

## Proposed Categories for Gap Funding

### Programs and Projects that Enhance Mobility Management in Alameda County

Mobility management programs and projects should account for the majority of Gap funding. Both committees expressed a desire to develop improved performance metrics in order to better measure a project's cost effectiveness and make sure we are getting the most "bang for our buck".

#### Criteria for Funding:

- Programs/projects that enhance mobility management and coordination in Alameda County
- Emphasis on countywide or planning area level programs and projects
- Emphasis should be on projects and programs that do not fit a traditional transportation service model, but service provision that is coordinated at the planning area level or countywide will also be considered.

#### Examples:

- Travel Training
- Volunteer Driver Programs
- Information and Outreach

#### Eligible Recipients:

- Non-profits / community-based transportation providers
- Measure B providers (where project benefits the whole planning area or broader)
- Alameda CTC

#### Proposal for Initial Consideration:

- Two-year cycle beginning FY 13/14
- Competitive process that would run parallel to Program Plan Review
- If appropriate, ongoing funding could be designated for some programs in future cycles

### One Year Pilots

The purpose of this category would be to provide assistance to providers in piloting a new program that does not meet the mobility management criteria above.

#### Criteria for Funding:

- Pilot programs that do not meet the mobility management criteria, i.e. benefit only a single city
- Proposals should be geared towards service provision
- Programs must have a sustainable funding plan after the first year (e.g. be absorbed into a base program or have alternative funding source)

#### Eligible Recipients:

- Measure B providers
- Non-profits / community-based transportation providers
- Alameda CTC

#### Proposal for Initial Consideration:

- Competitive process that would run parallel to Program Plan Review beginning FY 13/14

This proposal did not have full concurrence. One committee member expressed strongly that if a provider could afford to absorb a program after the first year, said provider did not need Gap funding to pilot the program. However, this would provide a pot of money for providers to test new service ideas to gauge their usefulness and popularity or to cover initial start-up costs that would not be ongoing.

#### Grant Matching

The purpose of this category would be to allow Measure B providers or non-profits to access matching funding to apply for grants (e.g. New Freedom or 5310).

#### Criteria for Funding:

- Funding is available to help an eligible recipient provide the required local match when applying for a non-Alameda CTC grant

#### Eligible Recipients:

- Measure B providers
- Non-profits / community-based transportation providers
- Alameda CTC

#### Proposal for Initial Consideration:

- \$50,000 available annually beginning FY 12/13
- Individual award maximum of \$25,000 (PAPCO could entertain requests for exceptions)
- Requests to be evaluated by PAPCO as needed

#### Capital Project Matching

The purpose of this category would be to allow Measure B providers or non-profits to obtain assistance in making a capital purchase (e.g. a vehicle or scheduling software). This funding is primarily intended to fund capital purchases that support other gap funded projects or to improve base program performance.

#### Criteria for Funding:

- All applications would require a match from the applicant (as described below)

#### Eligible Recipients:

- Measure B providers
- Non-profits / community-based transportation providers
- Alameda CTC

#### Proposal for Initial Consideration:

- \$50,000 available annually beginning FY 12/13
- Individual award maximum of 80% of total capital cost (PAPCO could entertain requests for exceptions)
- Competitive annual process that would run parallel to Program Plan Review beginning FY 13/14

Implementation Guidelines Assistance

The purpose of this category would be to help city-based programs meet the Implementation Guidelines that will become effective in FY 13/14. If Measure B3 passes, this assistance will likely not be necessary.

Eligible Recipients:

- Measure B providers

Proposal for Initial Consideration:

- \$50,000 available annually
- Requests to be submitted and evaluated during Program Plan Review beginning FY 13/14
- Minimum Service Level (MSL) funding of \$100,000 will still be available FY 12/13, as programs are not required to meet the Implementation Guidelines until FY 13/14

Rainy Day Fund

The purpose of this category would be to fill gaps in revenue due to a low-performing economy and prevent Measure B providers from cutting services. Presumably unspent Gap funds could accumulate as a "Rainy Day Fund". It might be advisable to set a maximum for this fund in the future as funds accumulate.

Eligible Recipients:

- Measure B Providers

Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service

The purpose of this category would be to fund two small countywide programs that fill small but urgent transportation gaps.

Eligible Recipients:

- Alameda CTC

Proposal for Initial Consideration:

- Retain \$50,000 annual allotment beginning FY 12/13

Other committee suggestions for all Gap funding include emphasizing cost effectiveness, using quantitative criteria where available to evaluate performance, being flexible in the proposed allocations, and creating a consolidated application.

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