

**SECTION 7**  
**PROGRAMMING/ALLOCATION GUIDELINES FOR**  
**2000 MEASURE B AND 2014 MEASURE BB**  
**PARATRANSIT DISCRETIONARY GRANT PROGRAM**

---

**PROGRAM SUMMARY**

The Paratransit Discretionary Grant Program includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and 2014 Measure BB funds shall be expended in accordance with the requirements of the guiding expenditure plans. The specific funding requirements related to the expenditure and reimbursement of funds allocated to projects as part of the program shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

**FUND SOURCES**

**2000 Measure B**

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple projects and programs to improve the County’s transportation system. Collections began on April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs (“projects”) that will be funded with the sales tax revenues. A total of 10.45 percent (10.45%) of net MB revenue is directed towards projects intended for seniors and people with disabilities (Paratransit). The 10.45 percent (10.45%) is further split, as follows:

- 9.02 percent (9.02%) of net revenues are Direct Local Distributions (DLDs) to Alameda County cities, County and Transit Operators as follows:
  - 5.63 percent (5.63%) are DLDs directed towards the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services; and
  - 3.39 percent (3.39 %) are DLDs directed towards Alameda County cities and County for paratransit services based on a funding formula with population and other factors. The formula is recommended by the Alameda CTC’s Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.
- 1.43 percent (1.43%) of net revenues are distributed on a discretionary basis, based on a funding recommendation by PAPCO and approved by the Commission. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

**2014 Measure BB**

Measure BB, approved by Alameda County voters in 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Ten percent (10%) of net revenue collected is dedicated to paratransit projects targeted towards seniors and people with disabilities (Paratransit), as follows:

- Six percent (6%) of net revenue is directed towards the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenue are DLDs directed towards Alameda County cities and County for paratransit services, as follows:
  - A funding formula based on the percentage of the population over age 70 in each of four planning areas; and
  - Funds can be further allocated within each planning area to the individual cities based on a formula recommended by PAPCO and approved by the Commission.
- One percent (1%) of net Measure BB revenues are administered by the Alameda CTC and directed towards coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

**PROGRAMMING AND ALLOCATION PRIORITIES**

The Program aims 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 public transit use among seniors and people with disabilities.
- Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
- Improve the efficiency/effectiveness of ADA-mandated and local, non-mandated services.

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

- 1. Identified in a Countywide Plan or Assessment:** Identified as a countywide priority in the Alameda Countywide Transit Plan or other relevant countywide plan or through a countywide needs assessment.
- 2. Identified in Regional Plans or Assessments:** Identified as regional and/or county priority in a relevant regional plan or needs assessment.

3. **Multi-jurisdictional Projects:** Identified projects that provide service across jurisdictional boundaries.
4. **Other priorities as recommended by PAPCO:** PAPCO may periodically recommend other Program funding priorities.

## ELIGIBLE PROJECTS

Eligible projects must conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*, which currently identifies the following eligible categories:

### *ADA-mandated Paratransit Services*

- Paratransit operations mandated by the ADA that are implemented and administered according to federal guidelines.

### *Non-mandated Paratransit Services*

- City-based Door-to-Door Services
- Taxi Subsidy Programs
- City-based Accessible Van Services
- Accessible Shuttle Services
- Group Trip Services
- Volunteer Driver Services
- Mobility Management and/or Travel Training Services
- Scholarship/Subsidized Fare Program
- Meal Delivery (*programs established prior to July 1, 2016 only, not eligible for discretionary funding*)
- Hospital Discharge Transportation Service (HDTs)
- Wheelchair Scooter Breakdown Transportation Service (WSBTS)

### *Capital Projects/Procurement*

- Capital improvements and equipment purchases are eligible if directly related to the implementation of a project within an eligible category, including but not limited to:
  - Scheduling software purchase
  - Accessible vehicle and equipment purchase
  - Capital projects to improve accessibility at shuttle stops.

Refer to the *Implementation Guidelines for Paratransit Programs* for detailed eligibility requirements and service descriptions here: [http://www.alamedactc.org/app\\_pages/view/19025](http://www.alamedactc.org/app_pages/view/19025).

## INELIGIBLE PROJECTS

- Projects that do not conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.
- Capital projects, programs, maintenance, or operations that do not directly improve paratransit services.
- Using Program funds to replace/supplant other secured funding.