



Programming/Allocation Guidelines for 2000 Measure B and 2014 Measure BB – 2024 Paratransit Discretionary Grant Program

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Program Summary

The 2024 Paratransit Discretionary Grant Program (PDGP) 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.

Fund Sources

2000 Measure B

Measure B (MB), approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and continued 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). While the collection of Measure B has sunset, remaining funds are available for this discretionary grant program. 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 (MBB), 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.

Program Goals

The 2024 PDGP will be focused on mobility management activities that improve consumers' ability to access services, improve coordination between programs, and/or address gaps in the transportation system. The 2024 PDGP is designed to complement DLD funding, which is dedicated to more traditional trip-provision services (e.g. taxi and Transportation Network Companies (TNCs) like Lyft and Uber subsidies, demand response services, etc.). Mobility management activities aim to:

- Equitably enhance people's travel options and access to services
- Effectively communicate and disseminate information to the public including one-call/one-click and other technology solutions
- Encourage older adults and people with disabilities who are able to use fixed-route public transit to do so
- Improve coordination and partnerships between new or existing programs and services
- Address critical gaps in the transportation system for older adults and people with disabilities
- Meet needs cost effectively and efficiently
- Increase equitable access to and utilization of programs and services

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g. purchases of software or vehicles that improve access to transportation for older adults and/or people with disabilities.

Programming and Allocation Priorities

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

1. **Identified in a Countywide or Regional Plan or Assessment:** Identified as a countywide and/or regional priority in a relevant plan or needs assessment such as the Alameda Countywide Transportation Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), MTC Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), Community Based Transportation Plans (CBTPs), Countywide Area Plan for Older Adults, or other relevant countywide or regional plan or needs assessment.
2. **Multi-jurisdictional Projects or Programs:** Identified projects or programs that provide service across jurisdictional boundaries, either within the County or crossing County boundaries when necessary.
3. Projects that provide **critical, on-demand wheelchair accessible transportation service** throughout Alameda County
4. Projects that **increase equitable access to and utilization of** existing programs and services
5. **Other priorities as recommended by PAPCO:** PAPCO may periodically recommend other funding priorities.

Eligible Applicants

Eligible applicants (direct recipients) of funds programmed through the 2024 PDGP are limited to the following:

1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
2. County of Alameda
3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
4. East Bay Regional Parks District (EBRPD)
5. Alameda County Transportation Commission (Alameda CTC)
6. Non-profit organizations if the non-profit provides letter(s) of support from local agency and/or transit provider to confirm service coordination and project support

Entities that are not identified above as eligible direct recipients may be eligible to receive 2024 PDGP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.

Eligible Projects

- **Mobility Management Type Programs**
 - Travel Training

- Trip planning assistance to improve access
 - One-Call/One-Click type programs
 - Door-through-Door/Volunteer Driver Programs
 - Projects that provide critical, on-demand wheelchair accessible transportation service throughout Alameda County
 - Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)
 - Transportation projects or programs that fill unique and/or critical needs and gaps that are not filled through traditional trip-provision models
- **Capital Projects/Procurement**
 - Capital improvements and equipment purchases are eligible if directly related to the implementation of a project or program within an eligible category, including but not limited to:
 - Accessible vehicle and equipment purchase
 - Software purchases (e.g. to provide one-call/one-click services, track vehicles, improve fare payment, etc.)
 - Transit stop improvements that support improving access to public transit for older adults and/or people with disabilities
 - Capital projects to improve accessibility at shuttle stops

This funding is not intended for ADA-mandated or City programs or services that would traditionally be funded through DLD allocations. Sponsors are encouraged to submit projects or programs that will benefit more than one city or otherwise illustrate advancement of coordination, mobility management, and equity.

Eligible projects must conform to PAPCO-adopted Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities (Paratransit) Program (Implementation Guidelines). Refer to the most recent Implementation Guidelines for detailed eligibility requirements and service descriptions here: <https://www.alamedactc.org/programs-projects/senior-disabled-transport>.

Ineligible Projects or Programs

- Projects or programs that do not conform to the PAPCO-adopted Implementation Guidelines.
- Capital projects, programs, maintenance, or operations that do not directly improve access to transportation for older adults and/or people with disabilities .
- Using 2024 PDGP funds to replace/supplant other secured funding.

Evaluation Framework

PAPCO will prioritize projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals
- Project sufficient demand for the program/service/project
- Are ready for implementation

- Provide service across jurisdictional boundaries
- Demonstrate coordination and collaboration with other service providers in their planning area
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
- Are cost effective
- Leverage funds (including DLD reserves)
- Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transportation Plan, the Alameda County Needs Assessment, Coordinated Plan, CBTPs, or the Countywide Area Plan for Older Adults
- Support geographically equitable distribution of resources throughout the County
- Demonstrate strategies to ensure equitable access to and utilization of programs and services

Project or Program Requirements

Maximum Grant Size

The maximum grant size is \$250,000 per fiscal year; there is no minimum grant size.

Minimum Matching Requirements

Minimum matching requirements for applicants are as follows:

- Projects or Programs: 12% local match for DLD recipients, and 5% for non-DLD recipients.
- Plans and Studies: 50% local match
- Shuttle and transit operations: 50% local match
- "In-kind" costs are not eligible.
- Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
- DLD recipients must demonstrate a commitment to using their Measure B and Measure BB DLD reserves.
- Matching funds contributed to a project or program beyond the minimum required level may increase the competitiveness of the application.

Letter(s) of Support

All applicants must work in coordination with other service providers in their planning area.

To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project or program support.

- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

To establish partnerships, contact information for Measure B and Measure BB recipients of paratransit DLD funds can be accessed at <https://accessalameda.org/communities/>.

Equitable Access and Utilization

In accordance with Alameda CTC's equity initiatives, projects and programs will be expected to understand the demographic makeup of their community, including race/ethnicity, gender, orientation, limited English proficiency, income, age, and disability. Projects and programs should be designed to conduct equitable and inclusive engagement and measure and report equity outcomes of program participation.

Monitoring and Performance Measures

- Progress reports will be required every six (6) months illustrating program/project progress and funds spent.
- Applicants must identify program/project goals, deliverables, and performance measures that will be reported on in these progress reports.

Resources

Resources for the 2024 PDGP call for projects, including the application can be accessed from the Alameda CTC's website at: <https://www.alamedactc.org/funding/funding-opportunities>.