

PAPCO  
Paratransit  
Program Plan  
Review  
Subcommittee

MEASURE B/BB

SPECIAL TRANSPORTATION  
FOR SENIORS AND  
PEOPLE WITH DISABILITIES



FY 2018 – 2019  
Submitted Program Plans



**EAST BAY PARATRANSIT**

This page is intentionally left blank.

## Paratransit Program Plan Staff Summary Fiscal Year 2018-19

### Paratransit Program: East Bay Paratransit Subcommittee: East Bay Paratransit

- Services provided:
  - ADA-mandated paratransit
- 43% Measure B/BB; Remainder: General Funds, CCC Measure J, fare revenue
- 0% reserves
- Cost per trip – showing slight increase in ADA trips from \$52.63 to \$54.13
- Trends in trip provision – modest increase planned overall
- Elements requiring approval:
  - None

**Staff Recommendation:** Recommend program plan for full approval.

This page is intentionally left blank.

**FY 2018-19 Annual Paratransit Program Plan Application**  
**Due by March 23, 2018**

CONTACT INFORMATION	
Agency:	AC Transit as part of the East Bay Paratransit Consortium (EBPC)
Contact Name:	Mallory Nestor-Brush
Title:	Manager of Accessibility
Phone Number:	510 - 891-7213
E-mail Address:	mnestor@actransit.org

**Date Submitted:** March 21, 2018

#### TYPES OF SERVICES PROVIDED

- 1. What type of paratransit projects and programs will be funded, fully or partially, with Measures B and BB Direct Local Distribution (DLD, pass-through) and paratransit discretionary grant funds?** To answer this question, complete Attachment B (Table B tab of the Microsoft Excel workbook).

Below is a list of the types of services/programs that are eligible for Alameda CTC funding. For detailed information about these eligible services, including minimum service requirements and performance measures, refer to the Alameda CTC's Special Transportation for Seniors and People with Disabilities (Paratransit) Implementation Guidelines, revised November 2018 (provided with the application materials).

- **Management/Overhead:** Program oversight, planning, budgeting, participation in regional/countywide meetings. Include admin/labor even if it is paid by the City/transit agency for accurate reporting of full program expenses.
- **Customer Service/Outreach:** Activities associated with educating consumers about services that are available to them, answering questions from consumers and taking, tracking and responding to complaints and commendations. Include costs even if paid by the City/transit agency for accurate reporting of full program expenses.
- **ADA-mandated Paratransit:** Paratransit services provided by fixed-route transit operators to fulfill requirements under the American's with Disabilities Act (ADA).
- **City-based Door-to-Door Service:** Pre-scheduled, accessible, door-to-door service provided by city. Provides a similar level of service to ADA-mandated services; designed to fill gaps not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips.
- **Taxi Subsidy/Same-Day Transportation Program:** Provides a same day, curb-to-curb service intended for situations when consumers cannot make their trip on a pre-scheduled basis; allows eligible consumers to use

*taxis or Transportation Network Companies (TNCs) (at program discretion) at a reduced fare.*

- **City-based Specialized Accessible Van Service:** Specialized van service provides accessible, door-to-door trips on a pre-scheduled or same-day basis. These services are generally implemented as a supplement to a taxi program that does not meet critical needs for particular trips in accessible vehicles in certain communities.
- **Accessible Fixed-Route Shuttle:** Generally accessible vehicles that operate on a fixed route and schedule to serve common trip origins and destinations, e.g. senior centers, medical facilities, grocery stores, BART stations, other transit stations, community centers, commercial districts, and post offices.
- **Group Trips Program:** Round-trip accessible van rides for pre-planned outings or to attend specific events or go to specific destinations for fixed amounts of time, e.g. shopping trips or religious services. Trips usually originate from a senior center or housing facility.
- **Door-through-Door/Volunteer Driver Program:** Pre-scheduled, door-through-door services that are generally not accessible; rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. May also have an escort component.
- **Mobility Management and/or Travel Training:** Covers a wide range of activities, such as travel training, trip planning, and brokerage. Does not include provision of trips. (This is considered "non-trip provision").
- **Scholarship/Subsidized Fare Program:** Program to subsidize any service for customers who are low-income and can demonstrate financial need.
- **Meal Delivery:** Program to fund meal delivery to the homes of individuals who are transportation disadvantaged. Currently, only existing operating programs can continue to use Measure B funds for these service costs. No new meal delivery services can be established.
- **Capital Expenditure:** Capital purchase or other capital expenditure.
- **Note on volunteer driver programs and mobility management/training:** If your program is using DLD funds, but not discretionary grant funds, you will be required to submit further information.

**A. Provide a short narrative description of your agency's FY 2018-19 program.**

AC Transit and BART, operating as the East Bay Paratransit Consortium (EBPC), fund and operate the EBPC's ADA paratransit program to fulfill their requirements under the Americans with Disabilities Act. The primary objective of this partnership is to deliver high quality, cost effective paratransit service that meets the service criteria of the ADA.

**B. Explain how the suite of services offered is targeted towards the seniors and people with disabilities in your community. Why have these services been selected to meet the trip needs of your consumers over other eligible service types? How do these services enhance their quality of life and help them meet basic life needs?**

ADA services are targeted to meet the needs of individuals who are prevented from using accessible fixed route services because of their disabilities. BART, as part of EBPC, complies with all regulations for ADA service.

**C. List the most common trip destinations for seniors and people with disabilities in your community that your services are designed to serve, e.g. dialysis centers, hospitals, major shopping complexes, senior centers.**

12 Regional Center of East Bay sites located in San Leandro, Hayward, Oakland, Union City and Fremont.

1 – Hospital in Oakland

1 – Adult Education Center - Oakland

1 – Senior (Alzheimer's) Center - Berkeley

**2. Will your agency's program for FY 2018-19 conform to the Paratransit Program Implementation Guidelines, as required?** (FY 2018-19 Programs are *required* to conform to the Implementation Guidelines, revised November 2017)

Yes

No

**A. If "No", explain below and contact Alameda CTC staff to discuss** (prior to March 30, 2018)

n/a

**3. If proposing any service or program changes in FY 2018-19 from the current year, FY 2017-18, describe the changes and explain why they are proposed.** Describe how these changes will impact the ability of seniors and people with disabilities in your community to meet their basic life needs.

EBPC will continue in FY18/19 to provide ADA mandated service in compliance with Federal law. No changes to service delivery are proposed in FY18/19; however, as required by law, EBPC will incorporate into the service area any service expansion of AC Transit.

**4. Looking ahead, beyond FY 2018-19, do you anticipate major service changes? Please briefly describe.** Describe major changes such as beginning or ending a type of service anticipated within the next five years.

The EBPC Broker and agency staff are engaging in preliminary discussions about:

- incorporating EBPC fare tickets into the Clipper system
- providing a paperless option for fare collection
- service delivery options - including the possible inclusion of Technology Network Companies (TNC's) into our service model.

#### PROGRAM ELEMENTS REQUIRING ALAMEDA CTC STAFF REVIEW

5. The November 2017 Paratransit Program Implementation Guidelines require Alameda CTC staff review of several program elements prior to implementation. The program elements requiring staff review are listed as items 5A – 5G below and for each item, further explanation is requested. **If your FY 2018-19 program plan includes any of the elements listed, in the box provided below, list the elements and the requested explanation for each.** Applicants must address any applicable paratransit projects and programs listed in Attachment B.

- A. Planned capital expenditure** (describe planned capital expenditures, such as purchase of vehicles or durable equipment)
- B. City-based Door-to-Door Service that includes trip limitations based on trip purpose** (describe the proposed trip limitations that are proposed)
- C. Taxi Subsidy/Same-Day Transportation Program that includes use of Transportation Network Companies (TNCs)** (describe the proposed service including screening and how subsidies will be provided)
- D. Taxi Subsidy/Same-Day Transportation Program that includes incentives to drivers and/or transportation providers** (describe the proposed incentives)
- E. Accessible Shuttle Service** (describe service plan and how city is coordinating with the local fixed route transit provider)
- F. New mobility management and/or travel training programs** (describe the well-defined set of activities)
- G. Low-income requirements for any scholarship and fare subsidy programs** (describe the proposed subsidy and the means that will be used to determine and verify eligibility)

None of the above are applicable to EBPC.

#### DEVELOPMENT OF PROGRAM PLAN

6. **How was consumer input sought in development of the program and selection of the services offered?** Describe all general outreach activities undertaken in connection with this plan, including consumer or public meetings; meetings with other agencies; presentations to boards, commissions, or committees. If possible provide dates for these activities. Note below if this plan was reviewed by a local paratransit advisory committee, including the name of the committee, and the date of the meeting.



EBPC staff works with its rider committee, the Service Review Advisory Committee (SRAC) and the EBPC executive committee, the Service Review Committee (SRC), when considering changes in the ADA paratransit plan or design. Comments and support for changes are obtained prior to implementation. Meetings of these committees are publicly noticed, and public comment is welcome.

The SRAC consists of 12 EBPC riders from all over the service area & 4 members from city programs or SS Agencies with ADA riders as clients. The SRAC meets every other month and an announcement about the SRAC is included in phone hold messages, so interested individuals may attend. Meeting materials are sent to everyone who requests them.

The SRAC reviewed the FY17/18 B/BB application plan and recommended staff forward the application to the SRC at the SRAC meeting of March 6, 2018.

**7. Describe any outreach, surveys and/or analysis conducted to develop this plan and to determine the types of services the program offers.**

EBPC conducts an annual satisfaction survey asking about aspects of the service. Data from the survey & tracking of service indicators & customer comments/complaints are used to determine areas needing adjustments to improve the service.

The SRAC receives a regular report from the Broker with statistics and data about operations and customer service.

**8. Describe how results from the community outreach, surveys and/or analysis described in Questions 6 and 7 were used to guide the development of the program plan.**

- The request for use of credit cards to purchase EBPC fare tickets was raised at a SRAC meeting. EBPC responded and established a link in its website at [www.eastbayparatransit.org](http://www.eastbayparatransit.org) which allows credit card purchases. A kiosk is also available at the main office which takes credit cards.
- SRAC members and members of the public requested reminders about upcoming trips and knowledge about the expected vehicle arrival time on the day of service. EBPC implemented an Interactive Voice Response (IVR) system which meets both requests.
- To keep riders and their care givers updated on Emergency Planning for EBPC, a rider's brochure was developed and widely circulated.

**9. Describe any innovative, emerging technology or non-traditional elements integrated into the program plan.**

- Interactive Voice Response (IVR) System- that sends reminder phone messages of scheduled trips for the next day and provides eminent arrival call when the vehicle is close to the pick-up location.
- Recent modifications to scheduling software to zone vehicles more effectively.

**10. Was this program plan approved by a governing body (or is it scheduled for action)?** *This is not required by the Alameda CTC. Jurisdictions should follow their established internal process.*

[ ] Yes

[ X ] No

- A.** If "Yes", provide the name of the governing body and planned or actual approval date.

N/A

**OUTREACH****11. How do community members and potential users learn about the Alameda CTC-funded services provided in your community?** Specify for each of the paratransit projects and programs listed in Attachment B.

Outreach by staff at information events is conducted consistent with federal & State Title VI and related requirements. EBPC informs users about the program with brochures and Rider's Guides. EBPC has Multi-lingual staff available for customer services and outreach events.

The phone tree allows selection of languages other than English.

EBPC works closely with many organizations supporting low income individuals & meets with agencies and individuals to provide information. EBPC has its own website & EBPC is mentioned on BART's and AC Transit's websites. All three websites list support from Alameda County's Measures B and BB.

**ELIGIBILITY AND ENROLLMENT****12. What are your requirements for eligibility? (e.g., age, residency, income, ADA-certification status, or other verification of disability).**

An applicant must complete a written application & an in-person interview. Eligibility determinations are mailed. Occasionally, medical verification is required. Every three years, riders must re-certify. Most recertifying riders use a short form application primarily to update rider information. Some recertifying riders with temporary or conditional eligibility may be required to complete the full ADA application & possibly return for another interview.

**13. How do consumers enroll in your program? Include how long the enrollment process takes, and how soon newly enrolled applicants can use the services offered.**

Once the interview & written application are complete applicants may use services upon receipt of their determination letter, assuming they are found eligible. If a determination has not been made within 21 days after the application and interview are complete, the ADA requires the agency to provide presumptive eligibility and service for that applicant until the determination is made.

**CUSTOMER SATISFACTION****14. Describe your complaint and commendation process.** Describe your process from beginning to end, including instructions you provide to customers for filing program suggestions, complaints or commendations, your documentation procedures and your follow up.

Complaints can be submitted through a variety of methods: on-board vehicle complaint cards, phone calls, email, through the EBPC website, and in person. Complaints are typically taken by the call center at the Broker's Office. A small number of complaints are received directly at AC Transit or BART; some are forwarded by outside agencies. All complaints are responded to and tracked by type. Complaints are reported to the SRAC as part of the Brokers report.

Response clerks research the complaint using tracking data (phone tapes, AVL data, route mapping, etc.) Complaint details are used to determine areas of service which need attention and/or improvements or modification of service practices.

Once investigated, the complaint is sent to the appropriate party (Service Provider or Broker management) for follow-up and customer response.

Senders of complaints receive a post card or phone call with thanks, explaining complaints are used to review and improve the system. The sender is told to call in 2 weeks for the outcome of the research. Riders requesting alternative formats receive post cards in their specified format. Complaints needing additional response are sent to AC Transit/BART management and a letter to the individual is drafted.

**A. Describe any common or recurring service complaints, commendations and/or suggestions your program has received.** Specify for each of the paratransit projects and programs listed in Attachment B. (*Complaints are defined as phone calls, letters, or emails received for the specific purpose of making a complaint.*)

Complaints are summarized into these categories: Driver complaints; on-time performance issues; vehicle problems; scheduling concerns; & Broker complaints. Staff reviews complaint statistics every month. Every 2 months at their meeting, the SRAC receives a report with a complaints breakdown and summary.

Complaints about individual staff are shared & made a part of their file. The individual is counseled or re-trained. Progressive discipline procedures are used with individuals receiving multiple complaints.

Complaints about vehicles are investigated and repairs are made, if necessary.

**B. Describe any changes you have made to your program as a result of these customer complaints, commendations and suggestions.**

Complaint statistics and details are used to determine areas of the service needing attention. Information uncovered in the complaint process is used to improve the service, most often through specific attention and retraining of individual employees or through modification of service practices.

**EXPECTED DEMAND/USE OF SERVICES**

**15. How many people are/have been/will be registered in the program during the following time periods? Fill in the boxes below.**

<b>Registrants at beginning of FY 2016-17</b>	17,375
<b>Registrants at end of FY 2016-17</b>	16,739
<b>Current Registrants for FY 2017-18</b>	17,774
<b>Projected Registrants for FY 2018-19</b>	17,900

**A. Based on the registration projection provided, explain why you expect your program registration to increase, decrease or stay the same compared to the current year.**

Riders on the data base at EBPC have numbered between 16,000 to 18,000 registered riders for many years and we expect enrollment to fall within those parameters in FY18/19 too. On our system, we find the addition of newly certified riders are balanced by those leaving our program through death, moving out of the service area or transferring to living arrangements where they no longer need ADA paratransit.

EBPC's Broker's office regularly updates the client file to remove records no longer current, based on information received from obituaries, family members, postal returned mail notices with forwarding addresses out of the service area, etc.

**16. Do you expect the total number of one-way trips provided by your program to increase, decrease or stay the same compared to the current year, FY 2017-18? Why?**

For FY18/19, EBPC budgeted a 1.25% increase in passengers transported above the FY 17/18 budget. This is primarily due to continuing Improvements in the economy which makes it easier for families to afford more frequent transit service for EBPC riders plus an increasing number of Regional Center of the East Bay riders.

**17. Do the ridership numbers reported in Attachments A and B include companions and/or attendants?**

Yes

No

**A.** If "Yes", and if known, what percent of total ridership are companions/attendants? (If providing an estimate, please clearly indicate it as such.)

14% PCA's; 1% companions (Q1 and Q2 of FY17/18)

**18. Please provide data on lift/ramp trips provided, if available. If lift/ramp trips were provided in more than one service, please specify for each.**

<b>Number of trips provided to a consumer using a mobility device in FY 2016-17</b>	168,775
<b>Number of trips provided to a consumer using a mobility device in FY 2017-18</b>	185,333
<b>Number of trips provided to a consumer using a mobility device in FY 2018-19</b>	187,655

#### VEHICLE FLEET

**19. Provide details regarding your vehicle fleet.** To answer this question, complete Attachment D (Table D tab of the Excel workbook).

#### SAFETY INCIDENTS

**20. Describe any safety incidents recorded by your program in FY 2016-17, or to date in FY 2017-18.** Specify for each of the paratransit projects and programs listed in Attachment B. (Report incidents resulting in any of the following: a fatality other than a suicide; injuries requiring immediate medical attention away from the scene for two or more persons; property damage equal to or exceeding \$7,500; an evacuation due to life safety reasons; or a collision at a grade crossing.)

**FY 16/17**

1. A fatality other than a suicide – 1
2. Injuries requiring immediate medical attention away from the scene for two or more persons) – 0
3. Property damage equal to or exceeding \$7,500 – 4
4. an evacuation due to life safety reason – 1
5. a collision at a grade crossing – 0

**FY 17/18 (July 1, 2017 to February 28, 2018)**

1. A fatality other than a suicide – 0
2. Injuries requiring immediate medical attention away from the scene for two or more persons) – 0
3. Property damage equal to or exceeding \$7,500 – 6
4. an evacuation due to life safety reason – 0
5. a collision at a grade crossing – 0

**FINANCES: PROGRAM REVENUE AND COST**

**21. Detail your FY 2018-19 program's total estimated revenue (all fund sources) and total cost by completing Attachment C (Table C tab of the Excel workbook).** For program components funded all or in part with a Measure B/BB discretionary grant, segregate the grant funding by entering it in the "Other Measure B/BB" column.

**22. Describe below the "Management/Overhead" and "Customer Service and Outreach" costs included in Attachment C and how these cost allocations were determined?** (These two categories are defined under Question 1). *The amount spent on Customer Service/Outreach and Management/Overhead is to be included as part of the total program cost, even if it is not funded with Alameda CTC funding. This includes city/agency staff time paid for by a city's general fund.*

**A. Management/Overhead Costs**

Management/Overhead expenses are the fully loaded salary of the Broker's General Manager, split 69%/31% between AC Transit and BART, plus the entire amount of the program coordinator contract, split 50/50 between the two agencies. Services include coordination, general management of the Broker's office and oversight of the Service providers. Projected Amount is \$371,684; AC Transit's portion is \$256,462.

## **B. Customer Service and Outreach Costs**

30% of Broker expenses split 69%/31% between AC Transit and BART are considered Customer Service & Outreach. In FY18/19, these costs are estimated at \$2,024,543 in total, of which AC Transit's share is \$1,396,935.

This figure includes the call center activity, community outreach to groups and committees, publication of EBPC documents such as the Rider's Guide, ADA Applications, Emergency Guide, etc.

## **PROGRAM FUNDING RESERVES**

- 23. If your paratransit program is anticipated to have a remaining balance of Measure B/BB DLD funding at the end of FY 2018-19, as shown in Attachment C, please explain. How do you plan to expend these funds and when?**

AC Transit estimates a fund balance in Measure B of \$1,387,749 and in Measure BB of \$1,539,648 in BB for a total fund balance of \$2,927,397 at the end of FY18/19.

This balance is due to timing issues in receiving MeasB/BB payments for the months of April, May and June every year. For accounting purposes, the total distribution amount for these months is carried over to the next fiscal year and spent on operations.

## **MISCELLANEOUS**

- 24. Use this space to provide any additional notes or clarifications about your program plan.**

None.

This page is intentionally left blank.





This page is intentionally left blank.



This page is intentionally left blank.

**Alameda CTC FY 2018-19 Annual Paratransit Program Plan Application (July 1, 2018 - June 30, 2019)**  
**Attachment C: Program Revenue, Cost and Fund Sources**

<b>Total FY 2018-19 Program Revenue</b> (Measure B, Measure BB and all other funds available for FY 2018-19)	
Estimated <b>Measure B</b> Paratransit DLD ending balance at the end of THIS fiscal year, FY 2017-18 (June 30, 2018)	\$1,358,837
Projected FY 2018-19 <b>Measure B</b> DLD Paratransit revenue (Use projections distributed by the Alameda CTC)	\$5,550,995
Estimated <b>Measure BB</b> Paratransit DLD ending balance at the end of THIS fiscal year, FY 2017-18 (as of June 30, 2018)	\$1,507,572
Projected FY 2018-19 <b>Measure BB</b> DLD Paratransit revenue (Use projections distributed by the Alameda CTC)	\$6,158,592
<b>Total FY 2018-19 Measure B and BB Paratransit DLD Revenue</b> (Automatically calculated)	<b>\$14,575,996</b>
Total FY 2018-19 Other Revenue (All other revenue sources, non-DLD, including Gap grant)	\$ 15,080,713
<b>Total FY 2018-19 Program Revenue</b> (Measure B, Measure BB and all other sources available for FY 2018-19) (Automatically calculated)	<b>\$29,656,709</b>

<b>Service/Program Name</b>		<b>Total FY 2018-19 Program Costs by Fund Source</b> (Measure B, Measure BB and all other funds planned to be expended during FY 2018-19)										<b>Total Cost</b>
Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K	Column L	Column M
Service/Program/Project Name  <i>Automatically populated from prior sheet (column B)</i>	Quantity Planned for FY 2018-19  <i>Automatically populated from prior sheet (column Q)</i>	Amount of RESERVE Measure B Paratransit DLD funds	Amount of FY 2018-19 Measure B Paratransit DLD funds	Amount of RESERVE Measure BB Paratransit DLD funds	Amount of FY 2018-19 Measure BB Paratransit DLD funds	Amount of OTHER Measure B/BB funds	What is the source of these OTHER Measure B/BB funds? (e.g. MB Gap Grant, LSR, MB LSR, etc.)	Fare Revenue expected from service	Fare Revenue to be expended on service	Amount of all Non-Alameda CTC funds (not including fares)	What is the source of these non-Alameda CTC funds? (e.g. city funds, federal, state, etc.)	Total Cost (all sources)  <i>Automatically calculated</i>
AC Transit as part of the EBPC	515,417	\$ 1,358,837	\$ 5,550,995	\$ 1,507,572	\$ 6,158,592	\$ -	n/a	\$ 2,002,258	\$ 2,002,258	\$ 11,425,058	Fares, AC General Funds & CCC Meas J	\$ 28,003,312
0	0											\$ -
0	0											\$ -
Management/Overhead	0									\$ 256,462		\$ 256,462
0	0											\$ -
0	0											\$ -
Outreach/Education	0									\$ 1,396,935		\$ 1,396,935
0	0											\$ -
0	0											\$ -
0	0											\$ -
0	0											\$ -
0	0											\$ -
0	0											\$ -
<b>Totals</b>	<b>515,417</b>	<b>\$ 1,358,837</b>	<b>\$ 5,550,995</b>	<b>\$ 1,507,572</b>	<b>\$ 6,158,592</b>	<b>\$ -</b>		<b>\$ 2,002,258</b>	<b>\$ 2,002,258</b>	<b>\$ 13,078,455</b>		<b>\$ 29,656,709</b>

Budget check (total revenue less total cost): \$0

PARATRANSIT DLD RESERVE BALANCES	Measure B	Measure BB	Total MB/BB
Estimated Reserve Balance, June 30, 2019:	\$0	\$0	\$0
<b>Reserve balance as percent of FY 2018-19 Revenue*</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

\*Alameda CTC's Timely Use of Funds policy looks at entire jurisdiction's fund balance.

This page is intentionally left blank.

Alameda CTC FY 2018-19 Annual Paratransit Program Plan Application (July 1, 2017 - June 30, 2018)

Attachment D: Vehicle Fleet

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

Vehicle Fleet									
Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J
Make	Type of Vehicle(s) (specify bus, large van,	Year of Vehicle	Fuel Type	Lift/Ramp Equipment (specify lift, ramp, or	Vehicle Capacity		Number of Vehicles	Owner (specify if contractor)	City that vehicle(s) are garaged
					Ambulatory	Wheelchair			
Ford E450	van	2007	diesel	lift	14	5	1	FTI	Oakland
Ford E450	van	2007	gas	lift	12	5	17	FTI	Oakland
Chevy 3500	van	2009	diesel	lift	12	4	11	FTI	Oakland
Ford E450	van	2013	gas	lift	7	1	32	FTI	Oakland
Ford E450	Van	2015	gas	lift	16	1	8	FTI	Oakland
Ford E450	van	2016	gas	lift	14	5	9	FTI	Oakland
Ford E450	Van	2017	gas	lift	14	5	5	FTI	Oakland
Ford E450	Van	1998	gas	lift	14	5	1	APT	San Leandro
Ford E450	Van	1999	gas	lift	14	5	2	APT	San Leandro
Ford E450	Van	2000	gas	lift	14	5	2	APT	San Leandro
Ford E450	van	2001	diesel	lift	14	5	1	APT	San Leandro
Ford E450	van	2002	diesel	lift	14	5	2	APT	San Leandro
Ford E450	van	2002	gas	lift	14	5	6	APT	San Leandro
Ford E450	van	2003	diesel	lift	14	5	3	APT	San Leandro
Ford E450	van	2003	gas	lift	14	5	1	APT	San Leandro
Ford E450	van	2004	gas	lift	14	5	3	APT	San Leandro
Ford E450	van	2005	gas	lift	14	5	6	APT	San Leandro
Ford E450	van	2006	gas	lift	14	5	1	APT	San Leandro
Ford E450	van	2006	gas	lift	8	4	1	APT	San Leandro
Ford E450	van	2007	gas	lift	14	5	2	APT	San Leandro
Chevy 3500	van	2008	diesel	lift	7	1	2	APT	San Leandro
Ford E450	van	2008	gas	lift	8	4	2	APT	San Leandro
Chevy E350	van	2009	diesel	lift	8	4	5	APT	San Leandro
Ford E450	van	2009	gas	lift	7	1	4	APT	San Leandro
Ford E450	van	2010	gas	lift	8	4	1	APT	San Leandro
FORD E350	van	2014	gas	lift	7	2	35	APT	San Leandro
Ford E450	van	2006	gas	lift	14	2	4	MVT	San Leandro
Ford E450	van	2007	diesel	lift	14	5	2	MVT	San Leandro
Ford 3500	van	2009	gas	lift	7	3	12	MVT	San Leandro
Chevy E350	van	2009	diesel	lift	8	4	10	MVT	San Leandro
Ford E450	van	2011	gas	lift	18	4	11	MVT	San Leandro
Ford E350	van	2012	gas	lift	8	2	4	MVT	San Leandro
Ford E450	van	2012	gas	lift	14	5	5	MVT	San Leandro
Ford E450	van	2013	gas	lift	7	2	7	MVT	San Leandro
Ford E450	van	2013	gas	lift	14	5	3	MVT	San Leandro
Ford E450	Van	2015	gas	lift	14	5	3	MVT	San Leandro
Ford E450	van	2016	gas	lift	14	5	3	MVT	San Leandro
Ford E450	van	2017	gas	lift	14	5	18	MVT	San Leandro
						Total Vehicles:	245		

This page is intentionally left blank.



**FY 2018-19 Annual Paratransit Program Plan Application**  
**Due by March 23, 2018**

<b>CONTACT INFORMATION</b>	
Agency:	BART as part of the East Bay Paratransit Consortium (EBPC)
Contact Name:	Laura Timothy
Title:	Manager of Access and Accessible Services
Phone Number:	510 464-6446
E-mail Address:	ltimoth@bart.gov

**Date Submitted:** March 19, 2018

**TYPES OF SERVICES PROVIDED**

- 1. What type of paratransit projects and programs will be funded, fully or partially, with Measures B and BB Direct Local Distribution (DLD, pass-through) and paratransit discretionary grant funds?** To answer this question, complete Attachment B (Table B tab of the Microsoft Excel workbook).

Below is a list of the types of services/programs that are eligible for Alameda CTC funding. For detailed information about these eligible services, including minimum service requirements and performance measures, refer to the Alameda CTC's Special Transportation for Seniors and People with Disabilities (Paratransit) Implementation Guidelines, revised November 2018 (provided with the application materials).

- **Management/Overhead:** Program oversight, planning, budgeting, participation in regional/countywide meetings. Include admin/labor even if it is paid by the City/transit agency for accurate reporting of full program expenses.
- **Customer Service/Outreach:** Activities associated with educating consumers about services that are available to them, answering questions from consumers and taking, tracking and responding to complaints and commendations. Include costs even if paid by the City/transit agency for accurate reporting of full program expenses.
- **ADA-mandated Paratransit:** Paratransit services provided by fixed-route transit operators to fulfill requirements under the American's with Disabilities Act (ADA).
- **City-based Door-to-Door Service:** Pre-scheduled, accessible, door-to-door service provided by city. Provides a similar level of service to ADA-mandated services; designed to fill gaps not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips.
- **Taxi Subsidy/Same-Day Transportation Program:** Provides a same day, curb-to-curb service intended for situations when consumers cannot make their trip on a pre-scheduled basis; allows eligible consumers to use

*taxis or Transportation Network Companies (TNCs) (at program discretion) at a reduced fare.*

- **City-based Specialized Accessible Van Service:** Specialized van service provides accessible, door-to-door trips on a pre-scheduled or same-day basis. These services are generally implemented as a supplement to a taxi program that does not meet critical needs for particular trips in accessible vehicles in certain communities.
- **Accessible Fixed-Route Shuttle:** Generally accessible vehicles that operate on a fixed route and schedule to serve common trip origins and destinations, e.g. senior centers, medical facilities, grocery stores, BART stations, other transit stations, community centers, commercial districts, and post offices.
- **Group Trips Program:** Round-trip accessible van rides for pre-planned outings or to attend specific events or go to specific destinations for fixed amounts of time, e.g. shopping trips or religious services. Trips usually originate from a senior center or housing facility.
- **Door-through-Door/Volunteer Driver Program:** Pre-scheduled, door-through-door services that are generally not accessible; rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. May also have an escort component.
- **Mobility Management and/or Travel Training:** Covers a wide range of activities, such as travel training, trip planning, and brokerage. Does not include provision of trips. (This is considered "non-trip provision").
- **Scholarship/Subsidized Fare Program:** Program to subsidize any service for customers who are low-income and can demonstrate financial need.
- **Meal Delivery:** Program to fund meal delivery to the homes of individuals who are transportation disadvantaged. Currently, only existing operating programs can continue to use Measure B funds for these service costs. No new meal delivery services can be established.
- **Capital Expenditure:** Capital purchase or other capital expenditure.
- **Note on volunteer driver programs and mobility management/training:** If your program is using DLD funds, but not discretionary grant funds, you will be required to submit further information.

**A. Provide a short narrative description of your agency's FY 2018-19 program.**

BART and AC Transit, operating as the East Bay Paratransit Consortium (EBPC), fund and operate the EBPC's ADA paratransit program to fulfill their requirements under the Americans with Disabilities Act. The primary objective of this partnership is to deliver high quality, cost effective paratransit service that meets the service criteria of the ADA.

**B. Explain how the suite of services offered is targeted towards the seniors and people with disabilities in your community. Why have these services been selected to meet the trip needs of your consumers over other eligible service types? How do these services enhance their quality of life and help them meet basic life needs?**

ADA services are targeted to meet the needs of individuals who are prevented from using accessible fixed route services because of their disabilities. BART, as part of EBPC, complies with all regulations for ADA service.

**C. List the most common trip destinations for seniors and people with disabilities in your community that your services are designed to serve, e.g. dialysis centers, hospitals, major shopping complexes, senior centers.**

12 Regional Center of East Bay sites located in San Leandro, Hayward, Oakland, Union City and Fremont.  
 1 – Hospital in Oakland  
 1 – Adult Education Center - Oakland  
 1 – Senior (Alzheimer’s) Center - Berkeley

**2. Will your agency’s program for FY 2018-19 conform to the Paratransit Program Implementation Guidelines, as required?** (FY 2018-19 Programs are *required* to conform to the Implementation Guidelines, revised November 2017)

Yes

No

**A. If “No”, explain below and contact Alameda CTC staff to discuss** (prior to March 30, 2018)

n/a

**3. If proposing any service or program changes in FY 2018-19 from the current year, FY 2017-18, describe the changes and explain why they are proposed.** Describe how these changes will impact the ability of seniors and people with disabilities in your community to meet their basic life needs.

EBPC will continue in FY18/19 to provide ADA mandated service in compliance with Federal law. No changes to service delivery are proposed in FY18/19; however, as required by law, EBPC will incorporate into the service area any service expansion of AC Transit.

**4. Looking ahead, beyond FY 2018-19, do you anticipate major service changes? Please briefly describe.** Describe major changes such as beginning or ending a type of service anticipated within the next five years.

The EBPC Broker and agency staff are engaging in preliminary discussions about:

- incorporating EBPC fare tickets into the Clipper system
- providing a paperless option for fare collection
- service delivery options - including the possible inclusion of Technology Network Companies (TNC's) into our service model.

#### PROGRAM ELEMENTS REQUIRING ALAMEDA CTC STAFF REVIEW

5. The November 2017 Paratransit Program Implementation Guidelines require Alameda CTC staff review of several program elements prior to implementation. The program elements requiring staff review are listed as items 5A – 5G below and for each item, further explanation is requested. **If your FY 2018-19 program plan includes any of the elements listed, in the box provided below, list the elements and the requested explanation for each.** Applicants must address any applicable paratransit projects and programs listed in Attachment B.
- A. Planned capital expenditure** (describe planned capital expenditures, such as purchase of vehicles or durable equipment)
  - B. City-based Door-to-Door Service that includes trip limitations based on trip purpose** (describe the proposed trip limitations that are proposed)
  - C. Taxi Subsidy/Same-Day Transportation Program that includes use of Transportation Network Companies (TNCs)** (describe the proposed service including screening and how subsidies will be provided)
  - D. Taxi Subsidy/Same-Day Transportation Program that includes incentives to drivers and/or transportation providers** (describe the proposed incentives)
  - E. Accessible Shuttle Service** (describe service plan and how city is coordinating with the local fixed route transit provider)
  - F. New mobility management and/or travel training programs** (describe the well-defined set of activities)
  - G. Low-income requirements for any scholarship and fare subsidy programs** (describe the proposed subsidy and the means that will be used to determine and verify eligibility)

None of the above are applicable to EBPC.

#### DEVELOPMENT OF PROGRAM PLAN

6. **How was consumer input sought in development of the program and selection of the services offered?** Describe all general outreach activities undertaken in connection with this plan, including consumer or public meetings; meetings with other agencies; presentations to boards, commissions, or committees. If possible provide dates for these activities. Note below if this plan was reviewed by a local paratransit advisory committee, including the name of the committee, and the date of the meeting.

EBPC staff works with its rider committee, the Service Review Advisory Committee (SRAC) and the EBPC executive committee, the Service Review Committee (SRC), when considering changes in the ADA paratransit plan or design. Comments and support for changes are obtained prior to implementation. Meetings of these committees are publicly noticed, and public comment is welcome.

The SRAC consists of 12 EBPC riders from all over the service area & 4 members from city programs or SS Agencies with ADA riders as clients. The SRAC meets every other month and an announcement about the SRAC is included in phone hold messages, so interested individuals may attend. Meeting materials are sent to everyone who requests them.

The SRAC reviewed the FY18/19 B/BB application plan and recommended staff forward the application to the SRC on March 6, 2018.

**7. Describe any outreach, surveys and/or analysis conducted to develop this plan and to determine the types of services the program offers.**

EBPC conducts an annual satisfaction survey asking about aspects of the service. Data from the survey & tracking of service indicators & customer comments/complaints are used to determine areas needing adjustments to improve the service.

The SRAC receives a regular report from the Broker with statistics and data about operations and customer service.

**8. Describe how results from the community outreach, surveys and/or analysis described in Questions 6 and 7 were used to guide the development of the program plan.**

- The request for use of credit cards to purchase EBPC fare tickets was raised at a SRAC meeting. EBPC responded and established a link in its website at [www.eastbayparatransit.org](http://www.eastbayparatransit.org) which allows credit card purchases. A kiosk is also available at the main office which takes credit cards.
- SRAC members and members of the public requested reminders about upcoming trips and knowledge about the expected vehicle arrival time on the day of service. EBPC implemented an Interactive Voice Response (IVR) system which meets both requests.
- To keep riders and their care givers updated on Emergency Planning for EBPC, a rider's brochure was developed and widely circulated.

**9. Describe any innovative, emerging technology or non-traditional elements integrated into the program plan.**

- Interactive Voice Response (IVR) System- that sends reminder phone messages of scheduled trips for the next day and provides eminent arrival call when the vehicle is close to the pick-up location.
- Recent modifications to scheduling software to zone vehicles more effectively.

**10. Was this program plan approved by a governing body (or is it scheduled for action)?** *This is not required by the Alameda CTC. Jurisdictions should follow their established internal process.*

[ ] Yes

[ X ] No

- A.** If "Yes", provide the name of the governing body and planned or actual approval date.

N/A

**OUTREACH****11. How do community members and potential users learn about the Alameda CTC-funded services provided in your community?** Specify for each of the paratransit projects and programs listed in Attachment B.

Outreach by staff at information events is conducted consistent with federal & State Title VI and related requirements. EBPC informs users about the program with brochures and Rider's Guides. EBPC has Multi-lingual staff available for customer services and outreach events.

The phone tree allows selection of languages other than English.

EBPC works closely with many organizations supporting low income individuals & meets with agencies and individuals to provide information. EBPC has its own website & EBPC is mentioned on BART's and AC Transit's websites. All three websites list support from Alameda County's Measures B and BB.

**ELIGIBILITY AND ENROLLMENT****12. What are your requirements for eligibility? (e.g., age, residency, income, ADA-certification status, or other verification of disability).**

An applicant must complete a written application & an in-person interview. Eligibility determinations are mailed. Occasionally, medical verification is required. Every three years, riders must re-certify. Most recertifying riders use a short form application primarily to update rider information. Some recertifying riders with temporary or conditional eligibility may be required to complete the full ADA application & possibly return for another interview.

**13. How do consumers enroll in your program? Include how long the enrollment process takes, and how soon newly enrolled applicants can use the services offered.**

Once the interview & written application are complete applicants may use services upon receipt of their determination letter, assuming they are found eligible. If a determination has not been made within 21 days after the application and interview are complete, the ADA requires the agency to provide presumptive eligibility and service for that applicant until the determination is made.

**CUSTOMER SATISFACTION**

**14. Describe your complaint and commendation process.** Describe your process from beginning to end, including instructions you provide to customers for filing program suggestions, complaints or commendations, your documentation procedures and your follow up.

Complaints can be submitted through a variety of methods: on-board vehicle complaint cards, phone calls, email, through the EBPC website, and in person. Complaints are typically taken by the call center at the Broker's Office. A small number of complaints are received directly at AC Transit or BART; some are forwarded by outside agencies. All complaints are responded to and tracked by type. Complaints are reported to the SRAC as part of the Brokers report.

Response clerks research the complaint using tracking data (phone tapes, AVL data, route mapping, etc.) Complaint details are used to determine areas of service which need attention and/or improvements or modification of service practices.

Once investigated, the complaint is sent to the appropriate party (Service Provider or Broker management) for follow-up and customer response.

Senders of complaints receive a post card or phone call with thanks, explaining complaints are used to review and improve the system. The sender is told to call in 2 weeks for the outcome of the research. Riders requesting alternative formats receive post cards in their specified format. Complaints needing additional response are sent to AC Transit/BART management and a letter to the individual is drafted.

**A. Describe any common or recurring service complaints, commendations and/or suggestions your program has received.** Specify for each of the paratransit projects and programs listed in Attachment B. (*Complaints are defined as phone calls, letters, or emails received for the specific purpose of making a complaint.*)

Complaints are summarized into these categories: Driver complaints; on-time performance issues; vehicle problems; scheduling concerns; & Broker complaints. Staff reviews complaint statistics every month. Every 2 months at their meeting, the SRAC receives a report with a complaints breakdown and summary.

Complaints about individual staff are shared & made a part of their file. The individual is counseled or re-trained. Progressive discipline procedures are used with individuals receiving multiple complaints.

Complaints about vehicles are investigated and repairs are made, if necessary.

**B. Describe any changes you have made to your program as a result of these customer complaints, commendations and suggestions.**

Complaint statistics and details are used to determine areas of the service needing attention. Information uncovered in the complaint process is used to improve the service, most often through specific attention and retraining of individual employees or through modification of service practices.

**EXPECTED DEMAND/USE OF SERVICES**

**15. How many people are/have been/will be registered in the program during the following time periods? Fill in the boxes below.**

<b>Registrants at beginning of FY 2016-17</b>	17,375
<b>Registrants at end of FY 2016-17</b>	16,739
<b>Current Registrants for FY 2017-18</b>	17,774
<b>Projected Registrants for FY 2018-19</b>	17,900

**A. Based on the registration projection provided, explain why you expect your program registration to increase, decrease or stay the same compared to the current year.**

Riders on the data base at EBPC have numbered between 16,000 to 18,000 registered riders for many years and we expect enrollment to fall within those parameters in FY18/19 too. On our system, we find the addition of newly certified riders are balanced by those leaving our program through death, moving out of the service area or transferring to living arrangements where they no longer need ADA paratransit.

EBPC's Broker's office regularly updates the client file to remove records no longer current, based on information received from obituaries, family members, postal returned mail notices with forwarding addresses out of the service area, etc.



**16. Do you expect the total number of one-way trips provided by your program to increase, decrease or stay the same compared to the current year, FY 2017-18? Why?**

For FY18/19, EBPC budgeted a 1.25% increase in passengers transported above the FY 17/18 budget. This is primarily due to continuing Improvements in the economy which makes it easier for families to afford more frequent transit service for EBPC riders plus an increasing number of Regional Center of the East Bay riders.

**17. Do the ridership numbers reported in Attachments A and B include companions and/or attendants?**

- Yes  
 No

**A.** If "Yes", and if known, what percent of total ridership are companions/attendants? *(If providing an estimate, please clearly indicate it as such.)*

14% PCA's; 1% companions (Q1 and Q2 of FY17/18)

**18. Please provide data on lift/ramp trips provided, if available. If lift/ramp trips were provided in more than one service, please specify for each.**

<b>Number of trips provided to a consumer using a mobility device in FY 2016-17</b>	168,775
<b>Number of trips provided to a consumer using a mobility device in FY 2017-18.</b> (annualized with 7 months actuals)	185,333
<b>Number of trips provided to a consumer using a mobility device in FY 2018-19</b> (estimated)	187,655

**VEHICLE FLEET**

**19. Provide details regarding your vehicle fleet.** To answer this question, complete Attachment D (Table D tab of the Excel workbook).

**SAFETY INCIDENTS**

**20. Describe any safety incidents recorded by your program in FY 2016-17, or to date in FY 2017-18.** Specify for each of the paratransit projects and programs listed in Attachment B. *(Report incidents resulting in any of the following: a fatality other than a suicide; injuries requiring immediate medical attention away from the scene for two or more persons; property damage equal to or exceeding \$7,500; an evacuation due to life safety reasons; or a collision at a grade crossing.)*

**FY 16/17**

1. A fatality other than a suicide – 1
2. Injuries requiring immediate medical attention away from the scene for two or more persons) – 0
3. Property damage equal to or exceeding \$7,500 – 4
4. an evacuation due to life safety reason – 1
5. a collision at a grade crossing – 0

**FY 17/18 (July 1, 2017 to February 28, 2018)**

1. A fatality other than a suicide – 0
2. Injuries requiring immediate medical attention away from the scene for two or more persons) – 0
3. Property damage equal to or exceeding \$7,500 – 6
4. an evacuation due to life safety reason – 0
5. a collision at a grade crossing – 0

**FINANCES: PROGRAM REVENUE AND COST**

**21. Detail your FY 2018-19 program's total estimated revenue (all fund sources) and total cost by completing Attachment C (Table C tab of the Excel workbook).** For program components funded all or in part with a Measure B/BB discretionary grant, segregate the grant funding by entering it in the "Other Measure B/BB" column.

**22. Describe below the "Management/Overhead" and "Customer Service and Outreach" costs included in Attachment C and how these cost allocations were determined?** (These two categories are defined under Question 1). *The amount spent on Customer Service/Outreach and Management/Overhead is to be included as part of the total program cost, even if it is not funded with Alameda CTC funding. This includes city/agency staff time paid for by a city's general fund.*

**A. Management/Overhead Costs**

Management/Overhead expenses are the fully loaded salary of the Broker's General Manager, split 69%/31% between BART and AC Transit, plus the entire amount of the program coordinator contract, split 50/50 between the two agencies. Services include coordination, general management of the Broker's office and oversight of the Service providers. Projected Amount is \$371,684; BART's portion is \$115,222.

**B. Customer Service and Outreach Costs**

30% of Broker expenses split 69%/31% between BART and AC Transit are considered Customer Service & Outreach. In FY18/19, these costs are estimated at \$2,024,543 in total, of which BART's share is \$627,608,

This figure includes the call center activity, community outreach to groups and committees, publication of EBPC documents such as the Rider's Guide, ADA Applications, Emergency Guide, etc.

**PROGRAM FUNDING RESERVES**

**23. If your paratransit program is anticipated to have a remaining balance of Measure B/BB DLD funding at the end of FY 2018-19, as shown in Attachment C, please explain. How do you plan to expend these funds and when?**

BART expects no remaining balance of either B or BB DLD funding at the end of FY18/19.

**MISCELLANEOUS**

**24. Use this space to provide any additional notes or clarifications about your program plan.**

None.

This page is intentionally left blank.



This page is intentionally left blank.



This page is intentionally left blank.



**Alameda CTC FY 2018-19 Annual Paratransit Program Plan Application (July 1, 2018 - June 30, 2019)**  
**Attachment C: Program Revenue, Cost and Fund Sources**

Total FY 2018-19 Program Revenue (Measure B, Measure BB and all other funds available for FY 2018-19)	
Estimated <b>Measure B</b> Paratransit DLD ending balance at the end of THIS fiscal year, FY 2017-18 (June 30, 2018)	\$0
Projected FY 2018-19 <b>Measure B</b> DLD Paratransit revenue (Use projections distributed by the Alameda CTC)	\$1,997,822
Estimated <b>Measure BB</b> Paratransit DLD ending balance at the end of THIS fiscal year, FY 2017-18 (as of June 30, 2018)	\$0
Projected FY 2018-19 <b>Measure BB</b> DLD Paratransit revenue (Use projections distributed by the Alameda CTC)	\$2,052,865
<b>Total FY 2018-19 Measure B and BB Paratransit DLD Revenue</b> (Automatically calculated)	<b>\$4,050,687</b>
Total FY 2018-19 Other Revenue (All other revenue sources, non-DLD, including Gap grant)	\$ 9,627,733
<b>Total FY 2018-19 Program Revenue</b> (Measure B, Measure BB and all other sources available for FY 2018-19) (Automatically calculated)	<b>\$13,678,420</b>

Service/Program Name		Total FY 2018-19 Program Costs by Fund Source (Measure B, Measure BB and all other funds planned to be expended during FY 2018-19)										Total Cost
Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K	Column L	Column M
Service/Program/Project Name  <i>Automatically populated from prior sheet (column B)</i>	Quantity Planned for FY 2018-19  <i>Automatically populated from prior sheet (column Q)</i>	Amount of RESERVE Measure B Paratransit DLD funds	Amount of FY 2018-19 Measure B Paratransit DLD funds	Amount of RESERVE Measure BB Paratransit DLD funds	Amount of FY 2018-19 Measure BB Paratransit DLD funds	Amount of OTHER Measure B/BB funds	What is the source of these OTHER Measure B/BB funds? (e.g. MB Gap Grant, LSR, MB LSR, etc.)	Fare Revenue expected from service	Fare Revenue to be expended on service	Amount of all Non-Alameda CTC funds (not including fares)	What is the source of these non-Alameda CTC funds? (e.g. city funds, federal, state, etc.)	Total Cost (all sources)  <i>Automatically calculated</i>
BART as part of the EBPC	231,564		\$ 1,997,822		\$ 2,052,865	\$ -	n/a	\$ 899,565	\$ 899,565	\$ 7,985,338	Fares, BA General Funds & CCC Meas J	\$ 12,935,590
0	0											\$ -
0	0											\$ -
Management/Overhead	0									\$ 115,222		\$ 115,222
0	0											\$ -
0	0											\$ -
Outreach/Education	0									\$ 627,608		\$ 627,608
0	0											\$ -
0	0											\$ -
0	0											\$ -
0	0											\$ -
0	0											\$ -
<b>Totals</b>	<b>231,564</b>	<b>\$ -</b>	<b>\$ 1,997,822</b>	<b>\$ -</b>	<b>\$ 2,052,865</b>	<b>\$ -</b>		<b>\$ 899,565</b>	<b>\$ 899,565</b>	<b>\$ 8,728,168</b>		<b>\$ 13,678,420</b>

Budget check (total revenue less total cost): \$0

PARATRANSIT DLD RESERVE BALANCES	Measure B	Measure BB	Total MB/BB
Estimated Reserve Balance, June 30, 2019:	\$0	\$0	\$0
<b>Reserve balance as percent of FY 2018-19 Revenue*</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

\*Alameda CTC's Timely Use of Funds policy looks at entire jurisdiction's fund balance.

This page is intentionally left blank.

Alameda CTC FY 2018-19 Annual Paratransit Program Plan Application (July 1, 2017 - June 30, 2018)

Attachment D: Vehicle Fleet

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

Vehicle Fleet									
Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J
Make	Type of Vehicle(s) (specify bus, large van,	Year of Vehicle	Fuel Type	Lift/Ramp Equipment (specify lift, ramp, or	Vehicle Capacity		Number of Vehicles	Owner (specify if contractor)	City that vehicle(s) are garaged
					Ambulatory	Wheelchair			
Ford E450	van	2007	diesel	lift	14	5	1	FTI	Oakland
Ford E450	van	2007	gas	lift	12	5	17	FTI	Oakland
Chevy 3500	van	2009	diesel	lift	12	4	11	FTI	Oakland
Ford E450	van	2013	gas	lift	7	1	32	FTI	Oakland
Ford E450	Van	2015	gas	lift	16	1	8	FTI	Oakland
Ford E450	van	2016	gas	lift	14	5	9	FTI	Oakland
Ford E450	Van	2017	gas	lift	14	5	5	FTI	Oakland
Ford E450	Van	1998	gas	lift	14	5	1	APT	San Leandro
Ford E450	Van	1999	gas	lift	14	5	2	APT	San Leandro
Ford E450	Van	2000	gas	lift	14	5	2	APT	San Leandro
Ford E450	van	2001	diesel	lift	14	5	1	APT	San Leandro
Ford E450	van	2002	diesel	lift	14	5	2	APT	San Leandro
Ford E450	van	2002	gas	lift	14	5	6	APT	San Leandro
Ford E450	van	2003	diesel	lift	14	5	3	APT	San Leandro
Ford E450	van	2003	gas	lift	14	5	1	APT	San Leandro
Ford E450	van	2004	gas	lift	14	5	3	APT	San Leandro
Ford E450	van	2005	gas	lift	14	5	6	APT	San Leandro
Ford E450	van	2006	gas	lift	14	5	1	APT	San Leandro
Ford E450	van	2006	gas	lift	8	4	1	APT	San Leandro
Ford E450	van	2007	gas	lift	14	5	2	APT	San Leandro
Chevy 3500	van	2008	diesel	lift	7	1	2	APT	San Leandro
Ford E450	van	2008	gas	lift	8	4	2	APT	San Leandro
Chevy E350	van	2009	diesel	lift	8	4	5	APT	San Leandro
Ford E450	van	2009	gas	lift	7	1	4	APT	San Leandro
Ford E450	van	2010	gas	lift	8	4	1	APT	San Leandro
FORD E350	van	2014	gas	lift	7	2	35	APT	San Leandro
Ford E450	van	2006	gas	lift	14	2	4	MVT	San Leandro
Ford E450	van	2007	diesel	lift	14	5	2	MVT	San Leandro
Ford 3500	van	2009	gas	lift	7	3	12	MVT	San Leandro
Chevy E350	van	2009	diesel	lift	8	4	10	MVT	San Leandro
Ford E450	van	2011	gas	lift	18	4	11	MVT	San Leandro
Ford E350	van	2012	gas	lift	8	2	4	MVT	San Leandro
Ford E450	van	2012	gas	lift	14	5	5	MVT	San Leandro
Ford E450	van	2013	gas	lift	7	2	7	MVT	San Leandro
Ford E450	van	2013	gas	lift	14	5	3	MVT	San Leandro
Ford E450	Van	2015	gas	lift	14	5	3	MVT	San Leandro
Ford E450	van	2016	gas	lift	14	5	3	MVT	San Leandro
Ford E450	van	2017	gas	lift	14	5	18	MVT	San Leandro
						Total Vehicles:	245		

This page is intentionally left blank.