



State of the System— Paratransit Outlook in Alameda County

ACTIA Mobility
Workshop
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Major Trends Drive Future Outlook

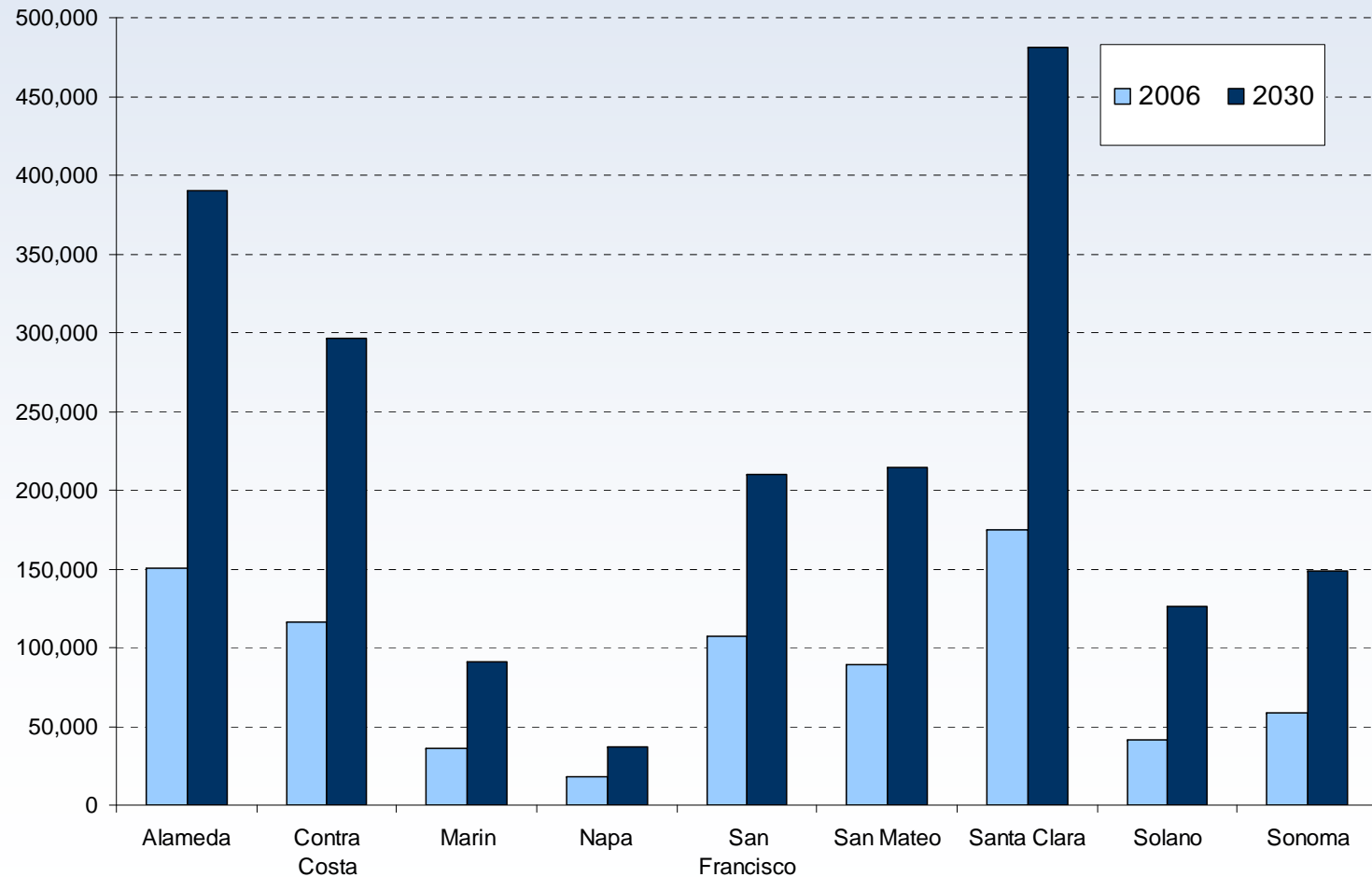
- Aging Population
- Suburbanizing Senior Population
- Increase in ADA Eligible Population

The Need in Numbers

- In 2006, 13.1% of Alameda County residents had some form of disability (over 175,000 individuals)
 - 42% of older adults (65+) had a disability (over 61,000 individuals)
- By 2030, Alameda County population 65 and over projected to increase by 240,000 (159% increase)

Growth in Older Adult Population Affects the Entire Bay Area

Growth in Population 65 and Over, 2006 - 2030



Source: U.S. Census 2006 American Community Survey, ABAG Projections 2005

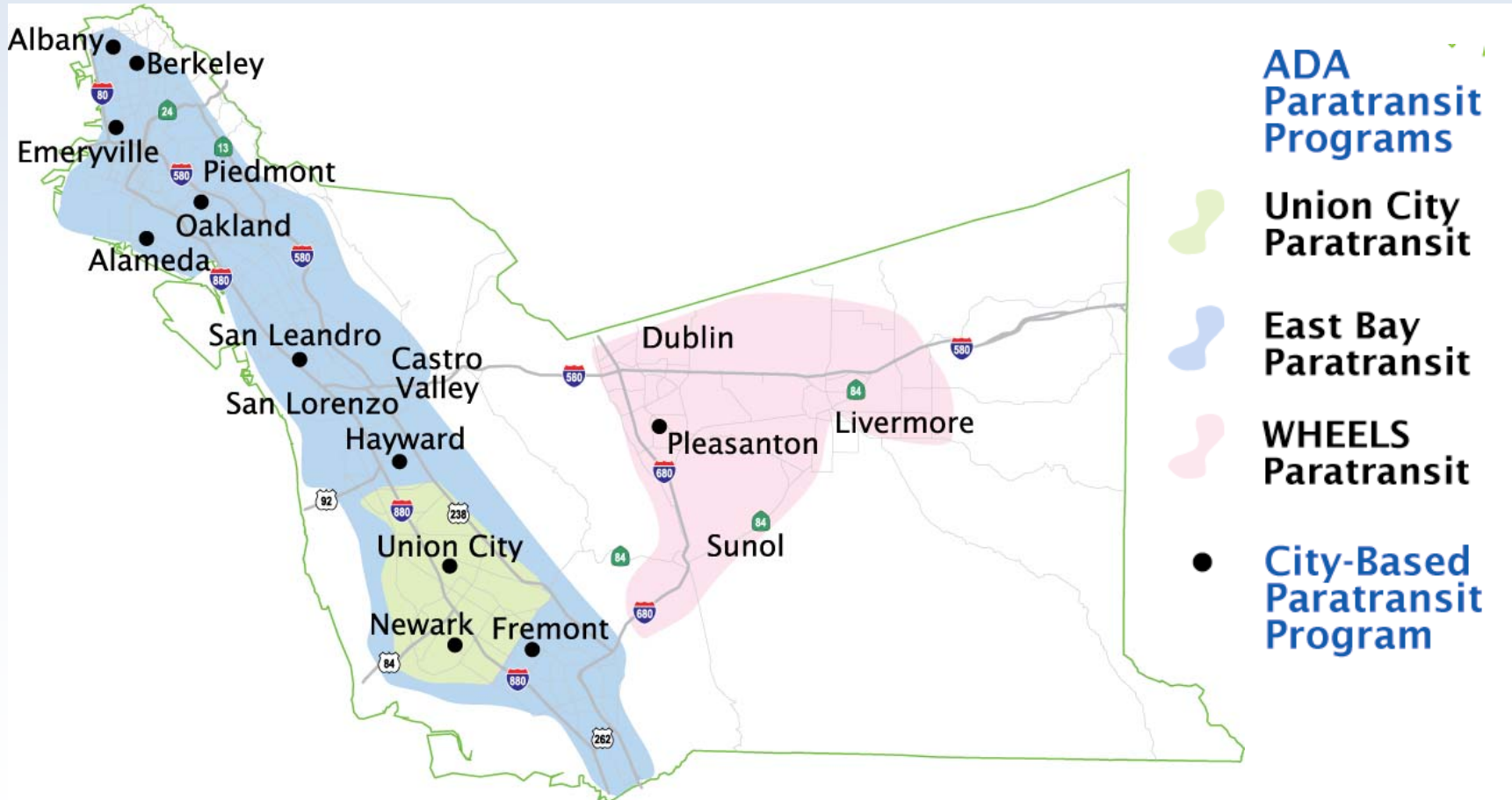
Impacts on Paratransit

- Options beyond ADA paratransit are required to meet the full range of mobility needs
- Needs will exceed available “paratransit” resources
- Vehicles and service hours are only one part of the solution
 - Land use, service-delivery and housing decisions that take mobility into account
 - Transit-supportive development
 - Walkable, accessible environments
 - Support for prolonged safe driving

Meeting Needs in Alameda County

- 10.45% of Measure B revenues allocated for Specialized Transportation for Seniors and People with Disabilities
 - Support for 3 ADA-mandated services (5.63%)
 - Support for 10 non-mandated, city-based services (3.39%)
 - Funds for closing gaps in services, available to public agencies and non-profits (1.43%)
- Funding collected since 2002: \$62.2 million

Alameda County Paratransit Services



Meeting Needs in Alameda County

- Resources: Large percentage of sales tax revenues explicitly dedicated to transportation for seniors and people with disabilities
 - 10.45% of Measure B revenues dedicated to senior and disabled transportation—nearly \$10 million allocated in FY 07-08
 - Largest “paratransit” allocation of any Bay Area sales tax measure

Meeting Needs in Alameda County

Diversity of Services and Consumers:

- Balance between support for ADA paratransit and services that go beyond the ADA
- Three types of funding: Mandated, non-mandated, and Gap
 - Broad definition of “specialized transportation”
 - Emphasis on senior mobility as well as services for people with disabilities



Meeting Needs in Alameda County

- Strong role for PAPCO
 - All-consumer PCC
 - Establishes formula for distributing funds within planning areas and allocates Gap Grant funds
 - Performs program monitoring and advises ACTIA Board on issues related to paratransit funding



Meeting Needs in Alameda County

Unique characteristics

- Emphasis on coordination and collaboration
 - Ongoing structured collaboration between PAPCO and provider Technical Advisory Committee
 - Regular opportunities for technical exchange, information sharing
- Innovation
 - Non-mandated programs and Gap Grants provide a laboratory for new approaches

Gap Grant Program

- Intended to address gaps in transportation-related services for seniors and people with disabilities
- Needs and priorities identified through a countywide outreach process
- Funds available to public agencies and non-profit organizations
- \$3.5 million awarded for 16 projects in third cycle (FYs 06-07, 07-08)

Gap-Funded Projects

In Cycle 3 Gap funds were utilized for 16 projects including:

- East Bay Paratransit MDC/AVL Project Same day service models (taxi- and van-based)
 - Funds used to purchase, install, and operate **Mobile Data Computer and Automatic Vehicle Location** equipment and software
 - Largest capital project funded with gap funds
 - Will help streamline reservation process
 - Systems have been installed in 26 lift vans and 5 sedans and 47 drivers have been trained
 - Over 7,500 customers used the system in the first 6 months

Gap-Funded Projects

- Outreach & Travel Training
 - 3 grants awarded: LAVTA, Tri-City (ACTIA/City of Fremont), CIL/USOAC (Northern Alameda Co.)
 - Training on how to use transportation services; targeted at seniors and persons with disabilities
 - A number of group and individual training sessions have taken place throughout North County in various languages

Gap-Funded Projects

- Special Transportation Services for Individuals with Dementia (ASEB)
 - Transport individuals with cognitive impairment to and from home and Adult Day Health Care using accessible vans and specially trained drivers
 - Over 12,000 trips provided in the first 6 months, more than originally projected



Gap Program Outcomes

- New and alternative approaches to addressing mobility gaps tested and fine-tuned
- Existing programs strengthened by closing gaps that inhibit use by some consumers
- Menu of available mobility options in Alameda County expanded
- Several successful pilot projects absorbed by city-based programs or ACTIA

Looking Forward

In the coming two years Measure B funds will be utilized for:

- **Shuttle Services** in Emeryville, Hayward, Pleasanton and Livermore.
- **Travel training**
- **Expanded Transportation Services** for seniors with dementia and Alzheimer's, and young athletes with disabilities
- **Accessible Taxi's**
- **State-of-the-art Technology** for paratransit providers and much more