the plan year. Use the following table, expanding the boxes vertically as needed.

Response: The primary objective of EBPC is to deliver high quality, cost effective paratransit that meets the six service criteria of the ADA. The ADA-required criteria are intended to ensure that access to, and the quality of, ADA paratransit service is adequate to be considered comparable to fixed route bus or rail transit service. Determination as to whether an agency has met the service criteria is made by the Federal Transit Administration (FTA) Office of Civil Rights or the U.S. Department of Justice, which conducts periodic ADA paratransit compliance assessments and respond to complaints.

Objective	Baseline	Target
Service area	Service is offered to all points within the combined service area of AC Transit and BART.	Continue
Response Time	Provide next day service	Continue

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Special Transportation for Seniors and People with Disabilities

Objective	Baseline	Target
Fares	Charge fares no more than twice the undiscounted fixed route fare	Continue
Trip Purpose	Accept requests for all types of trips without prioritization.	Continue
Hours and days of service	Operate during the same days and hours as AC Transit and BART.	Continue
Capacity Constraints	Allow no pattern or practice of denials, untimely pick-ups, missed trips, or excessively long trips.	Continue

9. MEAL DELIVERY SERVICE

Provide information about your program's meal delivery service in the table below, including funding allocations in the current fiscal year and next year (claim year), the length (in years) that you have used Measure B funds for meal delivery, and how you plan to fund your program if faced with revenue shortfalls.

Measure B Funding for Meal Delivery Service- current year	\$ N/A
Estimated Measure B Funding for Meal Delivery Service – next fiscal year	\$
Length (in years) of Measure B Funding for meal delivery	Years
When faced with revenue shortfalls, how do you balance meal delivery with trip requests? Please explain:	

10. DRIVER TRAINING

Describe your driver training program.

Response: Each Service Provider operates a driver-training program that complies with requirements of the EBPC. The contract language is as follows:

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SERVICE PROVIDERS are required to develop a training program that addresses all staff positions including drivers. The program is approved by the BROKER prior to implementation. The training program shall include but not be limited to the following areas:

- Job function
- Operation of equipment
- Driver training that meets Federal and State requirements for ADA service and vehicle type
- ADA requirements: defensive and safe driving, passenger assistance; First-aid, and CPR training
- EBPC history and policies
- Disability and aging awareness and sensitivity
- Diversity awareness and sensitivity, including cultural, racial, sexual orientation, age, and gender
- Recognizing and reporting sexual harassment

Training shall be repeated as often as is necessary to ensure adequate performance and knowledge and to meet local, state, and federal requirements.

Trainings are periodically audited by the Broker and Program Coordinator. Members of the consumer advisory group have also participated in the trainings from time to time.

In FY 09/10 a new training element was added which is conducted by the paratransit Broker staff for both new and veteran drivers. It includes practical training on: collecting fares; uniforms and name tags; finding and transporting the ADA riders; comment cards; drivers not taking cancellation or reservation requests; and other real life scenarios

11. ON-TIME PERFORMANCE

Describe your policies concerning timely pick ups or drop offs, including what window is allowed, if there is a standard for the percentage of pick ups or drop offs that must occur within the window, the policy concerning early pick ups, and whether there is a maximum amount of lateness after which a provider no-show or missed trip is counted.

Response: At the time the rider makes a reservation, whether they have requested a particular pick-up or drop-off time, they are given a 30 minute pick-up window within which to expect their vehicle. When a rider requests a drop-off for a particular time, a pick-up time is computed, based on expected travel time and time spent picking up and dropping off other passengers enroute.

The East Bay Paratransit scheduling software and staff schedule the trip on a run to fit the specified pick-up window. Service providers are required to operate their service so as to pick-up the client within that window. Pick-ups made within the window are considered to be on-time. Pick-ups made after the window are considered to be late, even if they exceed the window by only a few minutes. If a driver arrives earlier than the window, the client may board the vehicle voluntarily, but is not required to board until the beginning of the window. Therefore, pick-ups made early are also considered on-time.

BART Measure B Application Cover for FY 11/12 (using FY 10/11 ACTC forms.)

3/15/2011

Missed trip or “provider no-shows” are reported for those trips where no ride takes place due to the fault of the service provider or broker. This may be a truly missed trip where the service provider does not make a scheduled pick-up. It can also occur when the service provider is late, even by a few minutes, and the rider refuses to board. In that case, there is no penalty to the rider. Very late trips are those where a ride is taken but the pick-up is 60 or more minutes past the scheduled pick-up window.

EBPC has contractual standards in the agreement with the Broker to provide for an incentive to the Broker when overall on time performance is better than 93% as measured by AC Transit and BART. A disincentive of \$7,500 is assessed when on-time performance drops below 91% for two months in a row. A disincentive of \$6,000 is assessed the second month that the percentage of very late trips exceeds 0.2%.

The Broker’s contracts with the Service Providers also provide for financial penalties charged directly to the Service Providers for late trips, in the form of liquidated damages.

12. RIDE TIME POLICY

Describe your policies concerning the maximum time a rider may be on a vehicle. Indicate if there is a maximum time, and if there is a standard for the percentage of trips that must be completed within this maximum time.

Response: Because of its large service area and variability in ride distance, EBPC does not have a maximum ride time limit. The expectation is that paratransit ride will take no more time than an equivalent trip by bus, including access and transfers.

Average ride times are calculated and monitored monthly as part of the on-time performance tracking system. Ride time for individual trips is tracked via complaint. In general when complaints have been received, the paratransit trip has been found to take less time than an equivalent trip by bus.

13. RESERVATION POLICIES

What are your policies for reserving trips? Describe these for each type of trip below. What advance notice is required or allowed? Are there limits on availability?

Individual Trip Reservation – Subscriptions (Standing Orders): All trips are by reservation. The reservation telephone center is open from 8:00 am to 5:00 p.m. daily, seven days per week. There is a 5:00 p.m. cut-off for next day service. Reservations are taken up to seven days in advance.

Standing order reservations are made for recurring trips. However, per ADA requirements, standing orders are limited to 50% of the service during times when there may be any denials due to capacity limitations. Requests for standing orders during constrained periods are placed on a first come/first served waiting list. Riders waiting for

their desired time to open may make individual daily reservations up to seven days in advance.

Individual Trip Reservation – Same Day Trips: Same day trips are generally provided only when necessary to meet medical “go backs” (e.g. the rider was unable to meet their original pick-up due to a late running doctor’s appointment).

Group/Program Trips: An extremely limited group trip program is available to Social Service Agencies. Certain restrictions apply and agencies scheduling group trips on this program must request the trip seven days in advance and provide written trip details.

14. CANCELLATIONS AND NO SHOWS

How far in advance is a rider required to cancel a trip before a no show is counted? Describe these for each type of trip below. What is your policy concerning riders with repeated no shows or late cancellations?

Response: Cancellations must be made more than one hour prior to the beginning of the pick-up window. Cancellations made less than one hour before the pick-up window are counted as “no-shows” unless the cancellation is due to circumstances beyond the rider’s control, e.g. illness. The number of late cancels and other no-shows which are the rider’s fault are tracked. Riders may be suspended for 30 days for incurring more than six per quarter. There is an established procedure for such suspensions, including an appeals process. No-show and suspension policies are clearly spelled out in the Rider’s Guide given to all riders at the time of certification

15. PROGRAM ENROLLMENT

What is the maximum and average time between receiving an application and enrolling an applicant in the program?

Response: The ADA requirement is that if an eligibility determination has not been made within 21 days of receipt of a completed application, the agency must provide presumptive eligibility and service for that applicant until the process is complete. EBPC complies with this requirement.

16. WAITING LIST

Is there a waiting list? If so, what are the policies that apply to it? How many people are on it? What is the average wait?

Response: Waiting lists are prohibited by the ADA. There is no waiting list for service from EBPC.

17. CUSTOMER SATISFACTION

Describe how you will measure customer satisfaction, for example, by participating in a county-wide rider survey, tracking customer comments, or other means?

Response: EBPC measures customer satisfaction in several ways: EBPC contracts for an independent annual telephone survey of a random sample of 400+ riders. This survey asks questions about many aspects of the service including overall customer satisfaction. The next survey is tentatively scheduled for April 2010.

Comment cards are available in the vehicles. These comments are almost always positive. If positive, they are tracked and reported monthly as commendations. If negative, they are processed like all other complaints.

EBPC has a Ride Reporter program where an individual rider from each of the four parts of our service area reports their travel experiences to the Program Coordinator. Ride Reporters' identities are not known to other staff. Although this is a small number of trips, the Program Coordinator uses information from the Ride Reporters as a double check on other methods.

18. COMPLAINTS AND COMMENDATIONS

Describe your complaint and commendation process. Please describe your process from beginning to end, including instructions provided to customers for filing complaints or commendations, your documentation procedures, your follow up and any changes you have made to your program as a result of customer complaints and commendations.

Response: Customer complaints received by the Broker's Office by telephone, letter, or in person are responded to and tracked by type. The numbers of complaints are reported to staff and to the SRAC by category. Complaint statistics and details are used to determine areas of the service needing attention from staff. Information uncovered in the complaint process is used to improve the service most often through specific attention to individual employees or through modification of service practices. The Broker's Operations Manager regularly reviews complaints and their responses to identify trends and issues.

Commendations are received at the Broker's office, logged, tabulated, and distributed to the employee.

19. PLANNING PROCESS

- A. List all activities undertaken in connection with this plan, including consumer or public meetings, meetings with other agencies, presentations to boards, commissions or committees, and provide general dates for these activities.
- B. Indicate whether this plan has been reviewed by a local paratransit advisory committee.
- C. Describe any surveys or analysis conducted and staff reports.

D. Describe how the planning process is connected to the service plan: how do the services planned correspond to the results of the planning process?

A. Public Meetings and Dates: March 1, 2011 combined meeting of EBPC's Service Review Advisory Committee (SRAC), and the executive committee, the Service Review Committee or SRC.

B. Has this plan been reviewed by a local paratransit advisory group?

☒ **Yes** → **Committee Name:** Service Review Advisory Committee
Meeting Date: March 1, 2011

☐ **No**

Narrative Responses for C and D above: EBPC staff works with the Rider Advisory Committee, the Service Review Advisory Committee (SRAC), along with the EBPC executive committee, the Service Review Committee or SRC, when considering any changes in the ADA paratransit plan or design. Comment and support for the changes is obtained prior to proceeding with implementation. Meetings of these committees are publically noticed and public comment is welcomed. In addition, staff obtains informal input from riders on the paratransit design both from the analysis of complaints received and comments made during the annual Customer Satisfaction Survey.

Prior to the submission of the Measure B Paratransit Plan and Funding Claim, both are reviewed in detail with the SRAC and the SRC. This year a combined meeting of the two committees occurred March 1, 2011. The agenda and minutes for this meeting is attached.

Once the advisory and executive committee has approved the Paratransit Plan and Funding Claim, they are presented to the Boards of Directors of AC Transit and BART for review and approval.

BART's Board of Directors will review the plan March 2011. The Board resolution will be forwarded.

20. NEEDS IDENTIFICATION

- What needs or priorities have been identified that will be met by proposed service changes?
- What needs or priorities will still not be met even after implementing proposed service changes?
- How many potential riders do you estimate will use this service this coming fiscal year?

Response: EBPC provides paratransit transportation for persons with disabilities who cannot use fixed route transit throughout Alameda County as well as other parts of the combined AC Transit and BART service area. The design meets the service criteria required under the ADA.

All ADA-required priorities are met by EBPC services. When individuals have needs that cannot be met by an ADA paratransit service, EBPC attempts to refer that person to other appropriate community services or paratransit systems.

EBPC has approximately 22,000 riders certified as eligible to use the ADA program as of December 2009. Of these, generally about 60% or 12,600 schedule at least one trip per year.

21. MINIMUM SERVICE LEVELS

Is your program currently meeting the Minimum Service Levels? (See appendix)

☐ Yes. ☐ No. ☒ N/A – ADA-Mandated Provider.

If your answer is “No”, which ones are you not meeting and how?

Response:

22. COORDINATION

Describe how services will be coordinated with other Measure B paratransit services and/or mandated ADA paratransit services so that trips can be made throughout Alameda County. Examples of coordination may include (but are not limited to) reciprocal fare agreements, reciprocal agreements to provide trips into adjoining areas, arrangements for clients to ride on other systems, and transfer arrangements. Attach copies of agreements or memoranda of understanding for coordination if available.

Response: EBPC is one of three ADA paratransit services in Alameda County. The other two are LAVTA and Union City’s services. Between the three services, travel is available for all eligible riders throughout the county and to adjoining areas. EBPC has on staff a full time regional trip coordinator to assist riders in placing reservations for travel into the service areas of adjacent operators.

There is frequent communication between staff of the cities operating local paratransit programs in Alameda County and EBPC, both informally and through ACTC’s Technical Advisory Committee meetings. This ongoing interaction has enhanced understanding and coordination between EBPC’s ADA program and the local paratransit program offerings.

23. PERFORMANCE MEASUREMENT

- How will you obtain and/or track necessary financial and operating information for program management and reporting?
- If private vendors or contractors are providing the information, what steps will you take to verify or check the accuracy of the information?

- If performance data is collected by sampling, what steps will be taken to ensure that samples are representative and randomized?

Response: A variety of financial and operation information is compiled, verified, and reviewed monthly by the Program Coordinator's office and agency staff. In addition, a performance report of key indicators is available for public review and is distributed in conjunction with the SRAC mailings.

On time performance is verified by a review of 100% of the driver manifests on five sample days, per month selected randomly, by the Program Coordinator's office. EBPC's sampling technique for on-time performance was reviewed by the FTA and approved. In FY 10/11 MDC/AVL units will be installed in the entire fleet and on-time statistics will be gathered on all trips provided using this technology.

EBPC data is audited by MTC (TDA Performance), and the BART internal audit department conducts periodic reviews. EBPC is also included in the FTA's Triennial Review of the individual transit agencies. In addition, EBPC underwent an FTA Paratransit Compliance Assessment in February 2003 during which no significant compliance issues were found.

24. PUBLIC INFORMATION AND OUTREACH

Describe planned outreach to ensure that potential users of the services (including coordinated services) learn about them.

Response: EBPC informs potential users of our service through brochures and Rider's Guides which have been widely distributed to individuals and Senior Centers, social workers, dialysis centers, city program managers, adult day health centers and others.

Information about EBPC is included on both BART's and AC Transit's websites and in written materials about the agencies. EBPC is included in MTC's Welfare to Work information.

Staff meets with its Service Review Advisory Committee every other month. EBPC staff also organizes or participates in numerous rider outreach meetings, discussions with Social Service agency representatives, senior and disabled fairs, and paratransit and public transportation forums.

EBPC staff participates regularly in paratransit rider based committees, such as ACTC's Technical Advisory Committee and Paratransit Advisory and Planning Committee, AC Transit's Accessible Service Committee, and the BART Accessible Task Force.

In FY 08-09 East Bay Paratransit established a website at www.eastbayparatranit.org. This site has information about the policies and procedures for the ADA paratransit system and also contains downloadable forms.

25. BUDGET AND OPERATING PLAN AND FUND BALANCE RESERVE

Use the spreadsheet provided to show past, current, and planned financial and operating information. If the budget shows funds being carried over from the budget year to future years, explain below the purpose of this planned carryover in the space provided below.

Explanation of Fund Balance Reserve:

Total Measure B Fund Balance Reserve (includes designated and undesignated funds):
\$

Total Measure B Designated Funds* – Capital	\$
Total Measure B Designated Funds* – Operations	\$
Total Measure B Undesignated Funds	\$
Total Measure B Fund Balance Reserve (should equal 3 lines above)	\$
Designated Capital Funds have been carried over for three years or less	<input type="checkbox"/> Yes <input type="checkbox"/> No
Date when Capital Funds originally designated	/ /
Please describe how you plan to use your designated Capital funds*:	
Please describe how you plan to use your undesignated funds, if any:	

Additional explanation of any notable accounting, contracting, or performance measurement practices that would affect program statistics not noted on the budget spreadsheet:

**Please see "Measure B Budget and Reporting Instructions" for a description of appropriate uses of designated funds. Designated Capital funds must be expended within three years of original designation.*

26. GRANT FUNDS

Do you intend to apply for 5310 funds, available Gap funds, or other grant funds in the next fiscal year? ☒ Yes ☐ No.

Please describe: Stabilization Funds

27. MINIMUM SERVICE LEVEL (MSL) GAP GRANT FUNDS

Do you intend to apply for minimum service level gap grant funding for the next fiscal year?

☐ Yes ☒ No

If your answer is "No" but your answer to Question 21 was also "No", meaning you will not meet minimum service levels, please explain.

Response:

**Alameda County Transportation Improvement Authority
Special Transportation for Seniors and People with Disabilities**

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If "Yes", please complete the table and questions below.

Minimum Service Level (MSL) your program anticipates not meeting (see appendix)	Please describe how your program falls below this minimum service level	Funds you are requesting to meet this minimum service level
		\$
		\$
		\$
		\$
		\$
Total		\$

Additional Questions to determine minimum service levels gap grant funding:

1. Please explain any community-specific issues that have impacted your ability to not meet minimum service levels?
2. Have you explored and documented other transportation options for seniors and people with disabilities provided by non-profit organizations in your community that might also close this service gap? Please describe.
3. If MSL gap funding was not available to meet this need, would other funding sources be available to meet this need?
 - a. If other funding was not available, how would you prioritize which minimum service levels to cut?
4. Does your program provide ADA equivalent service to those awaiting certification, outside the ADA service corridor, or needing transportation outside of ADA available times in your jurisdiction?

28. ANNUAL AUDIT

Date Annual Program Compliance report submitted to ACTC: December 2010.

29. APPROVALS AND ASSURANCES

Attach:

- A copy of a governing body resolution authorizing submittal of the plan, or a statement that the governing body has such an item on a forthcoming agenda.
- Resolution or comments from the relevant local consumer advisory group.
- Copies of agreements or memoranda of understanding for coordination.

**Alameda County Transportation Improvement Authority
Special Transportation for Seniors and People with Disabilities
Budget for Fund Application
REVISED February 2010**

Jurisdiction: BART as part of the East Bay Paratransit Consortium
Fiscal Year for Which Funds are Requested: FY 2011-12
Preparer: Mary Rowlands, Laura Timothy
Date of Preparation: March 15, 2011

Line Number

	Col. A	Col. B	Col. C	Col. D
	Actual Prior	Projected	Plan for	Budget vs.
	FY - 09/10	Current FY -	Budget FY -	Current
		10/11	11/12	
Section 1: Revenues				
1 Measure B	\$5,078,438	\$5,484,183	\$5,591,716	2.0%
2 Stabilization	\$537,665			
3 Gap Grant				
4 Fares	\$2,103,152	\$2,649,332	\$3,118,644	17.7%
5 General fund	\$23,617,448	\$25,748,108	\$27,012,036	4.9%
6 Fund balance--undesignated*				
7 Reserve funds--designated for capital*				
8 Reserve funds--designated for operations				
9 Other: Contra Costa County Measure J	\$148,000	\$245,000	\$84,000	-65.7%
10 Total reported revenue	\$31,484,703	\$34,126,623	\$35,806,396	4.9%
11 Fares retained by vendors**				
12 Adjusted revenue	\$31,484,703	\$34,126,623	\$35,806,396	4.9%

*See "Definitions of Terms" for definitions of "Fund Balance" and "Reserve." Total fund balance and reserve funds for the Budget FY should equal projected Net Revenue (Line 33) for the current FY.

**If accounting procedures permit, include fares retained by providers with "fares." Otherwise show them here.

Section 2: Operating Expenditures by Expense Category

13 Labor and fringe				
14 Administrative expense	\$262,204	\$275,000	\$285,000	3.6%
Contracts and grants (list each):				
15 Veolia Transportation	\$31,117,053	\$33,746,623	\$35,416,396	4.9%
16				
17				
18				
19 Taxi reimbursement				
20 Purchase of EBP Tickets				
21 Transportation expense				
22 Miscellaneous	\$105,446	\$105,000	\$105,000	0.0%
23 MSL Gap Grant Expenditures				
24 Stabilization Expenditures				
25 Total reported operating expenditures	\$31,484,703	\$34,126,623	\$35,806,396	4.9%
26 Adjusted operating expenditures*	\$31,484,703	\$34,126,623	\$35,806,396	4.9%
27 Description of MSL Gap Grant Expenditures:				
28 Description of Stabilization Expenditures:				

*Including fares retained by providers and not reported as revenue.

**Alameda County Transportation Improvement Authority
Special Transportation for Seniors and People with Disabilities
Budget for Fund Application
REVISED February 2010**

Jurisdiction: **BART as part of the East Bay Paratransit Consortium**
Fiscal Year for Which Funds are Requested: **FY 2011-12**

Section 3: Capital Expenditures

29 Vehicles

30 Other: (describe here)

31 **Total capital expenditures**

\$0	\$0	\$0	

32 **Section 4: Depreciation**
(if allowed)

33 **Section 5: Net Revenue**

\$0	\$0	\$0	

**Alameda County Transportation Improvement Authority
Special Transportation for Seniors and People with Disabilities
Budget for Fund Application
REVISED February 2010**

Jurisdiction: **BART as part of the East Bay Paratransit Consortium**
Fiscal Year for Which Funds are Requested: **FY 2011-12**

	Col. A	Col. B	Col. C	Col. D
	Actual Prior FY - 09/10	Projected Current FY - 10/11	Plan for Budget FY - 11/12	Budget vs. Current
Section 6: Operating Expense Allocation by Function				
34 Management	\$190,000	\$200,000	\$210,000	5.0%
35 Customer service & outreach	\$650,000	\$670,000	\$680,000	1.5%
36 Trip provision	\$30,644,703	\$33,256,623	\$34,916,396	5.0%
37 Purchase of EBP tickets				
38 Meal delivery				
39 Other services (explain below)				
40 Adjusted operating expenditures*	\$31,484,703	\$34,126,623	\$35,806,396	4.9%
41 Explanation of other trips or services:				

*This total should match Line 26. Any fares retained by providers and not reported as fares should be included in allocated cost for trip provision.

Section 7: Operating Statistics (Programs receiving under \$50,000 may report total trips on the line for "other trips")

Trips provided

42 Individual demand-responsive trips	710,851	756,952	779,661	3.0%
43 Lift/ramp-assisted trips included in above	177,736			
44 Taxi trips included in above	3,671			
45 Same-day trips included in above				
46 Subscription trips included in above	334,100			
47 Group trips	100			
48 Shuttle or fixed-route trips				
49 Other trips: (describe here) _____				
50 Subtotal - Trips provided	710,951	756,952	779,661	3.0%
51 Attendant trips included in above	93,639			
52 Companion trips included in above	9,128			
53 Number of EBP Tickets Purchased				
54 Meals delivered				
55 Vehicle service hours for providing trips (excluding taxis)	397,229	415,908	428,385	3.0%

56 Explain any notable accounting, contracting, or performance measurement practices that would affect program statistics.

Operating statistics for subscription trips, attendants, companions, and lift assisted passengers are not projected or budgeted. Actual annual data collected is reported.

**Alameda County Transportation Improvement Authority
Special Transportation for Seniors and People with Disabilities
Budget for Fund Application
REVISED February 2010**

Jurisdiction:	BART as part of the East Bay Paratransit Consortium
Fiscal Year for Which Funds are Requested:	FY 2011-12

Section 8: Revenues - Detailed by Agency

	Col. A	Col. B	Col. C
	Actual Prior	Projected	Plan for
	FY - 09/10	Current	Budget
	FY 10/11	FY 10/11	FY 11/12
Measure B - BART	\$1,344,027	\$1,451,409	\$1,479,868
Measure B - AC Transit	\$3,734,411	\$4,032,774	\$4,111,848
Measure B Stabilization Funds - BART	\$142,295		
Measure B Stabilization Funds - AC Transit	\$395,370		
Fares-BART	\$651,977	\$821,293	\$966,780
Fares - AC Transit	\$1,451,175	\$1,828,039	\$2,151,864
Contra Costa County Measure J - BART	\$45,880	\$75,950	\$26,040
Contra Costa County Measure J -AC Transit	\$102,120	\$169,050	\$57,960
General Fund - BART	\$7,321,409	\$7,981,913	\$8,373,731
General Fund - AC Transit	\$16,296,039	\$17,766,195	\$18,638,305
Total Revenue	\$31,484,703	\$34,126,623	\$35,806,396

**Alameda County Transportation Improvement Authority
Special Transportation for Seniors and People with Disabilities
Annual Program Submittal for Measure B Funding
Attachment 1 - Vehicle Fleet
REVISED February 2010
For FY 10/11 Claim**

Prepared 3/4/2011

Name of Jurisdiction:	BART, as part of the East Bay Paratransit Consortium
Contact Name:	Laura Timothy
Phone:	510-464-6446
Email:	ltimoth@bart.gov
Address:	San Francisco Bay Area Rapid Transit District, 300 Lakeside Drive, 16th floor, Oakland, CA 94612
Secondary Contact:	Mary Rowlands, EBP Program Coordinator
Phone:	510 893-5949

Instructions: Please complete table below. If necessary, please contact your contractors to obtain the information.

Make	Type of Vehicle (specify bus, large van, minivan, sedan)	Fuel Type	Lift/Ramp Equipment (specify lift, ramp, or none)	Capacity		Number of Vehicles	Owner (specify if contractor)	City vehicle(s) garaged in
				Ambulatory	Wheelchair			
ford crown vic	Sedan	gas	none	4	0	58	APT / FTI / MVT	n/a
Ford E450	van	diesel	lift	14	5	27	APT	n/a
Ford E450	van	diesel	lift	18	7	6	MVT	n/a
Ford E450	van	diesel	lift	16	2	1	MVT	n/a
Chevy E350	van	diesel	lift	8	4	36	ACT	n/a
Ford E350	van	gas	lift	6	2	23	MVT	n/a
Ford E450	van	C-diesel	lift	14	5	6	ACT	n/a
Ford E450	van	gas	lift	14	5	27	FTI	n/a
Ford E450	van	gas	lift	14	5	11	MVT	n/a
					Sedans:	58		
					Vans:	137		

APT = A-Para Transit

ACT = AC Transit

FTI = First Transit

MVT = MV Transportation