



1111 Broadway, Suite 800, Oakland, CA 94607

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# Joint Paratransit Advisory and Planning Committee & Paratransit Technical Advisory Committee

**Monday, February 23, 2015, 2:10 p.m.**

**1111 Broadway, Suite 800  
Oakland, CA 94607**

***Please note that the Monday, February 23, 2015 PAPCO meeting will be from 1:00 to 2:10 p.m. and the Joint PAPCO and ParaTAC meeting will be from 2:10 to 3:30 p.m. Please plan your transportation accordingly.***

## **Mission Statement**

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

## **Public Comments**

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

## Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

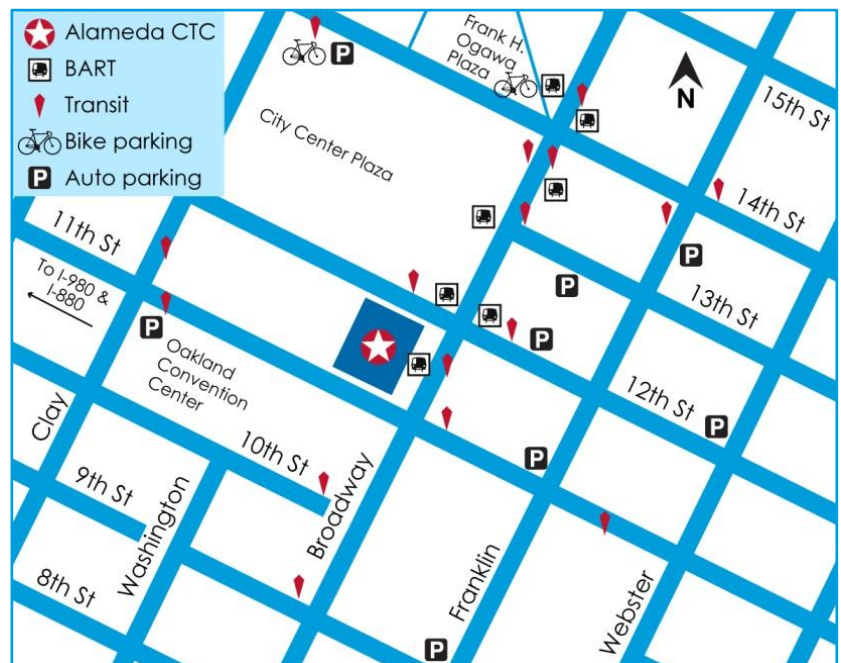
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## Location Map

★ Alameda CTC  
1111 Broadway, Suite 800  
Oakland, CA 94607

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Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit [www.511.org](http://www.511.org).

## Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome.

Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



## Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at [www.AlamedaCTC.org/events/upcoming/now](http://www.AlamedaCTC.org/events/upcoming/now).

## Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at [www.AlamedaCTC.org/events/month/now](http://www.AlamedaCTC.org/events/month/now). Any other notice required or permitted to be given under these bylaws will follow the same policy. PAPCO members receive an exception to the paperless policy and will continue to receive notices via U.S. Postal Service in addition to electronic versions. Members can request to opt-out of paper notices.

## Glossary of Terms

A glossary of terms that includes frequently used industry terms and acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

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Joint Paratransit Advisory and Planning Committee  
and Paratransit Technical Advisory Committee  
Meeting Agenda  
Monday, February 23, 2015, 2:10 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

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**Facilitator:** Naomi Armenta  
**Staff Liaison:** Jacki Taylor  
**Public Meeting Coordinator:**  
Krystle Pasco

2:10 – 2:20 p.m. **1. Welcome and**  
Chair **Introductions**

2:20 – 2:25 p.m. **2. Public Comment**  
Public

**Page A/I**

2:25 – 2:45 p.m. **3. Final Implementation Guidelines**  
Staff

1 A

The Committees will approve the final  
version of the Implementation  
Guidelines.

Recommendation: Approve the  
Implementation Guidelines

2:45 – 3:15 p.m. **4. Joint PAPCO and ParaTAC Discussion –**  
PAPCO and **Countywide Transit Plan**  
ParaTAC

19 I

The Committees will receive an update  
and provide input on the Countywide  
Transit Plan.

3:15 – 3:30 p.m. **5. Information Items**

PAPCO and **5.1. Member Announcements**  
ParaTAC

I

Staff **5.2. Staff Updates**

I

**6. Draft Agenda Items for April 27, 2015  
Joint PAPCO/ParaTAC Meeting**

I

**6.1.** Joint PAPCO and ParaTAC  
Discussion

**6.2.** BART Fleet of the Future  
Presentation

3:30 p.m.

**7. Adjournment**

**Next ParaTAC Meeting:** March 10, 2015

**Next PAPCO Meeting:** March 23, 2015

All items on the agenda are subject to action and/or change by the Committee.



# Memorandum

3.0

1111 Broadway, Suite 800, Oakland, CA 94607

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**DATE:** February 13, 2015

**SUBJECT:** Implementation Guidelines – Special Transportation for Seniors and People with Disabilities Program

**RECOMMENDATION:** Approve Final Implementation Guidelines for FY 2015-16

## Summary

The Implementation Guidelines for the Special Transportation for Seniors and People with Disabilities (Paratransit) Program are periodically reviewed and updated. The Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC) are requested to review and recommend Commission approval of the final Implementation Guidelines for FY 2015-16. The final revisions are summarized in Attachment A and are based on ParaTAC and PAPCO input from November 2014 through January 2015. The Commission is scheduled to approve the Implementation Guidelines on February 26, 2015.

## Background

The Implementation Guidelines (Guidelines) for the Paratransit Program identify the types of services that are eligible to be funded with Alameda County Measure B (2000) and Vehicle Registration Fee (VRF, 2010) revenues. The Guidelines were originally adopted by the Commission on December 16, 2011 and incorporated into the Master Program Funding Agreements (MPFA) for Measure B and VRF revenues. Minor revisions to the Guidelines were adopted on January 24, 2013 and January 23, 2014. After approval by the Commission in February 2015, the revised Guidelines will replace the referenced Guidelines in

the current MPFAs starting FY 2015-16. A separate one-year MPFA for Measure BB is under development that will also apply the Guidelines to Measure BB revenues.

The eligible service types identified in the Guidelines include:

- ADA Paratransit
- Door-to-Door Service
- Taxi Subsidy
- Specialized Accessible Van
- Accessible Shuttles
- Group Trips
- Volunteer Drivers
- Mobility Management and/or Travel Training
- Scholarship/Subsidized Fare Programs
- Capital Expenditures

### ***Proposed Revisions***

The ParaTAC reviewed and discussed the Guidelines at its December 9, 2014 and January 13, 2015 meetings. The PAPCO reviewed and discussed the Guidelines at its January 26, 2015 meeting and were requested to provide final comments by February 5, 2015. No additional comments were received after the January 26<sup>th</sup> meeting. The proposed Guidelines with edits highlighted are included as Attachment A. The proposed revisions are to take effect starting in FY 2015-16 and are generally intended as helpful clarifications. They are summarized below:

- Explicitly state that “importance” of destinations should be determined by the consumer
- Add a line and short description for Capital Expenditures
- Explicitly state that city programs can choose to serve people with disabilities under the age of 18
- Specify how cities can determine eligibility due to disability, and give cities discretion in establishing temporary eligibility



- Note that cities can serve any five days of the week for door-to-door and don't have to accept reservations on holidays
- Note that if cities propose limitations based on trip purpose for door-to-door, the proposal is subject to Alameda CTC staff review
- Remove language describing taxi service as a premium versus regular service
- State that where possible, taxi services should try to fulfill requests for same-day accessible trips
- Clarify description of City-based Specialized Accessible Van Service and notes that when possible, a priority for this service should be fulfilling requests for same-day accessible trips
- State that volunteer driver programs can have an escort component to accompany a consumer on any service eligible for paratransit funding
- Specify that volunteer mileage reimbursement should not exceed Federal General Services Administration (Privately Owned Vehicle) Mileage Reimbursement Rates
- Add fixed-route transit fares to eligibility for scholarship services
- Broaden low income requirements and place more at the discretion of program sponsors
- State that Program sponsors can propose other services or purposes for scholarship to be considered by Alameda CTC staff
- Clarify description of Meal Delivery funding

Staff requests that members review the revisions and be prepared to discuss on February 23<sup>rd</sup>.

### **Next steps**

on February 9<sup>th</sup> the Programs and Projects Committee (PPC) reviewed and recommended the attached Guidelines for Commission approval. The PPC item included clarification that further edits resulting from the February 23<sup>rd</sup> PAPCO meeting would be reported to the Commission on February 26<sup>th</sup>. This approval schedule will ensure that the Guidelines will be approved and available to ParaTAC members by March, when they will need to prepare their FY 2015-16 ParaTransit Program plans for FY

2015-16 Measure B and BB Paratransit Direct Local Distribution (DLD) funding.

### **Fiscal Impact**

There is no fiscal impact.

### **Attachments**

A. Implementation Guidelines for Special Transportation for Seniors and People with Disabilities (Paratransit) Program

### **Staff Contact**

[Naomi Armenta](#), Paratransit Coordinator

[Jacki Taylor](#), Program Analyst

## Implementation Guidelines – Special Transportation for Seniors and People with Disabilities Program

These guidelines lay out the service types that are eligible to be funded with Alameda County Measure B ([2000](#)) and Vehicle Registration Fee (VRF, [2010](#)) revenues under the Special Transportation for Seniors and People with Disabilities Program (Paratransit). All programs funded partially or in their entirety through ~~Measure B or the VRF~~[these sources](#), including ADA-mandated paratransit services, city-based non-mandated programs, and discretionary grant funded projects, must abide by the following requirements for each type of paratransit service. ~~Programs must be in full compliance with these guidelines by the end of fiscal year 2012-2013.~~

Fund recipients are able to select which of these service types ~~is~~[are](#) most appropriate ~~in~~[for](#) their community to meet the needs of seniors and people with disabilities. Overall, all programs should be designed to enhance quality of life for seniors and people with disabilities by offering accessible, affordable, and convenient transportation options to reach major medical facilities, grocery stores and other important travel destinations to meet life needs. [Ultimately, whether a destination is important should be determined by the consumer.](#)

The chart below summarizes the eligible service types and their basic customer experience parameters; this is followed by more detailed descriptions of each.

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
<b>ADA Paratransit</b>	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit
<b>Door-to-Door Service</b>	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit and seniors
<b>Taxi Subsidy</b>	Same Day	Varies	Origin-to-Destination	Seniors and people with disabilities

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
<b>Specialized <a href="#">Accessible</a> Van</b>	Pre-scheduled & Same Day	Accessible	Origin-to-Destination	People with disabilities using mobility devices that require lift- or ramp-equipped vehicles
<b>Accessible Shuttles</b>	Fixed Schedule	Accessible	Fixed or Flexed Route	Seniors and people with disabilities
<b>Group Trips</b>	Pre-scheduled	Varies	Round Trip Origin-to-Destination	Seniors and people with disabilities
<b>Volunteer Drivers</b>	Pre-scheduled	Generally Not Accessible	Origin-to-Destination	Vulnerable populations with special needs, e.g. requiring door-through-door service or escort
<b>Mobility Management and/or Travel Training</b>	N/A	N/A	N/A	Seniors and people with disabilities
<b>Scholarship/ Subsidized Fare Programs</b>	N/A	N/A	N/A	Seniors and people with disabilities
<b><a href="#">Capital Expenditures</a></b>	<a href="#">N/A</a>	<a href="#">Accessible</a>	<a href="#">N/A</a>	<a href="#">Seniors and people with disabilities</a>

***Note on ADA Mandated Paratransit:*** Programs mandated by the American's with Disabilities Act are implemented and administered according to federal guidelines that may supersede these guidelines; however all ADA-mandated programs funded through Measure B or the VRF are subject to the terms of the Master Programs Funding Agreement.

***Interim Service for Consumers Awaiting ADA Certification:*** At the request of a health care provider, or ADA provider, city-based programs must provide interim service through the programs listed below to consumers

awaiting ADA certification. Service must be provided within three business days of receipt of application.

**Note on Capital Expenditures:** Any capital expenditures within the eligible service categories must be consistent with the objectives of the Alameda CTC Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Program described above and are subject to review by Alameda CTC staff.

City-based Door-to-Door Service Guidelines	
Service Description	<p>City-based door-to-door services provide pre-scheduled, accessible, door-to-door trips. Some programs allow same day reservations on a space-available basis. They provide a similar level of service to mandated ADA services. These services are designed to fill gaps that are not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips.</p> <p>This service type does not include taxi subsidies which are discussed below.</p>
Eligible Population	<p><u>Eligible Populations include:</u></p> <p><u>1. People 18 and above with disabilities who are unable to use fixed route services-or. Cities may, at their discretion, also provide services to consumers with disabilities under the age of 18, and</u></p> <p>Seniors 80 years or older without proof of a disability.</p> <p><u>2. Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old.</u></p> <p><i>Cities may <u>continue to</u> offer “grandfathered” eligibility to program registrants below 70 years old who have used the program regularly in <u>the prior fiscal year FY 11/12</u>, as long as it does not impinge on the City’s ability to meet <u>the minimum requirements of</u> the Implementation Guidelines.</i></p> <p><i>Program sponsors may use <u>either</u> ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit), <u>as proof of disability.</u> or the <u>Alameda County City-Based Paratransit Services Medical Statement Form, as proof of disability.</u> <u>Program sponsors may, at their discretion, also offer temporary eligibility due to disability.</u></i></p>
Time & Days of Service	<p>At a minimum, service must be available <u>any</u> five days per week between the hours of 8 am and 5 pm (excluding holidays).</p> <p>At a minimum, programs <del>should</del><u>must</u> accept reservations between the hours of <del>8</del><u>9</u> am and 5 pm Monday – Friday- <u>(excluding holidays).</u></p>
Fare (Cost to Customer)	<p>Fares for pre-scheduled service should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance. Higher fares can be charged for “premium” same-day service.</p>

City-based Door-to-Door Service Guidelines	
Other	<p>Door-to-Door programs must demonstrate that they are providing trips at an equal or lower cost than the ADA-mandated provider on a cost per trip and cost per hour basis.</p> <p>Programs <del>cannot impose limitations based on trip purpose, but can</del><u>may</u> impose per person trip limits to <del>control program resources due to budgetary constraints, but any proposed trip limitations that are based on trip purpose must be submitted to Alameda CTC staff for review prior to implementation.</del></p>

Taxi Subsidy <del>Service</del> <u>Program</u> Guidelines	
Service Description	<p>Taxis provide curb-to-curb service that can be scheduled on a same-day basis. They charge riders on a distance/time basis using a meter. Taxi subsidy programs allow eligible consumers to use taxis at a reduced fare by reimbursing consumers a percentage of the fare or by providing some fare medium, e.g. scrip or vouchers, which can be used to cover a portion of the fare. These programs are intended for situations when consumers cannot make their trip on a pre-scheduled basis. <del>This is meant to be a “premium” safety net service, not a routine service to be used on a daily basis.</del></p> <p>The availability of accessible taxi cabs varies by geographical area <u>and taxi provider</u>, but programs should expand availability of accessible taxi cabs where possible <u>in order to fulfill requests for same-day accessible trips</u>.</p>
Eligible Population	<p><u>Eligible Populations include:</u></p> <ol style="list-style-type: none"> <li><u>1. People 18 and above with disabilities who are unable to use fixed route services</u><del> or . Cities may, at their discretion, also provide services to consumers with disabilities under the age of 18, and</del> Seniors 80 years or older without proof of a disability.</li> <li><u>2. Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old.</u></li> </ol> <p><i>Cities may <u>continue to</u> offer “grandfathered” eligibility to program registrants below 70 years old who have used the program regularly in <del>the prior fiscal year</del> <u>FY 11/12</u>, as long as it does not impinge on the City’s ability to meet <u>the minimum requirements of</u> the Implementation Guidelines.</i></p> <p><i>Program sponsors may use <u>either</u> ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit), <del>as proof of disability.</del> <u>or the Alameda County City-Based Paratransit Services Medical Statement Form, as proof of disability.</u> <u>Program sponsors may, at their discretion, also offer temporary eligibility due to disability.</u></i></p>
Time & Days of Service	24 hours per day/7 days per week



Taxi Subsidy <del>Service</del> <u>Program</u> Guidelines	
Fare (Cost to Customer)	<p><del>At a minimum, programs</del><u>Programs</u> must subsidize <u>at least</u> 50% of the taxi fare.</p> <p>Programs can impose a cap on total subsidy per person. This can be accomplished through a maximum subsidy per trip, a limit on the number of vouchers/scrip (or other fare medium) per person, and/or a total <u>monetary</u> subsidy per person per year.</p>

### City-based Specialized Accessible Van Service Guidelines

Service Description	Specialized <u>Accessible</u> van service provides accessible, door-to-door trips on a pre-scheduled or same-day basis. <del>These</del> <u>This service category is not intended to be as comprehensive as primary services are generally implemented as (i.e. ADA-mandated, City-based Door-to-Door, or Taxi programs), but should be a complementary supplement to a program that does not meet</u> in communities where critical needs for <del>particular trips in accessible vehicles in certain communities</del> <u>trips are not being adequately met by the existing primary services</u> . Examples of unmet needs might be a taxi program without accessible vehicles <del>or</del> , medical trips for riders <del>too frail to</del> <u>with dementia unable to safely</u> take <del>a shuttle</del> <u>an ADA-mandated trip</u> , or <u>trips</u> outside of the ADA-mandated service area. <u>When possible, a priority for this service should be fulfilling requests for same-day accessible trips.</u> <del>These programs</del> <u>This service may</u> make use of fare mediums such as scrip and vouchers to allow consumers to pay for rides.
Eligible Population	At discretion of program sponsor with local consumer input.
Time & Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	At discretion of program sponsor with local consumer input.
Other	Specialized <u>Accessible</u> van programs <del>should provide</del> <u>must demonstrate that they are providing</u> trips at an equal or lower cost <u>to the provider</u> than the ADA-mandated provider on a cost per trip and cost per hour basis.

### City Accessible Shuttle Service Guidelines

Service Description	<p>Shuttles are accessible vehicles that operate on a fixed, deviated, or flex-fixed route and schedule. They serve common trip origins and destinations visited by eligible consumers. <del>Common trip origins and destinations are: e.g.</del> senior centers, medical facilities, grocery stores, BART <del>stations, and</del> other transit stations, community centers, commercial districts, and post offices.</p> <p>Shuttles should be designed to supplement existing fixed route transit services. Routes should not necessarily be designed for fast travel, but to get as close as possible to destinations of interest, <del>often such as</del> going into parking lots or up to the front entrance of a senior living facility. Shuttles <del>allow for more flexibility than pre-scheduled paratransit service, and are more likely often designed</del> to serve active seniors who do not drive <del>and but</del> are not ADA paratransit registrants.</p>
Eligible Population	Shuttles should be designed to appeal to older people, but can be made open to the general public.
Time and Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	<del>Fares should not</del> At discretion of program sponsor, but cannot exceed local ADA paratransit fares, <del>but can.</del> Fares may be lower, <del>and can be equated to</del> scaled based on distance.
Cost of Service	By end of <del>FY12/13,</del> the <u>second fiscal year of service, the City's</u> cost per one-way person trip <del>must be</del> cannot exceed \$20 <del>or lower,</del> including transportation and direct administrative costs.
Other	<p>Shuttles are required to coordinate with the local fixed route transit provider.</p> <p>Shuttle routes and schedules should be designed with input from the senior and disabled communities and <u>to ensure effective design, and</u> any new shuttle plan must be submitted to <del>the</del> Alameda CTC <u>staff</u> for review prior to <u>requesting funding to ensure effective design implementation.</u></p> <p>Deviations and flag stops are permitted at discretion of program sponsor.</p>

### Group Trips Service Guidelines

Service Description	Group trips are round-trip rides for pre-planned/scheduled outings <del>or to attend specific events or go to specific destinations for fixed amounts of time, e.g., including</del> shopping trips, sporting events, <del>or</del> and community health fairs. <del>Trips usually</del> <u>These trips are specifically designed to serve the needs of seniors and people with disabilities and typically</u> originate from a senior center or housing facility and are generally provided in accessible vans and other vehicle types or combinations thereof. <del>These trips are specifically designed to serve the needs of seniors and people with disabilities.</del>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	Group trips must begin and end on the same day.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Programs can impose mileage limitations to control program costs.

Volunteer Driver Service Guidelines	
Service Description	<p>Volunteer driver services are pre-scheduled, door-through-door services that are <u>generally typically</u> not accessible. These programs rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. This service <del>type</del> meets a key mobility gap by serving <del>door-through-door trips for</del> more vulnerable populations. <del>This is a complementary gap-filling service, and should complement existing primary services (i.e. ADA-mandated, City-based Door-to-Door, or Taxi).</del></p> <p>Volunteer driver programs may also have an escort component where volunteers accompany consumers, <u>who on any service eligible for paratransit funding, when they</u> are unable to travel in a private vehicle, <del>on ADA trips.</del></p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	<p>Program sponsors can use <del>Measure B</del> funds <u>for administrative purposes and/or</u> to pay for volunteer mileage reimbursement purposes <u>(not to exceed Federal General Services Administration (Privately Owned Vehicle) Mileage Reimbursement Rates)</u> or an equivalent financial incentive for volunteers <del>and/or administrative purposes.</del></p>

## Mobility Management and/or Travel Training Service Guidelines

Service Description	<p>Mobility management <del>and/or</del> <u>services cover a wide range of activities, such as</u> travel training, <u>escorted companion services, coordinated services, trip planning, and brokerage.</u> Mobility management activities often include education and outreach <u>which</u> play an important role in ensuring that people use the “right” service for each trip, e.g. using EBP from Fremont to Berkeley for an event, using a taxi voucher for a same-day semi-emergency doctor visit, and requesting help from a <u>volunteer driver or</u> group trips service for grocery shopping. <del>Mobility management covers a wide range of activities, such as travel training, escorted companion services, coordinated services, trip planning, and brokerage.</del></p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	N/A
Other	<p><del>Programs must specify</del> <u>For new mobility management and/or travel training programs, to ensure effective program design, a plan with</u> a well-defined set of activities <del>that will be undertaken in a mobility management or travel training program.</del></p> <p><del>The mobility management plan or travel training program</del> must be submitted to <del>the</del> Alameda CTC <u>staff</u> for review prior to <u>requesting funding to ensure effective design implementation.</u></p>

Scholarship/Subsidized Fare Program Guidelines	
Service Description	Scholarship or Subsidized Fare Programs can subsidize any service <u>eligible for paratransit funding and/or fixed-route transit</u> for customers who are low-income and can demonstrate financial need.
Eligible Population	<p>Subsidies can be offered to low-income consumers with demonstrated financial need; <del>these consumers must also meet the eligibility requirements of the service</del> <u>who are currently eligible for which the subsidy is being offered an Alameda County ADA-mandated or city-based paratransit program.</u></p> <p>Low income <u>requirements are at discretion of program sponsors, but the requirement for household income should be considered 30between 0-50% AMI (area median income) or lower.</u></p>
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	<p>Program sponsors must describe <u>their low-income requirements and how financial means testingthey will be undertaken</u> <u>determine and verify eligibility.</u></p> <p>If program sponsors include subsidized East Bay Paratransit (EBP) tickets in this program, no more than 3% of <del>their direct local program distribution funds, or discretionary funds, may be used for these tickets. Programs may use other funds to purchase these tickets in excess of the 3% direct local program distributions funds or discretionary funds.</del> <u>a program sponsor's Alameda CTC distributed funding may be used for the ticket subsidy.</u></p> <p><u>Other services or purposes proposed for scholarship and/or fare subsidy must be submitted to Alameda CTC staff for review prior to implementation.</u></p>

### Meal Delivery ~~Service~~Funding Guidelines

Service Description	Meal Delivery <del>Programs</del> <u>Funding programs provide funding to programs that</u> deliver meals to the homes of individuals who are <del>transportation disadvantaged</del> <u>generally too frail to travel outside to congregate meal sites</u> . Although this provides access to life sustaining needs for seniors and people with disabilities, it is not a direct transportation expense.
Eligible Population	For currently operating programs, at discretion of program sponsor.
Time and Days of Service	For currently operating programs, at discretion of program sponsor.
Fare (Cost to Customer)	For currently operating programs, at discretion of program sponsor.
Other	Currently operating <u>funding programs can may</u> continue <del>to use Measure B funds for these service costs</del> , but new meal delivery <del>services cannot</del> <u>funding programs may not</u> be established.





# Memorandum

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**DATE:** February 23, 2015

**SUBJECT:** **Joint PAPCO and ParaTAC Discussion – Countywide Transit Plan**

**RECOMMENDATION:** Receive an update and provide input on the identification of issues, needs and opportunities for the Countywide Transit Plan

## Summary

The Countywide Transit Plan will enable Alameda County's jurisdictions and transit providers to better align transit, land use and economic development goals and objectives and will ultimately help identify near- and long-term transit capital and operating priorities in the county. It will also address ADA paratransit needs and services as they relate to future transit investment priorities. By developing consensus on a vision for future transit service in Alameda County as well as funding priorities, the Countywide Transit Plan will enable the Alameda CTC, its member jurisdictions and transit operators to leverage existing and advocate for additional resources to improve local, regional and inter-regional transit serving Alameda County.

The Countywide Transit Plan is currently concluding its documentation of existing conditions and the identification of needs, issues and opportunities for current and future transit service. The plan's draft vision and goals were presented to the Alameda County Technical Advisory Committee in November 2014 and will be brought to the Commission for approval in March 2015.

Staff is seeking input from PAPCO and ParaTAC members on the following Paratransit issues:

- **Service gaps** – Are there major gaps in paratransit service that should be addressed as part of this planning effort?
- **Last mile connections** – Are there issues regarding how well paratransit provides connections to regional transit services like BART?
- **Service reliability** – Is this a major issue for users of paratransit service? If so, what are the particular problems that the Countywide Transit Plan could seek to address?
- **Potential for new on-demand services** – What is the potential for emerging on-demand transportation services to fill gaps or better meet the needs of paratransit users?

## Background

The 2012 Countywide Transportation Plan identified the need for more detailed countywide transportation planning efforts in three key areas: goods movement, transit and arterial roadways. Once completed, the Countywide Goods Movement, Transit and Multimodal Arterials Plans as well as the existing Countywide Bicycle and Pedestrian Plans will form the basis of the next Countywide Transportation Plan update in 2016.

The Countywide Transit Plan builds on recent transit planning efforts led by the Metropolitan Transportation Commission as part of the Transit Sustainability Project, and will be closely coordinated with planning efforts being undertaken by individual transit operators, including AC Transit's Major Corridors Study which will develop, analyze and rank capital improvements for AC Transit's nine major corridors.

## Staff Contact

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