

**Wheels Accessible Advisory Committee**

**WAAC**

SUBJECT: Annual Program Submittal for ACTC Measure B and BB Funding

FROM: Kadri Klm, Paratransit Planner

DATE: April 6, 2016

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**Action Requested**

This is an informational item.

**Background**

Each year, Alameda CTC Measure B and BB recipients are required to submit an annual program submittal describing paratransit services to be delivered and a budget for these services. The annual submittal also contains the total estimated Measure B and BB revenues available to programs to provide these services. The program managers are required to present their annual program submittals to PAPCO's sub-committee, who forwards their recommendations to the full PAPCO.

**Discussion**

LAVTA's portion of the projected Measures B and BB combined revenues for paratransit for the next fiscal year (2016/2017) is \$448,080 per year.

Attached is LAVTA's Annual program plan, which was submitted to ACTC.

**Recommendation**

Information only.

**Attachments:**

1. Annual Submittal for Alameda CTC Measures B and BB Funding



## **Annual Paratransit Program Plan Application for Measure B and Measure BB Funding Fiscal Year 2016-2017 (July 1, 2016 - June 30, 2017)**

### **Requirements and Instructions**

The Alameda County Transportation Commission (Alameda CTC) requires recipients of paratransit funding to participate in an Annual Paratransit Program Plan Review. Recipients are required to complete and submit a program plan application to Alameda CTC that outlines their prior expenditures and anticipated revenues and expenditures related to delivering paratransit services to seniors and people with disabilities.

### **Paratransit Program Plan Application Deadline: March 25, 2016**

The Annual Paratransit Program Plan Application includes the following documents:

1. Paratransit Program Plan Application (this MS Word document)
2. Paratransit Program Plan Attachments A-D (Tables A, B, C and D of the provided MS Excel workbook) *NOTE: The FY2016-17 Program Plan Excel workbook contains a new tab to report on FY 2014-15 performance (Attachment A Table). The FY 2014-15 program information entered into Table A will be used to monitor program performance and, where applicable, is to align with program information included in the FY 2014-15 compliance report.*
3. References:
  - FY 2016-17 MB & MBB Paratransit DLD Revenue Projections, (distributed to ParaTAC, January 2016)
  - Alameda CTC Special Transportation for Seniors and People with Disabilities (Paratransit) Implementation Guidelines and Performance Measures, revised 2/25/16
  - Alameda CTC Timely Use of Funds Policy, adopted 12/3/15

**Submit the Word and Excel files listed above electronically via email by March 25, 2016 to Naomi Armenta: [narmenta@alamedactc.org](mailto:narmenta@alamedactc.org).**

*Be sure to include your agency name and FY 16-17 in the file name of both the Word document and the Excel workbook (e.g., Albany\_FY1617\_Paratransit\_Program\_Application.doc).*

If you have questions, please contact Naomi Armenta via email or at (510) 208-7469.

# FY 2016-17 Paratransit Program Plan Application

## Due by March 25, 2016

CONTACT INFORMATION	
Agency:	Livermore Amador Valley Transit Authority
Contact Name:	Kadri Kulm
Title:	Paratransit Planner
Phone Number:	925-455-7555
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Date Submitted: 3/24/16 \_\_\_\_\_

### TYPES OF SERVICES PROVIDED

- 1. What type of paratransit projects and programs will be funded, fully or partially, with Measures B and BB Direct Local Distribution (pass-through) and Gap Grant funds? To answer this question, complete Attachment B (Table B tab of the Microsoft Excel workbook).**

Below is a list of the types of services/programs that are eligible for Alameda CTC funding. For detailed information about these eligible services, including minimum service requirements and performance measures, refer to the Alameda CTC's Special Transportation for Seniors and People with Disabilities (Paratransit) Implementation Guidelines, revised 2/25/16 (provided with the application materials).

- **Management/Overhead:** Program oversight, planning, budgeting, participation in regional/countywide meetings. Include admin/labor even if it is paid by the City/transit agency for accurate reporting of full program expenses.
- **Customer Service/Outreach:** Activities associated with educating consumers about services that are available to them, answering questions from consumers and taking, tracking and responding to complaints and commendations. Include costs even if paid by the City/transit agency for accurate reporting of full program expenses.
- **ADA-mandated Paratransit:** Paratransit services provided by fixed-route transit operators to fulfill requirements under the American's with Disabilities Act.
- **City-based Door-to-Door:** Pre-scheduled, accessible, door-to-door service provided by city. Provides a similar level of service to mandated ADA services; designed to fill gaps not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips.
- **Taxi Program:** Provides a same day, curb-to-curb service intended for situations when consumers cannot make their trip on a pre-scheduled basis; allows eligible consumers to use taxis at a reduced fare.

- **City-based Specialized Accessible Van Service:** Specialized van service provides accessible, door-to-door trips on a pre-scheduled or same-day basis. These services are generally implemented as a supplement to a taxi program that does not meet critical needs for particular trips in accessible vehicles in certain communities.
- **Accessible Fixed-Route Shuttle:** Generally accessible vehicles that operate on a fixed route and schedule to serve common trip origins and destinations, e.g. senior centers, medical facilities, grocery stores, BART stations, other transit stations, community centers, commercial districts, and post offices.
- **Group Trips Program:** Round-trip accessible van rides for pre-planned outings or to attend specific events or go to specific destinations for fixed amounts of time, e.g. shopping trips or religious services. Trips usually originate from a senior center or housing facility.
- **Volunteer Driver Program:** Pre-scheduled, door-through-door services that are generally not accessible; rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. May also have an escort component.
- **Mobility Management/Travel Training:** Covers a wide range of activities, such as travel training, trip planning, and brokerage. Does not include provision of trips. (This is considered "non-trip provision").
- **Scholarship/Subsidized Fare Program:** Program to subsidize any service for customers who are low-income and can demonstrate financial need.
- **Meal Delivery:** Program to fund meal delivery to the homes of individuals who are transportation disadvantaged. Currently, only existing operating programs can continue to use Measure B funds for these service costs. No new meal delivery services can be established.
- **Capital Expenditure:** Capital purchase or other capital expenditure.
- **Note on volunteer driver programs and mobility management/training:** If your program is using DLD funds, but not Gap funds, you will be required to submit further information.

**1A. Provide a short narrative description of your agency's FY 2016-17 program:**

All Measure B and BB funding will be used to provide the "Wheels Dial-A-Ride" ADA mandated door-to-door paratransit service. The Wheels Dial-A-Ride service area covers the cities of Livermore, Dublin, and Pleasanton, and goes beyond the ADA 3/4 mile minimum boundary requirement along the Wheels fixed route system. Dial-A-Ride operates at the same time when Wheels fixed route is operating.

Through a memorandum of understanding, the City of Pleasanton provides ADA mandated coverage to Pleasanton residents for trips with both an origin and destination in Pleasanton from 8:00am to 5:00pm Monday - Friday. LAVTA provides ADA paratransit services both before and after Pleasanton's in-service hours and on the weekends for local Pleasanton trips.

LAVTA's Dial-A-Ride operations and maintenance are provided by Medical Transportation Management, Inc. (MTM).

LAVTA also provides same day Para-Taxi service, which is partially grant funded and partially LAVTA general fund funded.

**1B. Explain how the suite of services offered is targeted towards the seniors and people with disabilities in your community. Why have these services been selected to meet the trip needs of your consumers over other eligible service types? How do these services enhance their quality of life and help them meet basic life needs?**

Being a fixed route public transit operator in Livermore, Dublin and Pleasanton, LAVTA provides the ADA mandated paratransit service for the same three cities, and goes beyond the ADA minimum requirements. Since the ADA paratransit requires at least a day in advance reservation LAVTA also provides the same day Para-Taxi service. Seniors and people with disabilities can travel on fixed route for half fare and participate in LAVTA's free travel training program.

**1C. List the most common trip destinations for seniors and people with disabilities in your community that your services are designed to serve , e.g. dialysis centers, hospitals, major shopping complexes, senior centers.**

The facilities Wheels Dial-A-Ride riders most frequently travel include:

- Day programs for the developmentally disabled (Go Group, Futures Explored, VFR, ARC, Keystone)
- Dialysis centers (Livermore DaVita Dialysis, Pleasanton DaVita Dialysis)

In FY 2015/16 LAVTA has seen a significant increase of the trips to/from day programs when compared to the year before.

**2. Will your agency’s program for FY 2016-17 conform to the Paratransit Program Implementation Guidelines, as required?** (FY 2016-17 Programs are *required* to conform to the Implementation Guidelines, revised February 2016)

Yes      No

**2A. If “No”, explain below and contact Alameda CTC staff to discuss** (prior to March 25, 2016)

**3. If proposing service changes in FY 2016-17 from the current year, FY 2015-16, describe the changes and explain why they are proposed.** Describe how these changes will impact the ability of seniors and people with disabilities in your community to meet their basic life needs.

LAVTA is planning on hiring a third party contractor to manage ADA paratransit eligibility in FY17. The new process will most likely include in-person or phone interviews and possibly functional assessments. The eligibility determinations are currently conducted in house based on paper applications and applicant’s doctor’s verification.

LAVTA and the City of Pleasanton are planning on hiring a consultant to conduct a comprehensive Tri-Valley paratransit assessment in FY2017. The study would look for areas of overlap and opportunities to streamline services. Additionally, an analysis would be conducted on the impact of moving LAVTA’s Dial-A-Ride service more in-line with the ADA requirements (i.e. ¾ mile from a fixed route line). Significant public and stakeholder input (senior and disabled populations) would be included in the study.

- 4.** The 2016 Paratransit Program Implementation Guidelines require Alameda CTC staff review of several program elements prior to implementation. The program elements requiring staff review are listed as items 4A – 4F below and for each item, further explanation is requested. **If your FY 2016-17 program plan includes any of the elements listed, in the box provided below, list the elements and the requested explanation for each.** Applicants must address any applicable paratransit projects and programs listed in Attachment B.
- A. **Planned capital expenditure** (describe planned capital expenditures, such as purchase of vehicles or durable equipment, below)
  - B. **City-based Door-to-Door Service that includes trip limitations based on trip purpose** (describe the proposed trip limitations that are proposed below)
  - C. **Taxi Subsidy Program that includes incentives to drivers and/or transportation providers** (describe the proposed incentives below)
  - D. **Accessible Shuttle Service** (describe service plan and how city is coordinating with the local fixed route transit provider)
  - E. **New mobility management and/or travel training programs** (describe the well-defined set of activities below)
  - F. **Low-income requirements for any scholarship and fare subsidy programs** (describe the proposed subsidy and the means that will be used to determine and verify eligibility below)

N/A
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**DEVELOPMENT OF PROGRAM PLAN**

- 5. How was consumer input sought in development of the program and selection of the services offered?** Describe all general outreach activities undertaken in connection with this plan, including consumer or public meetings; meetings with other agencies; presentations to boards, commissions, or committees. If possible provide dates for these activities. Note below if this plan was reviewed by a local paratransit advisory committee, including the name of the committee, and the date of the meeting.

Alameda CTC Paratransit Program Plan Application  
 Application Period: July 1, 2016 - June 30, 2017

LAVTA has a passenger advisory committee (WHEELS Accessible Advisory Committee or WAAC) that meets to discuss passenger concerns and advise LAVTA on improvement of its services and facilities. The WAAC is comprised of membership from each jurisdiction and social/human services agencies. Service provision for customers and the planning process for the implementation of new services is coordinated through the WAAC. In FY16 these meetings occurred on 07/01/15, 09/02/15, 10/28/15, 01/06/16, and 03/08/16.

**6. Describe any outreach, surveys and/or analysis conducted to develop this plan and to determine the types of services the program offers.**

The 2015 annual Dial-A-Ride customer satisfaction survey was conducted between October 26 and October 28, 2015 via telephone by randomly calling currently active Dial-A-Ride passengers. Active riders are those who have used Dial-A-Ride at least once within the last twelve months. The survey was administered by a third party surveyor, and a total of 100 Dial-A-Ride surveys were completed.

The following table compares the average customer satisfaction ratings of the surveys conducted over the last four years:

Service Aspect	Apr 2012		Jun 2013		Jul 2014		Oct 2014		Oct 2015	
	Mean	Median								
Reservation	4.29	5	4.67	5	3.67	4	4.29	5	4.45	5
Pickup	3.97	4	4.27	4	3.58	4	4.11	4	4.45	5
Ride	4.08	4	4.6	5	4.6	5	4.68	5	4.38	5
Dropoff	4.28	5	4.5	5	4.1	5	4.61	5	4.37	4
Overall rating	4.11	5	4.47	5	3.55	4	4.36	4	4.61	5

## Alameda CTC Paratransit Program Plan Application

Application Period: July 1, 2016 - June 30, 2017

**7. Describe how results from the community outreach, surveys and/or analysis described in Questions 5 and 6 were used to guide the development of the program plan.**

The service is constantly under review by staff and the public is welcome to comment to staff and to the Board in person, via mail, via email, or telephone. Through the public input LAVTA has received and the survey results LAVTA has a better understanding which aspects of the service quality need more attention.

**8. Was this program plan approved by a governing body (or is it scheduled for action)?** *This is not required by the Alameda CTC. Jurisdictions should follow their established internal process.* Yes No

If yes, provide the name of the governing body and planned or actual approval date.

LAVTA Board of Directors tentatively scheduled for May 2, 2016

**OUTREACH****9. How do community members and potential users learn about the Alameda CTC-funded services provided in your community?** Specify for each of the paratransit projects and programs listed in Attachment B.

LAVTA fully markets its services and provides information to customers desiring information regarding both paratransit and fixed route services via brochures, website, and outreach events. The LAVTA staff also visit senior centers, senior housings and community events to provide information about different services, including the complimentary wheelchair marking and tether strap program, complementary travel training program, and Para-Taxi program. This information is also available on LAVTA web site at [www.wheelsbus.com](http://www.wheelsbus.com).

## ELIGIBILITY AND ENROLLMENT

### 10. What are your requirements for eligibility? (E.g., age, residency, income, ADA-certification status, or other verification of disability).

LAVTA participates in the Bay Area regional ADA paratransit eligibility determination program. LAVTA currently uses paper applications and requires a medical care professional's verification for determining eligibility.

LAVTA is planning on hiring a third party contractor for determining the ADA paratransit eligibility. The new process will include in-person or phone interviews and functional assessments.

### 11. How do consumers enroll in your program? Include how long the enrollment process takes, and how soon newly enrolled applicants can use the services offered.

LAVTA has an ADA mandated 21 calendar day window for the completion of applications. Average completion time is 7 days. Applicants who have critical medical needs, such as dialysis patients, are given higher priority in the application process.

## CUSTOMER SATISFACTION

### 12. Describe your complaint and commendation process. Describe your process from beginning to end, including instructions you provide to customers for filing program suggestions, complaints or commendations, your documentation procedures and your follow up. (See questions 12A and 12B that follow)

The customers can either call the customer service phone line at 925-455-7500 or enter their complaint or commendation via the online form on [www.wheelsbus.com](http://www.wheelsbus.com). When customers file a complaint or commendation, the complaint/commendation and all information are entered into a web-based customer service database, which assigns the complaint/commendation to a LAVTA or contractor staff member based on the department in question. LAVTA and/or contractor staff will investigate complaint and, if requested, get back to the customer with the result.

### 12A. Describe any common or recurring service complaints, commendations and/or suggestions your program has received. Specify for each of the paratransit projects and

programs listed in Attachment B. *(Complaints are defined as phone calls, letters, or emails received for the specific purpose of making a complaint.)*

In addition to the quantitative scores for different aspects of the Dial-A-Ride service the surveyors of the October 2015 Customer Satisfaction Survey also encouraged responders to provide any verbal open-ended feedback/comments/suggestions about the service and received 100 such comments.

Thirty four people (34%) did not have any comments when asked, 28 passengers (28%) had positive feedback and they expressed appreciation for the service. The highest number of negative feedback had to do with late pick-ups and long travel times with 8 people (8%) reporting that there have been times when their ride has been late and four people (4%) complaining about long travel times. Three people (3%) had a general concerns. The following areas each had two people (or 2%) reporting it as a concern: vehicle maintenance (2%), reservations (2%), call center out of the area (2%), safety (2%), and routing (2%). One person (1%) was unhappy about the vehicle type and one (1%) said the driver was a no-show. LAVTA staff constantly monitors the on-time performance as well as the ride length statistics. Currently the OTP is considerably above the 95% contractual requirement. According to the ADA the a trip on a paratransit vehicle should take about the same amount of time as a similar trip on an existing fixed route system, including travel time to and from a bus stop, and any transfer time.

Since most of the above possibly valid verbal passenger concerns are impossible to validate without additional information, LAVTA is planning to add a question about whether the passenger would be willing to give his/her phone number for the staff follow-up in the next customer satisfaction survey.

There were 10 comments/concerns (10%) total that LAVTA staff considers invalid because of the nature of the ADA paratransit service and the staff therefore identified these as areas in which passengers can be provided more education. Out of the 10% invalid/educational issue comments 2 people (2%) didn't like regional/inter-agency trips, 1 person (1%) did not like the vehicle types used for Wheels Dial-A-Ride service, 1 passenger (1%) wanted to do changes to the drop-off location while onboard a Dial-A-Ride vehicle, 1 person (1%) wanted to know how to get Dial-A-Ride tickets, one passenger (1%) didn't like the half-hour pick-up window policy, one person (1%) wanted to know how to sign up, one (1%) said Dial-A-Ride is too expensive, and one (1%) wanted the same driver for the return ride. Staff is preparing a comprehensive "Riders Guide" where such aspects of the service can be explained in more detail and in a user friendly format. LAVTA staff is also working with County Connection's LINK service to better coordinate the trips between LAVTA service area and Contra Costa County.

LAVTA will continue to closely monitor customer satisfaction and following up on the comments/feedback received from the survey respondents.

**12B. Describe any changes you have made to your program as a result of these customer complaints, commendations and suggestions.**

1. LAVTA is planning to add a question about whether the passenger would be willing to give his/her phone number for the staff follow-up in the next customer satisfaction survey.
2. Staff is preparing a comprehensive "Riders Guide" where aspects of the service can be explained in more detail and in a user friendly format.
3. LAVTA staff is working with County Connection's LINK service to better coordinate the trips between LAVTA service area and Contra Costa County

**EXPECTED DEMAND/USE OF SERVICES**

**13. How many people are/have been/will be registered in the program during the following time periods? Fill in the boxes below.**

<b>Registrants at beginning of FY 2014-15</b>

<b>Registrants at end of FY 2014-15</b>

<b>Current Registrants for FY 2015-16</b>
1,592

<b>Estimated Registrants for FY 2016-17</b>
1,580

**13A. Based on the registration projection provided, explain why you expect your program registration to increase, decrease or stay the same compared to the current year.**

LAVTA estimates the number of registrants to be either the same or less in FY 17. As LAVTA's intent is to have in-person interview process that scrutinizes each applicant more than the current paper application process on board in FY 17 the assumption is that the number of registrants may decrease as a result.

**14. Do you expect the total number of one-way trips provided by your program to increase, decrease or stay the same compared to the current year, FY 2015-16? Why?**

The number of trips is difficult to predict. In the current FY LAVTA is seeing about 20% increase in rides when compared to the FY 2015. The increase is mainly due to the significant increase in ridership to/from various day programs. LAVTA expects the number of rides to be about the same as in the current FY, but for our budget purposes we estimated a 5% increase.

**15. Do the ridership numbers reported in Attachments A and B include companions and/or attendants?**

Yes

No

If yes, and if known, what percent of total ridership are companions/attendants? *(If providing an estimate, please clearly indicate it as such.)*

**16. Please provide data on lift/ramp trips provided, if available.** If lift/ramp trips were provided in more than one service, please specify for each.

<b>Lift/ramp trips provided in FY 2014-15</b>
13,613

<b>Lift/ramp trips to be provided in FY 2015-16</b>
14,543

<b>Lift/ramp trips to be provided in FY 2016-17</b>
15,270

**VEHICLE FLEET**

**17. Provide details regarding your vehicle fleet.** To answer this question, complete Attachment D (Table D tab of the Excel workbook).

**SAFETY INCIDENTS**

**18. Describe any safety incidents recorded by your program in FY 2014-15, or to date in FY 2015-16.** Specify for each of the paratransit projects and programs listed in Attachment B. *(Report incidents resulting in any of the following: a fatality other than a suicide; injuries requiring immediate medical attention away from the scene for two or more persons; property damage equal to or exceeding \$7,500; an evacuation due to life safety reasons; or a collision at a grade crossing.)*

In FY2015 there were 4 preventable paratransit accidents total. In the first quarter there was one (1) paratransit accident and that was determined to be preventable. There was only minor damage to the vehicle (not LAVTA owned) and no personal injuries. In the second quarter there were two (2) paratransit accidents and they were both determined to be preventable. There was only minor damage to the vehicles (not LAVTA owned) and one personal injury with no medical transport. In the third quarter there were no paratransit accidents. In the fourth quarter there were two (2) paratransit accidents. One (1) was preventable, and the damage to the non-LAVTA vehicle was minor and there were no injuries.

In the current FY2016 there were zero paratransit accidents compared to one (1) last year. In the second quarter there was one (1) non-preventable paratransit accidents. While the passenger requested the driver complete an injury report at the time, the passenger stated medical attention was not needed at that time and during a follow up call, the passenger stated all was well.

## FINANCES: PROGRAM REVENUE AND COST

**19. Detail your FY 2016-17 program's total estimated revenue (all fund sources) and total cost by completing Attachment C (Table C tab of the Excel workbook).** For program components funded with a Measure B Gap Grant, segregate the Gap Grant funding by entering it in the "Other Measure B" column.

**20. Describe below the "Management/Overhead" and "Customer Service and Outreach" costs included in Attachment C and how these cost allocations were determined?** (These two categories are defined under Question 1). *The amount spent on Customer Service/Outreach and Management/Overhead is to be included as part of the total program cost, even if it is not funded with Alameda CTC funding. This includes city/agency staff time paid for by a city's general fund.*

### 20A. Management/Overhead Costs

Management and overhead costs were allocated by taking the salary of the full time paratransit planner salary and benefits, plus training costs. Added to this was a percentage of the Department Directors' salary and benefits based on anticipated time spent on paratransit oversight (10%), additionally 10% of the salary and benefits from our customer outreach coordinator was included as she helps process applications. Additional costs were added based on expected postage and printing for mailing to paratransit clients, plus a portion of the utility costs based on the amount of space take up by paratransit operations vs fixed route operations (15%).

### 20B. Customer Service and Outreach Costs

**PROGRAM FUNDING RESERVES**

**21. If your paratransit program is anticipated to have a remaining balance of Measure B/BB DLD funding at the end of FY 2016-17, as shown in Attachment C, please explain. How do you plan to expend these funds and when?**

100% of the measure B/BB funds for FY16/17 will be expended in FY 16/17.

**MISCELLANEOUS**

**22. Use this space to provide any additional notes or clarifications about your program plan.**

**Alameda CTC Paratransit Program Application - FY 2016-17 (July 1, 2016 - June 30, 2017)**  
**Attachment C: Program Revenue, Cost and Fund Sources**

Total FY 2016-17 Program Revenue (Measure B, Measure BB and all other funds available for FY 2016-17)	
Estimated <b>Measure B</b> Paratransit DLD ending balance at the end of THIS fiscal year, FY 2015-16 (June 30, 2016)	\$0
Projected FY 2016-17 <b>Measure B</b> DLD Paratransit revenue (Use projections distributed by the Alameda CTC)	\$167,445
Estimated <b>Measure BB</b> Paratransit DLD ending balance at the end of THIS fiscal year, FY 2015-16 (as of June 30, 2016)	
Projected FY 2016-17 <b>Measure BB</b> DLD Paratransit revenue (Use projections distributed by the Alameda CTC)	\$280,636
<b>Total FY 2016-17 Measure B and BB Paratransit DLD Revenue</b> (Automatically calculated)	<b>\$448,081</b>
Total FY 2016-17 Other Revenue (All other revenue sources, non-DLD, including Gap grant)	\$1,948,683
<b>Total FY 2016-17 Program Revenue</b> (Measure B, Measure BB and all other sources available for FY 2016-17) (Automatically calculated)	<b>\$2,396,764</b>

Service/Program Name		Total FY 2016-17 Program Costs by Fund Source (Measure B, Measure BB and all other funds planned to be expended during FY 2016-17)										Total Cost
Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K	Column L	Column M
Service/Program/Project Name  <i>Automatically populated from prior sheet (column B)</i>	Quantity Planned for FY 16-17  <i>Automatically populated from prior sheet (column Q)</i>	Amount of RESERVE Measure B Paratransit DLD funds	Amount of FY 2016-17 Measure B Paratransit DLD funds	Amount of RESERVE Measure BB Paratransit DLD funds	Amount of FY 2016-17 Measure BB Paratransit DLD funds	Amount of OTHER Measure B/BB funds	What is the source of these OTHER Measure B/BB funds? (e.g. MB Gap Grant, LSR, MB LSR, etc.)	Fare Revenue expected from service	Fare Revenue to be expended on service	Amount of all Non-Alameda CTC funds (not including fares)	What is the source of these non-Alameda CTC funds? (e.g. city funds, federal, state, etc.)	Total Cost (all sources)  <i>Automatically calculated</i>
Wheels Dial-A-Ride	58,848	\$ -	\$ 167,445	\$ -	\$ 280,636	\$ -		\$ 188,650	\$ 188,650	\$ 1,760,033		\$ 2,396,764
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<b>Totals</b>	<b>58,848</b>	<b>\$ -</b>	<b>\$ 167,445</b>	<b>\$ -</b>	<b>\$ 280,636</b>	<b>\$ -</b>		<b>\$ 188,650</b>	<b>\$ 188,650</b>	<b>\$ 1,760,033</b>		<b>\$ 2,396,764</b>

Budget check (total revenue less total cost):

\$0

PARATRANSIT DLD RESERVE BALANCES	Measure B	Measure BB
Estimated Reserve Balance, June 30, 2017:	\$0	\$0
<b>Reserve balance as percent of FY 16/17 Revenue</b>	<b>0%</b>	<b>0%</b>