

**PROGRAMMING/ALLOCATION PRIORITIES FOR  
2000 MEASURE B AND 2014 MEASURE BB  
PARATRANSIT DISCRETIONARY GRANT PROGRAM**

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## **BACKGROUND**

The goal of the Alameda County Transportation Commission (Alameda CTC) Transportation Program for Seniors and People with Disabilities Program is to enhance access to allow seniors and people with disabilities to meet their daily needs and maintain a high quality of life. The program funds a range of transportation services that provide pre-scheduled trips, same day trips, and wheelchair-accessible trips, as well as training and other services for uniquely vulnerable populations. These programs are becoming ever more important as the senior population in Alameda County grows.

The Alameda CTC funds three complementary types of programs through Measure B and Measure BB that work together to meet a wide range of mobility needs:

- **ADA-mandated Paratransit**, funded through Direct Local Distribution (DLD) funds, provides the majority of trips for people with disabilities throughout the county.
- **City-based Programs**, also funded through DLD funds, provide a range of supplemental services to the ADA-mandated Paratransit service, such as taxi subsidy programs, shuttles, and city-based door-to-door programs to serve both seniors and people with disabilities.
- **The Paratransit Discretionary Grant Program** funds projects and programs through a competitive process to meet needs that are *not* being adequately met through ADA-mandated Paratransit or City-based programs. These grants aim to improve availability, affordability, access to, and coordination of transit and paratransit services for seniors and people with disabilities by directing funding towards projects that will:
  - Improve mobility by reducing the differences in the types of services available to seniors and people with disabilities that might occur based on the geographic residence of any individual needing services.
  - Encourage seniors and people with disabilities who are able to use fixed-route public transit to do so.
  - Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
  - Improve the efficiency and effectiveness of ADA-mandated and local, City-based services.

## **TWO-YEAR GRANT OPPORTUNITY FOR MOBILITY MANAGEMENT**

As part of the Alameda CTC's Comprehensive Investment Plan (2018 CIP), applicants are encouraged to apply for two-year mobility management grants (FY 2017-18 through FY 2018-19). This funding will support mobility management types of activities that improve consumers' ability to access services and/or improve coordination between programs. Competitive funding is available to local jurisdictions and non-profit organizations.

Mobility Management promotes the following:

- Enhancing people's travel options and access to services

- Promoting awareness and education, effectively communicating/disseminating information to the public
- Improving coordination and partnerships to reduce duplication and fill gaps in service
- Meeting needs cost effectively and efficiently

Examples of Mobility Management programs include:

- Travel training
- Trip planning assistance to improve access
- One-Call One-Click type programs
- Volunteer driver programs
- Transportation programs that fill unique needs and gaps that are not filled through traditional trip-provision models
- Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)
- Other programs that enhance mobility management in Alameda County

Programs and projects that do not fit a traditional trip-provision model and that are multi-jurisdictional in scope (e.g. countywide, cross-planning area, or multi-city) will be prioritized in evaluating applications (see **PRIORITIES** section below).

All applicants must work in coordination with other service providers in their planning area and will be required to describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services (see **PROGRAM REQUIREMENTS** section below).

This funding is not intended for ADA or City-based services that would traditionally be funded through DLD allocations. Sponsors are encouraged to submit programs that will benefit more than one city or otherwise illustrate advancement of coordination and mobility management principles.

## **ELIGIBLE APPLICANTS**

Eligible applicants (direct recipients) of funds programmed through the 2018 CIP are limited to the following:

1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
2. County of Alameda
3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
4. East Bay Regional Parks District (EBRPD)
5. Alameda County Transportation Commission (Alameda CTC)
6. Non-profit organizations (*if the non-profit provides letter(s) of support from local agency and/or transit provider to confirm service coordination and project support*)

Entities that are not identified above as eligible direct recipients may be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a

sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.

## PRIORITIES

Priority (in no particular order) is given to programs/projects as follows:

- Effectiveness at fulfilling mobility management intent of grant program
- Projected program demand
- Implementation readiness
- Programs that provide service across jurisdictional boundaries
- Programs that demonstrate coordination and collaboration
- Past performance (where applicable), including progress on performance measures and cost effectiveness
- Leveraging of funds (including DLD reserves) and cost effectiveness
- Identified as a priority in the Alameda Countywide Transit Plan, another relevant countywide or regional plan, or through a regional or countywide needs assessment
- Equitable distribution throughout County

## PROGRAM REQUIREMENTS

Applicants should review requirements in the full CIP guidelines, including Appendix C “CIP Programming Principals and Guidelines” [Section 7: Programming/Allocation Guidelines for 2000 Measure B and 2014 Measure BB Paratransit Discretionary Grant Program](#). Some relevant details are highlighted here.

### ***Maximum Grant Size***

The maximum grant size is \$500,000; there is no minimum grant size.

### ***Matching Requirements***

Matching requirements for applicants are as follows:

- Programs: 11.47% local match
- Plans and Studies: 50% local match
- Shuttle and transit operations: 50% local match
- “In-kind” costs are not eligible as match sources.
- DLD recipients must demonstrate a commitment to using their DLD reserves and new Measure BB DLD funds.
- For non-profit organizations, exceptions to the matching requirements may be granted by Alameda CTC on a case-by-case basis.
- Matching funds contributed to a project beyond the minimum required level may increase the competitiveness of the application.

### ***Letter(s) of Support***

All applicants must work in coordination with other service providers in their planning area. To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project support.

- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

To establish partnerships, contact information for Measure B and Measure BB recipients of paratransit Direct Local Distribution (DLD) Funds can be accessed at [www.accessalameda.com/category/cities/](http://www.accessalameda.com/category/cities/).

**Monitoring and Performance Measures**

- Progress reports will be required every six (6) months illustrating program/project progress and funds spent.
- Applicants must identify program/project goals, deliverables, and performance measures that will be reported on in these progress reports.

**SCHEDULE**

Applicants for the two-year cycle will be evaluated in a one-time competitive process as part of the 2018 CIP during fall and winter of 2016. Funds will be available starting July 1, 2017 through June 30, 2019.

Applicants are encouraged to attend a workshop on Tuesday, September 13<sup>th</sup> at 10:30 a.m. at the Alameda CTC offices to learn more about the CIP application, Paratransit Discretionary Grant guidelines, and priorities for funding.

The full schedule is as follows:

September 1, 2016	2018 CIP call for project nominations opens
September 13, 2016, 10:30 a.m.	Application workshop for Paratransit Program
October 31, 2016, 11:59 p.m.	2018 CIP applications due
November - January 2017	Application review and evaluation
Spring 2017	Alameda CTC adopts final 2018 CIP
Summer 2017	Contracts initiated and finalized with applicants
July 1, 2017	Funding commences

**RESOURCES**

Resources for the 2018 CIP call for project nominations, including a link to the online application can be accessed from the Alameda CTC’s website at: [http://www.alamedactc.org/app\\_pages/view/19025](http://www.alamedactc.org/app_pages/view/19025)