Measure B Funding
Special Transportation for Seniors and People with Disabilities

Technical Advisory Committee
September 2012

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Commission

Purpose

- Overview Measure B funding

    - *Pass-through funding with and without new Measure B1 Funds*

    - *Gap grant*

- Discuss Gap Grant Cycle 5

- Discuss use of new funds if Measure B1 passes

Schedule

Month	Topics for Discussion/Decision Points
November & December	Discuss: • Gap Grant guidelines • Use of new pass-through funds • Folding gap-funded programs into base programs as appropriate
January	• PAPCO and Board adopt Gap grant guidelines and call for projects • Program plan application forms finalized • Funding projections finalized
February 1	• Distribute Call for projects and program plan applications
March 1	• Gap Cycle 5 applications due • Program Plan applications due
April	Review and approve: • Base program funding for FY 13/14 • Gap Grants for FY 13/14
May	• Draft new agreements • Commission approval of Base Program and Grant Funds
June	• Execute Agreements

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Funding to Planning Areas

- **CURRENT MEASURE**: Of total revenues, 3.39% goes to non-mandated paratransit services, distributed to planning areas as follows:

  - *North County = 1.24%*

  - *Central County = 0.88%*

  - *South County = 1.06%*

  - *East County = 0.21%*

- **NEW MEASURE**: Of total revenue, 3.0% goes to non-mandated paratransit services, distributed to each planning area based on population over age 70.

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Funding Distribution to Cities

- New formula adopted last year for current measure

- Formula for new funds TBD

- Formula factors:

  - *Seniors age 70-79 (Census 2010)*

  - *Seniors age 80+ (weighted times 1.5)*

  - *Low-income HHs earning ≤ 30% of Area Median Income (ACS)*

  - *Age = proxy for disability*

- Formula effective until June 30, 2017

- American Community Survey (ACS) data updated annually

- Disability data to be incorporated if available

Recipient	Estimated Revenue First Year of New Measure (FY 2013–2014)		
	Current	With new TEP	Increase
City-Based Programs			
Alameda	$160,000	$310,000	94%
Albany	$30,000	$60,000	100%
Berkeley	$180,000	$420,000	133%
Emeryville	$24,000	$48,000	100%
Fremont	$710,000	$1,120,000	58%
Hayward (serves unincorporated communities)	$680,000	$1,300,000	91%
Newark	$150,000	$240,000	60%
Oakland (serves Piedmont)	$940,000	$1,860,000	98%
Pleasanton (serves Sunol)	$90,000	$230,000	156%
San Leandro	$260,000	$500,000	92%
Union City	$280,000	$430,000	54%
ADA Mandated Operators			
LAVTA (serves Dublin/Livermore)	$140,000	$370,000	164%
East Bay Paratransit	$6,040,000	$12,520,000	107%
Grant Program			
Coordination and Gap Grants	$1,540,000	$2,610,000	69%
Total	**$11,220,000**	**$22,010,000**	**96%**

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Implementation Guidelines: Currently Eligible Services

- ADA Paratransit

- Door-to-Door Services

- Same Day Transportation Programs

- Accessible Shuttles

- Group Trip Programs

- Volunteer Driver Programs

- Mobility Management

  - *Travel Training*

  - *Education/Outreach/Information*

Gap Funding

- Coordination and Gap Grants receive the following percentages of total measure revenue:

  - *CURRENT MEASURE: 1.43%*

  - *NEW MEASURE: 1.0%*

- 70% increase if new measure passes

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Gap Grant History

- Cycle 4 was in 2008

- Gap Cycles 1-4
  - *Over $10,900,000 awarded, ~$1,000,000/year*
  - *52 grants – capital and programmatic*
    - Shuttles
    - Travel training
    - Same day transportations programs
    - Volunteer driver programs

- Lesson learned – "Pilots" with no sustainable funding stream require indefinite renewals or we run the risk of cutting services that people depend on

Gap Grant Policy Adopted

Primary Categories:

- **Programs/Projects that enhance Mobility Management in Alameda County**

  - *E.g. Travel Training, Volunteer Driver Programs, Information and Outreach, coordinated transportation*

- **One Year Pilots**

  - *Providers can test success of a new service that can be absorbed into base program after first year*

- Cities, Agencies and non-profits can apply

Gap Grant Policy Adopted (cont.)

Additional Categories:

- **Grant Matching**: Matching funds to apply for grants (e.g. New Freedom or 5310)

- **Capital Project Matching**: Assistance for capital purchase that supports other gap funded projects or improves base program performance

- **Implementation Guidelines Assistance**

- **Rainy Day Fund**

- Hospital Discharge Transportation Service (HDTS) & Wheelchair/Scooter Breakdown Transportation Service (WSBTS)

Other Gap Grant Considerations

- This policy assumed passage of Measure B1 in November.

- Improved evaluation metrics, e.g. cost/benefit

- Transition of services from Alameda CTC to local control

New Measure B1

- Possible uses of new Measure funds:
  - *Are there more people we need to reach?*
  - *Do we need to provide more service?*
    - Allow for more trips per participant?
    - Lower the age restriction?
    - Reduce cost to participants for each trip?
  - *Are there different types of service needed?*
    - New services at city-level?
    - New services at planning area?
  - *Do we need more travel training/mobility management to better connect people to services?*

New Measure B1 (cont.)

- How do services funded through Measure B coordinate/align with other services that people have access to in Alameda County?

- Option of programs pooling funding to provide a multi-city service (e.g. at planning area level)

Questions/Feedback/Discussion

- Gap Grant Cycle 5
    - *Thoughts on policy we adopted last year?*
    - *Changes if Measure B1 does not pass?*

- Preliminary feedback on new Measure B1 funds
    - *Have you already thought about how your program would use new funds?*
    - *Is there any research that would be helpful in determining use of funds? (e.g. data, peer reviews, etc.)*

- Alameda CTC process: Joint PAPCO working group?

- What is your customer/public outreach process for program plan? Is this sufficient?

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