

## Paratransit Technical Advisory Committee Meeting Agenda

Tuesday, February 8, 2011, 9:30 to 11:30 a.m.  
1333 Broadway, Suite 300, Oakland, CA 94612

### Meeting Outcomes:

- Receive an update on pass-through funding estimates
- Discuss Gap funding
- Continue to discuss expansion of TAC participants
- Exchange technical information

|   |  |  |
|---|--|--|
| 9:30 – 9:35 a.m.<br>Naomi Armenta   | <b>1. Welcome and Introductions</b>  |  |
| 9:35 – 9:40 a.m.<br>Public  | <b>2. Public Comment</b>   |  |
| 9:40 – 9:45 a.m.<br>Staff   | <b>3. Review of January 11, 2011 Minutes</b><br><i><u>03 TAC Meeting Minutes 011111.pdf – Page 1</u></i>   |  |
| 9:45 – 9:55 a.m.<br>Staff   | <b>4. Pass-through Funding Estimates Discussion</b>  |  |
| 9:55 – 10:20 a.m.<br>Naomi Armenta  | <b>5. Gap Funding Discussion</b><br><i><u>05 Memo Gap Funding.pdf – Page 5</u></i>   |  |
| 10:20 – 10:30 a.m.<br>Naomi Armenta   | <b>6. Continuation of Expansion of TAC Participants Discussion</b><br><i><u>06 Composition of Comparable Committees.pdf – Page 15</u></i>  |  |
| 10:30 – 10:45 a.m.<br>TAC   | <b>7. Technical Exchange</b><br>A. Mobility Management<br>B. Preparedness<br>C. Ask a TAC Member<br>D. Other Technical Exchange Items  |  |
| 10:45 – 11:30 a.m.<br>Cathleen Sullivan<br>Staff<br>PAPCO Chair<br>TAC<br>Staff | <b>8. Information Items</b><br>A. CWTP-TEP Status Update – Outreach Toolkit Training<br>B. SRAC Update<br>C. PAPCO Update<br>D. TAC Committee Member Announcements<br>E. Alameda CTC Staff Report<br><i><u>08E PAPCO Vacancies.pdf – Page 17</u></i> |  |

Staff F. Outreach  
Staff G. Other Staff Updates

**9. Draft Agenda Items for Next Meeting** |

- A. Confirm Program Plan Review Schedule
- B. 2011 Annual Mobility Workshop Brainstorm
- C. NCST Summaries
- D. Technical Exchange

11:30 a.m. **10. Adjournment** |

*Key: A – Action Item; I – Information/Discussion Item; full packet available at [www.alamedactc.org](http://www.alamedactc.org)*

**Next Joint PAPCO/TAC Meeting:**

Date: February 28, 2011  
Time: 1:00 to 4 p.m.  
Location: 1333 Broadway, Suite 300, Oakland, CA 94612

**Next Meeting:**

Date: April 12, 2011  
Time: 9:30 to 11:30 a.m.  
Location: 1333 Broadway, Suite 300, Oakland, CA 94612

**Staff Liaisons:**

Tess Lengyel, Programs and Public  
Affairs Manager  
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Naomi Armenta, Paratransit Coordinator  
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**Location Information:** Alameda CTC is located in Downtown Oakland at the intersection of 14<sup>th</sup> Street and Broadway. The office is just a few steps away from the City Center/12<sup>th</sup> Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14<sup>th</sup> and Broadway near Frank Ogawa Plaza (requires purchase of key card from [bikelink.org](http://bikelink.org)). There is garage parking for autos and bicycles in the City Center Garage (enter on 14<sup>th</sup> Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: <http://www.alamedactc.com/directions.html>.

**Public Comment:** Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

**Accommodations/Accessibility:** Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.

**Alameda CTC Paratransit Technical Advisory Committee Meeting Minutes  
Tuesday, January 11, 2011, 9:00 a.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

Members:

|                             |                         |                            |
|-----------------------------|-------------------------|----------------------------|
| <u>A</u> Beverly Bolden     | <u>P</u> Kim Huffman    | <u>P</u> Joann Oliver      |
| <u>A</u> Melinda Chinn      | <u>A</u> Drew King      | <u>P</u> Gail Payne        |
| <u>A</u> Anne Culver        | <u>A</u> Jackie Krause  | <u>A</u> Mary Rowlands     |
| <u>P</u> Pam Deaton         | <u>P</u> Kadri Kulm     | <u>A</u> Mia Thibeaux      |
| <u>A</u> Louie Despeaux     | <u>P</u> Kevin Laven    | <u>P</u> Laura Timothy     |
| <u>A</u> Jeff Flynn         | <u>A</u> Isabelle Leduc | <u>A</u> Kelly Wallace     |
| <u>P</u> Shawn Fong         | <u>A</u> Wilson Lee     | <u>A</u> Mark Weinstein    |
| <u>A</u> Brendalynn Goodall | <u>P</u> Hakeim McGee   | <u>A</u> Victoria Williams |
| <u>P</u> Brad Helfenberger  | <u>A</u> Cindy Montero  | <u>P</u> David Zehnder     |
| <u>A</u> Karen Hemphill     | <u>A</u> Mallory Nestor |                            |

Staff:

|   |   |
|---|---|
| <u>A</u> Tess Lengyel, Programs and Public Affairs<br>Manager | <u>P</u> Cathleen Sullivan, Nelson/Nygaard                      |
| <u>P</u> Naomi Armenta, Paratransit Coordinator               | <u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.          |
| <u>A</u> Rachel Ede, Nelson/Nygaard                           | <u>P</u> Tamara Halbritter, Acumen Building<br>Enterprise, Inc. |

**1. Welcome and Introductions**

Naomi Armenta, Paratransit Coordinator, called the meeting to order at 9:35 a.m. The meeting began with introductions and a review of the meeting outcomes.

**Guest Present:** Ron Caldwell, American Logistics; Brandon Matthews, Intern; Betty Mulholland, PAPCO; and Hector Varela, CIL, attended the meeting.

**2. Public Comments**

There were no comments.

**3. Approval of November 9, 2010, Minutes**

TAC members reviewed the meeting minutes from November 9, 2010 and approved them as written.

**4. Compliance Reports Update**

Tamara Halbritter gave an update on the program compliance reporting for fiscal year 2009-2010. She mentioned that only four out of 19 agencies had not returned the end-of-year compliance and audit reports as of January 10, 2011. She informed the committee that the Citizens Watchdog Committee (CWC) reviewed the audit and compliance reports at the January 10, 2011 meeting. The CWC members provided suggestions on how to improve the

forms. Tamara said that all comments will be reviewed by staff before making modifications. She stated that staff will compile the Compliance Summary Report in the spring.

#### **5. Countywide Transportation Plan and Transportation Expenditure Plan Update**

Cathleen Sullivan gave a presentation on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP). She mentioned that the CWTP is a vision of transportation for the next 25 years. Cathleen said that the CWTP and the Regional Transportation Plan will require Alameda County to meet greenhouse gas emission reduction targets set by the State of California under Senate Bill 375. She explained that the CWTP will address a number of different elements including goods movement, local streets and roads and parking management, transit system connectivity, funding, and access. Cathleen stated that the TEP will be developed out of the CWTP. The TEP may go to the voters on the 2012 ballot and would require approval by two-thirds of Alameda County voters to pass.

Cathleen mentioned to TAC members that the consultant firm Nelson/Nygaard was hired to manage the CWTP-TEP development project. She stated that the Alameda CTC website is updated with information regarding the CWTP-TEP project. TAC members and the public can access the URL at [http://www.alamedactc.com/app\\_pages/view/795](http://www.alamedactc.com/app_pages/view/795).

She stated that the Steering Committee, Community Advisory Working Group (CAWG), and the Technical Advisory Working Group (TAWG) reviewed and provided input on the draft vision and goals. The goals are expected to be finalized and approved at the January 27, 2011 Steering Committee meeting.

Cathleen highlighted the purpose of the CWTP-TEP Briefing Book. She also discussed the outreach approach to educate the public about the CWTP-TEP. She said that four community workshops will be given in each of the planning areas. An Outreach Toolkit (short version and detailed version) has been developed for use by the community advisory committees, CAWG, TAWG, and other community groups. The purpose of the Outreach Toolkit is to collect feedback from communities on their needs. She informed the committee that the outreach activities will occur from January 20, 2011 through mid-March 2011.

#### *Questions/feedback from the TAC members:*

- Are the workshops targeted for the entire plan? No, they are targeted toward needs and prioritization for the County.
- The City of San Leandro inquired if the Outreach Toolkit can be incorporated with their program development outreach. Joanne Oliver stated if the toolkit can be received quickly, it can be incorporated.
- Outreach appears to be covered for local cities. How will outreach be performed in Sacramento? Staff will answer this at a later update.

- How do we build the Transit Oriented Developments? How do we align the monies? Funding will be discussed with the advisory groups in February. Staff will answer this question at a later meeting.
- How will the monies align with the demographics for the exploding senior population and people with disabilities in urban areas?
- TAC members are interested in seeing a scenario on what the county will get with and without a reauthorization of Measure B.
- People in their 30s do not know they will need paratransit. How will Alameda CTC present the need even though people do not know they will need paratransit services?
- Where in the discussion for the TEP is the funding formula and how will it be re-distributed? Financial discussions will begin in February. Alameda CTC will provide an update at a later meeting.
- TAC members requested that the CWTP-TEP team provide an update at every TAC meeting, and make it clear when TAC can be involved in the process. Members want Alameda CTC to make sure that every city receives an Outreach Toolkit.

#### **6. Discuss Expansion of TAC Participants**

Naomi led an initial discussion regarding having a seat for a social service representative on TAC. The members provided the following input:

- This may not be the best time to add a new representative. It is best when specific agenda topic areas are discussed, and TAC can invite a person at that time.
- When Alameda CTC and TAC look at the TEP, perhaps it is a good time for additional representation to be present.

Naomi agreed to bring this topic to TAC again at a later time.

#### **7. Recommendation on Gap Funding**

Naomi led a discussion and requested feedback on Gap funding options. She stated that Alameda CTC estimated that \$1.8 million in Gap funds was available for allocation at the end of 2010. The options are as follows:

1. Option 1 – Stabilization: Staff does not recommend funding Stabilization for FY 11/12.
2. Option 2 – Coordination and Mobility Management Planning (CMMP) Pilots: Staff recommends designating \$500,000 of Gap funding for CMMP pilots.
3. Option 3 –Supplemental Funding for Continuing Pivotal Gap Grants: Staff recommends designating \$500,000 or \$1,000,000 of Gap funding for six months or one year of operations for continuing programs that meet new criteria.
4. Alternative Option 3 – Funding for Continuing Pivotal Programs: Staff recommends designating \$1,000,000 of Gap funding for one year of operation for continuing and new programs that meet new criteria.

*Question/feedback from TAC members:*

- The City of San Leandro stated that there does not appear to be an option that fits their needs. The City applies for a minimum service level grant; however, another

option does not exist, according to those mentioned. Maybe the City can meet its needs through mobility management or something else.

- It would be good to gauge how programs are doing and determine if they are effective or not. After determining the performance, make a decision.
- It would be nice to have services that all cities can benefit from like United Seniors of Oakland and Alameda County doing travel training throughout the county.
- Funding for six months does not seem feasible. A year is more feasible. Option 2 seems like a fast timeline. Pilots are being written now, and the countywide CMMP meetings will cover those and address prioritization.
- Who will develop CMMP projects and who will lead the projects? Funding should be set aside to scope the programs and begin them. The goal is to make sure that pilot programs can continue on as sustainable programs.
- Alameda CTC and TAC must be mindful as we move forward, and encourage the cities to be proactive for the community to make sure the programs do not disappear.
- TAC stated that how Gap funding is defined in the TEP will be very important.

8. **Technical Exchange** – The topics below were not covered due to time constraints.

- A. **Mobility Management**
- B. **Preparedness**
- C. **Ask a TAC Member**
- D. **Other Technical Exchange Items**

9. **Information Items** – The topics below were not covered due to time constraints.

- A. **SRAC Update**
- B. **PAPCO Update**
- C. **TAC Committee Member Announcements**
- D. **Alameda CTC Staff Report**
- E. **Outreach**
- F. **Other Staff Updates**

Naomi briefly noted that revenue projections are not yet available and that Caltrans is releasing a 5310 Grant Call.

10. **Adjournment**

The meeting adjourned at 10:45 a.m.

## MEMORANDUM

**Date:** February 1, 2011

**To:** Paratransit Technical Advisory Committee

**From:** Paratransit Coordination Team

**Subject:** **Gap Funding Recommendation**

### Recommendation

Staff recommends that current available Gap funding be initially designated for allocation as follows:

- Staff does not recommend funding Stabilization for FY 11/12.
- Staff recommends designating up to \$500,000 of Gap funding for CMMP Pilots.
- Staff recommends designating up to \$1,000,000 of Gap funding for Programs that meet new Criteria to continue for one year.
- Staff recommends allowing any remaining funding designated for CMMP Pilots to be eligible for jurisdictions to apply for technical assistance to implement Mobility Management.

Both TAC and PAPCO have discussed these and other funding options in January. Staff is requesting TAC concurrence on these recommendations. The recommendations will go to PAPCO on February 28<sup>th</sup> for consideration and recommendation to the Commission.

### Summary

The Measure B Expenditure Plan designated 1.43% for “Coordination/Gaps in Service”. This is “to be allocated by PAPCO to reduce differences that might occur based on the geographic residence of any individual needing services.” Moving forward, PAPCO also identified Priority Projects and Programs for Gap Funding that included implementing a range of services (e.g. shuttles, volunteer driver programs), filling ‘emergency’ gaps (e.g. Emergency Wheelchair Breakdown Service Transportation), maximizing use of accessible transit (e.g. travel training), and expanding community education and information (e.g. the Access Alameda brochure, Hotline, outreach events). TAC and

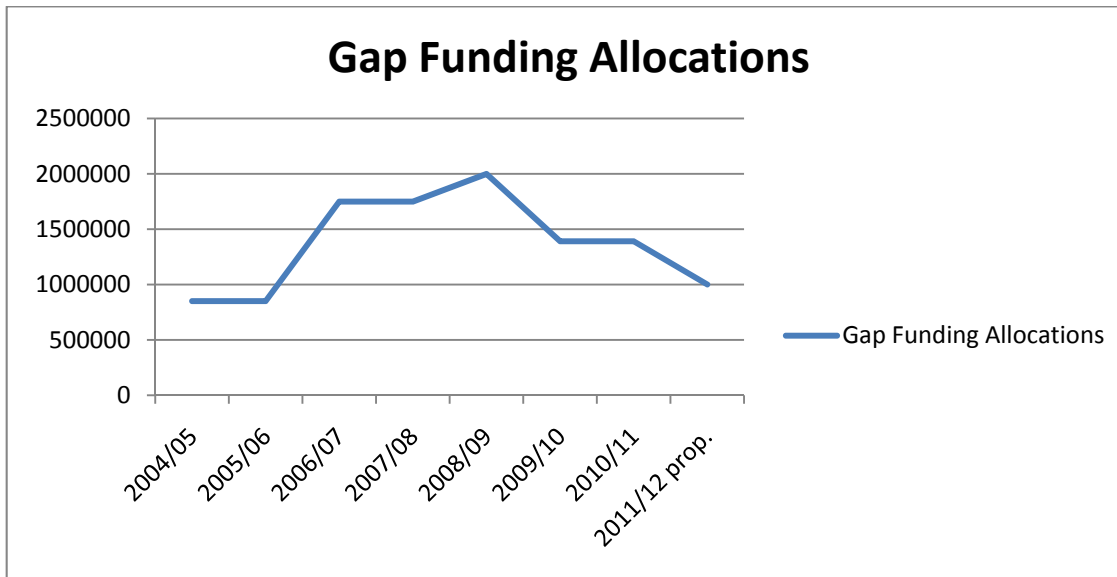
PAPCO have been working with the Alameda CTC to determine the best way to allocate Gap funding in light of the ongoing economic situation and current planning initiatives.

**Background of Gap Funding**

Initially PAPCO and ACTIA worked with the Measure B pass-through recipients to develop programs based in Cities and Planning Areas. These programs were funded in 2004 through 2006 as Gap Cycles 1 and 2. Eleven programs were funded for \$1.7 million.

Beginning in 2006, PAPCO and ACTIA implemented a new Call for Gap proposed programs that opened up eligibility to non-profit organizations as well as Measure B pass-through recipients. Gap Cycle 3 funded sixteen programs for \$3.5 million. Cycle 3 ended in 2008. Gap Cycle 4 funded twenty programs for \$4 million and ended in 2010.

Due to the economic downturn, ACTIA was not able to issue a Call for Projects for Gap Cycle 5. Instead, PAPCO approved supplemental funding for ten grants from Cycle 4 for \$781,562. An additional six grants received extended end dates to utilize remaining funding.



**Planning Initiatives**

Mobility Management

Beginning in late 2009, stakeholders began to receive information on Mobility Management. Mobility Management is a new paradigm for planning and funding that is being implemented by a number of agencies. There are multiple definitions for



Mobility Management, but there are a few elements that are particularly applicable to Alameda County.

Mobility Management is a customer-centered, centralized system that:

- Reduces customer confusion
  - Provides information about the full range of transportation options
  - Coordinates responses to requests for transportation services, offering a single point of access for customers to multiple travel modes
- Coordinates community-wide planning with transportation
  - Cultivates partnerships and multi-agency activities
  - Influences land use and zoning
  - Encompasses low-income, elderly, and disabled populations
- Applies advanced technologies
  - Provides more responsive and cost-effective service delivery

Some examples of Mobility Management programs are information and referral resources (call centers, websites, materials), travel training, and brokerage or sharing of vehicles from different agencies.

#### Coordination and Mobility Management Planning

In March 2010, Nelson/Nygaard completed a “Service Delivery Analysis of Senior and Disabled Transportation Services”. This study was intended to review the Measure B funding formula and describe current transportation options and barriers, as well as identify service delivery improvements and opportunities for coordination.

As a follow-up to the Service Delivery Analysis, staff is implementing a Coordination and Mobility Management Planning Process. This project involves meetings in each Planning Area and Countywide with Measure B transportation providers to specifically discuss coordination options and suggest potential pilot programs.

#### Countywide Transportation Plan and Transportation Expenditure Plan

The Alameda CTC is currently in the two-year process of updating the Countywide Transportation Plan (CWTP). The CWTP is a long range planning document that guides future transportation investments, programs, policies and advocacy for Alameda County over a 25 year period.

Parallel to the CWTP, the Alameda CTC is working on a new Transportation Expenditure Plan (TEP) for a re-authorization of Measure B. The County Transportation sales tax (currently Measure B), is a key source of funding for transportation projects in

Alameda County. In order to put a new sales tax on the ballot, the specific lists of projects and programs the measure will fund must be included. Projects and programs for the TEP will come from the CWTP.

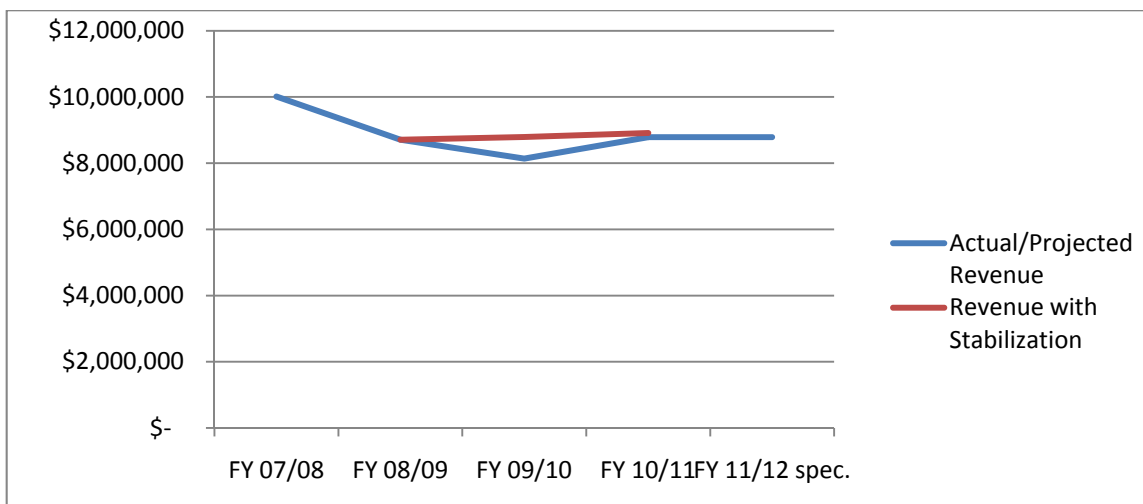
### Questions and Issues Related to Gap Funding

Staff has discussed options for Gap Funding and we believe the questions go far beyond whether we can afford to issue a Call for Projects for Gap Cycle 5. Should future Calls be done in the same mode as Cycles 3 and 4, with an emphasis on pilots? Experience seems to show that the pilots we've funded have not had sustainable sources of funding to draw on after Gap funding expires. Should some portion of Gap funding be set aside for ongoing programs, similar to the funding set aside for Wheelchair Scooter Breakdown Transportation Service (WSBTS) and Hospital Discharge Transportation Service (HDTS)? How should those programs be identified? Through evaluation of current Gap programs? The CMMP Process? The CWTP-TEP Process? Asking for input from TAC, PAPCO, and community? Staff thinks there is value in evaluating current and potential projects in relation to Mobility Management goals. The current CMMP Process and this Gap Funding discussion present an opportunity to identify Mobility Management priorities and to utilize the Gap funding available to advance those priorities.

At the end of 2010, Staff estimated that approximately \$1.8 million in Gap funding was available for allocation.

### Stabilization

In FY 09/10, some programs were eligible to apply for Stabilization Funding to offset reductions in Measure B revenue. Programs that did not apply in FY 09/10 are eligible to apply in FY 10/11.



Stabilization was meant to “ease the landing”, which it did. Providers have had time to adjust programs to run with fewer resources, and the most recent sales tax estimates show an increase in revenues.

*Staff does not recommend funding Stabilization for FY 11/12.*

### Timeline

| Date         | Action  |
|--------------|---|
| January 2011 | Notify eligible Measure B pass-through programs of ability to apply for FY 10/11 Stabilization by March 1 |
| March 2011   | Review applications for eligibility, approve, and process for payment                                     |
| May 2011     | Update PAPCO on final Stabilization numbers   |

### Coordination and Mobility Management Planning Pilots

The CMMP Process should generate at least four pilots. Pilots could be any range of projects, from small to large, Planning Area or Countywide, etc. ACTIA funded 52 Gap Grants over 6+ years. The total cost of those grants including Measure B and other funding was \$12,691,043. The average per grant equals \$244,059. Proposing we want to fund two pilots, \$500,000 should be sufficient. Note that Gap Grants were for two years and pilots could also be assumed to take two years to establish. Any pilots selected would need to include a plan for sustainability of funding.

*Staff recommends designating \$500,000 of Gap Funding for CMMP Pilots.*

### Timeline

| Date                      | Action   |
|---------------------------|--|
| October 2010 – April 2011 | Hold Planning Area specific CMMP meetings and identify pilots and related Gap projects   |
| May 2011                  | Hold Countywide CMMP meeting and identify any Countywide pilots and related Gap projects |
| June 2011                 | Prioritize pilots at Countywide CMMP meeting; make initial presentation to PAPCO         |
| July – August 2011        | Scope designated pilots  |
| September 2011            | Ask for TAC concurrence and PAPCO recommendation on pilots                               |
| October 2011              | Ask for Commission approval on pilots  |

## Supplemental Funding for Continuing Pivotal Gap Grants

For FY 10/11 with no Grant Call in sight, and facing the elimination of some very good programs, the committee approved supplemental funding for ten grants totaling \$781,562. ACTIA also approved an extended end date for six grants that had remaining funding. As part of the process, the committee developed principles for funding.

### Principles for Funding:

- Fund generally successful shuttles because they are cost effective, lessen the burden on base programs, and provide a same-day option as part of a spectrum of services
- Fund generally successful volunteer driver programs because they are cost effective, lessen the burden on base programs, and provide a door-through-door service as part of a spectrum of services
- Fund other generally successful grants for trip provision that provide a valuable service to fill an otherwise-unmet need
- Partially fund trip provision grants sponsored by Measure B providers that meet the above criteria and may be all or partially absorbed into a base program
- Fund travel training because it is a Countywide priority for both PAPCO and TAC and can lessen the burden on base programs by keeping rides on regular transit
- Reduce supplemental funding as appropriate where sponsor has obtained another source of funding (e.g. New Freedom Funds)
- Do not provide supplemental funding to sponsors who have enough unspent funding to carry-through until 6/30/11 but allow extensions until that time
- Do not provide supplemental funding to capital grants but allow extensions to complete projects
- Do not provide supplemental funding to pilot projects that do not involve trip provision

### Extended Gap Grants which Expire June 30, 2011

| Sponsor                     | Name of Grant   | Supplemental Funding |
|-----------------------------|---|----------------------|
| <i><u>NORTH COUNTY</u></i>  |   |                      |
| City of Albany              | Albany Senior Center Community Shuttle Bus                                | None                 |
| Bay Area Community Services | Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion | \$47,669             |

| <b>Sponsor</b>                            | <b>Name of Grant</b>   | <b>Supplemental Funding</b> |
|---|--|-----------------------------|
| BORP                                      | North County Youth/Adults with Disabilities Group Trip Project                         | \$78,000                    |
| City of Emeryville                        | 94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities | None                        |
| City of Oakland                           | GRIP - Grocery Return Improvement Program  | None                        |
| City of Oakland - Dept of HR              | TAXI UP & GO Project!  | None                        |
| <u><i>SOUTH COUNTY</i></u>                |  |                             |
| City of Fremont/ACTIA                     | South County Taxi Pilot Program  | \$100,000                   |
| City of Fremont/ACTIA                     | Tri-City Travel Training Program   | \$30,000                    |
| City of Fremont                           | VIP Rides Program  | \$73,483                    |
| <u><i>EAST COUNTY</i></u>                 |  |                             |
| LAVTA                                     | Livermore Senior Housing Shuttle   | \$16,000                    |
| LAVTA                                     | Paratransit Vehicle Donation Program and Dial a Ride Scholarship                       | None                        |
| City of Pleasanton                        | Downtown Route   | \$147,701                   |
| Senior Support Program of the Tri Valley  | Volunteers Assisting Same Day Transportation and Escorts                               | \$72,500                    |
| <u><i>MULTIPLE PLANNING AREAS</i></u>     |  |                             |
| Alzheimer's Services of the East Bay      | Driving Growth through Transportation Services for Individuals with Dementia           | \$140,000                   |
| BART                                      | Learn BART! A Picture Guide to Riding BART   | None                        |
| Center for Independent Living/USOAC/ BORP | Mobility Matters!  | \$76,209                    |

Staff proposes designating funding to further extend any of the sixteen previously extended grants that meet the criteria below for a year. We propose designating \$1,000,000 for a year extension. This is almost 25% higher than the amount required

to provide supplemental funding for FY 10/11, but would allow us some leeway in case programs' funding situations have significantly changed since we last went through this process.

#### Recommended Criteria:

- Applicants must be one of the 16 extended grants from FY 10/11 and must demonstrate that the program continues to address closing gaps in services for seniors and disabled
- Applicant will be required to submit cost of operation for six months and one year and any other funding sources available or planned for program
- Programs should meet the following categories of priority:
  - Mobility Management programs that directly increase consumer mobility – E.g. Travel Training
  - Trip Provision – Shuttles that are cost effective, lessen the burden on base programs, and provide a same-day option as part of a spectrum of services; Volunteer Driver Programs that do the same; Other programs that successfully fill an otherwise-unmet need
- Applicants will be required to submit most recent performance data (for example – number of one-way trips, unduplicated riders, consumers trained, etc.) and corresponding targets for FY 11/12
- Applicants will be required to submit plans/ideas for sustainability of funding for future operation, and/or meet with Alameda CTC staff to develop

*Staff recommends designating \$1,000,000 of Gap Funding for Programs that meet new Criteria to continue for one year.*

Staff will have to evaluate eligibility of requests and PAPCO will have to recommend funding to Commission.

#### Timeline

| Date          | Action  |
|---------------|---|
| January 2011  | Present proposal/guidelines to TAC and PAPCO  |
| February 2011 | Ask for TAC concurrence and PAPCO approval on proposal/guidelines<br>Invite applicants to apply by March 11         |
| March 2011    | Review applicants for eligibility, prepare recommendation for PAPCO<br>Ask for PAPCO recommendation on supplemental |

| Date   | Action  |
|--|---|
|  | funding   |
| April 2011   | Ask for Commission approval on supplemental funding |
| May - June 2011  | Modify Agreements                                   |
| July – December 2011<br><u>or</u><br>July 2011 – June 2012 | Continued Gap grants operate                        |

### **Additional Technical Assistance for Mobility Management**

Staff proposes designating any remaining CMMP funding for technical assistance for Measure B pass-through recipients to establish programs that would fill gaps or enhance Mobility Management. Examples could include funding for extra staff to design and establish a volunteer driver/shuttle/taxi program. Support would be provided with the intention of continuing costs being absorbed into a base program. This option overlaps in intent with the Coordination and Mobility Management Planning Pilots, but would be more likely to be utilized by individual jurisdictions, whereas CMMP pilots will likely involve multiple jurisdictions.

### **Future Questions to Consider**

Future questions that still need to be answered include: What can we expect in terms of conservative projections for future amounts of available Gap funding? How should we integrate the concept of sustainability of funding into any Gap funding plans? And how should Gap funding be defined/designated in the CWTP-TEP?

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## **Composition of Comparable Committees**

### **Quotes from Descriptions, Applications, Bylaws, etc**

#### **Alameda County**

##### **East Bay Paratransit Service Review Advisory Committee**

The 16 member committee consists of twelve East Bay Paratransit users from all parts of the service area, and four other members and individuals from city programs or social service agencies that have ADA riders as clients.

##### **AC Transit Accessibility Advisory Committee**

It is important that there be representation by people who utilize AC Transit's fixed route bus system, are seniors or individuals with a disability, or who represent groups of seniors or individuals with a disability. The AAC encourages individuals from a variety of ethnic groups to submit applications.

##### **BART Accessibility Task Force**

Non-consumer with special knowledge or training regarding the training needs for a particular disability, not to exceed one-fourth.

#### **Neighboring Counties Paratransit Coordinating Councils**

##### **Contra Costa**

The PCC is made up of twenty-six (26) members, as follows:

- Nine (9) paratransit users (three from each of the western, central, and eastern parts of the County)
- Five (5) representatives from public transit operators that provide paratransit service:
  - County Connection
  - Tri-Delta
  - WestCAT
  - AC Transit
  - BART
- Four (4) representatives from cities that provide paratransit service:
  - El Cerrito
  - Antioch
  - Richmond
  - San Pablo
- Six (6) representatives from agencies that provide social services to seniors and persons with disabilities
- Two (2) representatives from funding agencies

### **San Francisco**

The PCC is a 38-member committee comprised of van and taxi consumers, representatives of agencies serving seniors and individuals with disabilities, transportation providers and government entity representatives.

### **San Mateo**

- Consumers-people who ride Redi-Wheels and other forms of paratransit.
- Representatives of human service agencies that serve people with disabilities and seniors.
- Paratransit providers, including representatives of SamTrans and its contracted provider for Redi-Wheels, MV Transportation.

### **Santa Clara**

Persons with Disabilities: 12 Members - Each member of the Board of Directors shall nominate one individual. Nominees shall be appointed to the Committee by an affirmative vote of the Board of Directors. These nominees should be representative of various kinds of disabilities as much as possible and should be familiar with both fixed route public transit services and paratransit services. The nominees should be balanced between persons who are users of fixed route services and users of paratransit services as much as possible. Members in this category shall be residents of Santa Clara County throughout their terms of membership. If a member of the Board of Directors fails to nominate a person with a disability as provided in this section, the Chairperson of the Board of Directors may nominate any qualified applicant to fill the position.

Agencies and/or Businesses: 9 Members – The Chairperson of the Board of Directors shall nominate agencies and businesses from a list of applicants. Nominees shall be appointed to the Committee by an affirmative vote of the Board of Directors. Nine agencies and/or businesses shall serve on the Committee and shall each designate an employee who is knowledgeable about and has job duties related to Committee duties or transportation matters pertaining to persons with disabilities. Each agency or business may change its designated representative no more than one time during each calendar year. To be eligible, the agency or business shall serve seniors or persons with disabilities, or both, or make accommodations specific to the access needs of seniors and persons with disabilities, and demonstrate an interest in public transit. In addition, preference shall be given to agencies and businesses which:

1. Serve the majority of the county area or provide services county-wide, or represent specific regional areas.

## CURRENT APPOINTMENTS

### Appointer

- A. C. Transit
- BART
- Union City Transit
- City of Berkeley
- City of Emeryville
- City of Dublin
- City of Fremont
- City of Hayward
- City of Livermore
- City of Oakland; Councilmember  
Rebecca Kaplan
- City of Pleasanton
- City of Union City
- Supervisor Alice Lai-Bitker
  
- Supervisor Gail Steele
  
- Supervisor Keith Carson
  
- Supervisor Nate Miley
  
- Supervisor Scott Haggerty

### Member

- Hale Zukas
- Harriette Saunders
- Larry Bunn
- Aydan Aysoy
- Joyce Jacobson
- Shawn Costello
- Sharon Powers
- Vanessa Proee
- Jane Lewis
- Rev. Carolyn M. Orr
  
- Carmen Rivera-Hendrickson
- Clara Sample
- Sylvia Stadmire
- Renee Wittmeier
- Herb Clayton
- Michelle Rousey
- Jonah Markowitz
- Will Scott
- Betty Mulholland
- Sandra Johnson Simon
- Herb Hastings
- Maryanne Tracy-Baker

## VACANCIES

### Appointer

- City of Alameda
- City of Albany
- City of Newark
- City of Piedmont
- City of San Leandro
- LAVTA

## **Current PAPCO Appointments and Vacancies**

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Please keep these vacancies in mind when you speak with community members. If you know of an interested candidate, please have them contact Naomi at (510) 267-6118 and we will put them in contact with the Appointer.