



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		GENERAL MANAGER ACTION REQ'D:		
DocuSigned by: <i>Michael Jones</i> 47000790F2D7463...				
DATE: 7/29/2026		8/6/2026		
BOARD INITIATED ITEM: No				
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Signature/Date: 8/3/2026	8/3/2026 []	8/3/2026 []	8/6/2026 []	8/3/2026 []

Adoption of an East Bay Paratransit fare policy for One Seat Ride Pilot Program services into Santa Clara County

PURPOSE:

To obtain BART Board approval of a modification to the East Bay Paratransit Consortium (EBPC) fare table for the implementation of a Metropolitan Transportation Commission (MTC) funded One Seat Ride pilot program for EBPC services into Santa Clara County.

DISCUSSION:

Background

Each transit agency in the Bay Area provides Americans with Disabilities Act (ADA) paratransit services within a defined service area. The EBPC service area mirrors the AC Transit fixed route service area from Pinole to Milpitas, with transbay service provided into San Francisco. VTA provides paratransit service in Santa Clara County, including for areas served by the BART Silicon Valley Phase 1 extension. Paratransit riders needing to travel across service area boundaries must transfer between services at fixed transfer points (currently the Warm Springs BART station). These transfers can create challenges for paratransit riders, who must wait for their connecting vehicle to arrive, and, as a result, face a lengthier trip than they would if they could travel directly to their destination.

The MTC Bay Area Transit Transformation Action Plan seeks to address these challenges by developing one-seat paratransit ride pilots that would take passengers across agency service area boundaries in a single vehicle. The pilots will test the financial impacts and customer experience benefits of one seat ride service.

Details of the EBPC & VTA One Seat Ride Pilot Program



On December 15, 2025, the MTC's Regional Network Management (RNM) Council approved funding of \$110,000 to EBPC (\$34,100 to BART; \$75,900 to AC Transit) for a year-long one seat ride pilot program pairing EBPC and VTA.

Under the proposed pilot program, customers may travel between select East Bay cities (Hayward, Newark, Union City, and Fremont) to select Santa Clara County cities (Milpitas, San Jose, and Campbell) in one vehicle without the need to transfer. EBPC and VTA will provide the service for trips originating in their respective service areas.

The agencies selected these cities due to their proximity to the agencies' shared border. The cities are subject to change by mutual approval of the agencies based on operational feasibility and service improvement opportunities that may be identified during the pilot period. The pilot concept was presented to the AC Transit Board of Directors on June 24, 2026, and the East Bay Paratransit Access Committee (EBPAC) on July 7, 2026.

EBPC Paratransit Fares and One Seat Ride Premium Fares

In 2011, the BART Board adopted an EBPC fare table that specified fares for paratransit trips within the East Bay and for transbay trips to and from San Francisco. However, that fare table did not include services being proposed in this pilot program, which extend into Santa Clara County beyond the Milpitas BART station, nor did it include "premium" fares which are permitted under the ADA for services which go beyond the agencies' minimum obligation to provide service within a $\frac{3}{4}$ mile radius of the agencies' bus routes and rail stations.

Therefore, staff are requesting that the Board approve a modification to the EBPC fare table (included as Attachment A) to include rides to Berryessa/N. San Jose BART station and the $\frac{3}{4}$ mile radius therein, and to set a "premium" fare of \$10 for a one-seat ride into all portions of Santa Clara County that are not within a $\frac{3}{4}$ mile radius of a BART station and/or AC Transit bus route. The agencies elected to charge a \$10 premium fare because it closely matches the cumulative fare a rider would have paid when taking an inter-agency transfer ride between EBPC and VTA.

The proposed pilot program is exempt from review under the California Environmental Quality Act (CEQA) pursuant to California Public Resources Code Section 21080(b)(8) and the CEQA Guidelines Section 15273(a), which state that CEQA does not apply to the establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, or other charges by public agencies which the agency finds are for the purpose of (1) meeting operating expenses, (2) purchasing or leasing supplies, equipment or materials, (3) meeting financial reserve needs and requirements, or (4) obtaining funds for capital projects, necessary to maintain service within an existing service area, or (5) obtaining funds necessary to maintain intra-city transfers as are authorized by city charter.

The General Manager will undertake any necessary additional administrative steps within his authority to implement the pilot, such as by executing funding agreements with the MTC, and/or establishing program plans with the participating agencies to document each agency's role and responsibility within the pilot program.

FISCAL IMPACT:

There will be no fiscal impact, as this pilot program will be fully funded by the MTC. This action is not anticipated to have any fiscal impact on unprogrammed District reserves in the current Fiscal Year.

ALTERNATIVES:

Do not adopt a modification to the EBPC fare table. This would delay implementation of the One Seat Ride Pilot Program, as the agencies would need to develop an alternative fare policy approach.

RECOMMENDATION:

It is recommended that the Board adopt the following motion:

MOTION:

Adopt the attached resolution "Adoption of an East Bay Paratransit fare policy for One Seat Ride Pilot Program services into Santa Clara County" (**Two-thirds vote required**).