

2010-2011 CDBG/HOME APPLICANT QUESTIONS AND RESPONSES

Name of Organization:	Paratransit
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Project Title:	Mobility Training Services
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1.

Question	Answer
Can anyone access your existing mobility training in Sacramento? What training is currently provided by Paratransit?	Anyone who has a disability or is elderly may access mobility training in Sacramento. Many others are referred for services by outside agencies. For example Paratransit is a vendor of the Alta California Regional Center. The regional center pays Paratransit an hourly rate for training of their clients. Paratransit mobility trainers currently train about 400 people a year in the greater Sacramento area. Paratransit also operates successful mobility training programs in Stockton, San Jose, and Spokane, Washington.

2.

Question	Answer
Is there follow-up data on the original pilot? E.g., data on numbers of people trained who significantly increased their independent mobility?	Yes. A 17 page project report was submitted to City of Davis staff in November of last year. Electronic copies of the report are available upon request. In-short, 43 people participated in the program. Written participant surveys indicate that the training experience was excellent. Trainees learned to use transit to access shopping centers, medical appointments, work sites, or church. Other destinations included The Wellness Center, and the Department of Rehabilitation. Seventy-four percent said that they will continue to use public transit at least two times per week. Seventy-seven percent of the trainees reported being fearful of using public transit before training. After training no one reported being fearful of using the bus. Each participant reported that they would recommend the program to a friend. All additional comments were very positive. The key comments were: "My trainer was considerate of my age and limitations." "This is a wonderful service for seniors, I hope it will continue." "Great experience! All towns should offer such a program." "I would like more training if the opportunity arises." "I gave up driving about 2 years ago because I needed a better car. I really miss the freedom of driving, but the bus

	gives me the ability to go where I need to and this program has certainly made it less scary. My biggest goal was to go to my daughter's home and now I can thanks to the mobility trainer. He made it seem easy and I'm very grateful. Thank you."
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3.

Question	Answer
What data can Paratransit provide on public transportation usage by people who complete the mobility training? (After completion and for how long after).	Paratransit has been doing follow-up surveys of successful trainee for more than twenty years, usually six months to one year after training. Historically 84 to 92% of those surveyed continue to use public transit. Last year's survey shows that 58% make 1 to 4 trips on public transit per week, 25% make 5 to 9 trips per week, and 17% make 10 or more trips per week. Due to budget limitations we do not contact people we trained in previous years to learn about their continued public transit use. I can however tell you that most mornings as I travel to work, I still see the first person that I trained in April 1983 waiting at his bus stop.

4.

Question	Answer
The cost per beneficiary seems high compared to other proposals. Would you please explain why? What is included? Is it all human resource costs?	<p>On the surface the cost does seem high. Mobility training is a one-on-one service that is labor intensive. Trainers teach people to plan transit routes and then ride with the trainee on the bus to destinations of the trainee's choice. This often means rides from Davis to medical facilities in Sacramento. For some people it may take two or three trips for them to safely make the trip independently, including learning transfer locations as well as bus and Light Rail stops.</p> <p>It's important to remember that regular fixed-route public transit is the least expensive, and most appropriate form of public transit available. We have learned that in Sacramento we can train a person to use public transit, and combine that expense with the cost of providing a fixed-route ride. That works out to a little less than \$13 a ride. If you compare that with the cost of a paratransit ADA ride, which is over \$44 a ride, it is clear that mobility training is the preferred alternative.</p>

5.

Question	Answer
<p>What efforts have you made to secure other funding?</p>	<p>Last year Paratransit partnered with the City of Davis is a successful pilot program. Paratransit secured \$24,000 in New Freedom fund for the project, while the City of Davis contributed \$6,000 in CDBG funds.</p> <p>The pilot project showed that this is a much needed and desired service, and I believe that Davis Community Transit reaped the most benefit. In the end the City of Davis, Unitrans, and Yolo County Transit will need to decide if this program is a priority and deserving of a permanent source of funding. I see this as a stop-gap project to assist those people who wanted training last year and could not be served due to budget limitations. It also gives the city and the transit providers another chance to provide services without making a major budget commitment at this time.</p>

6.

Question	Answer
<p>Please explain why one-on-one service is necessary? Can you serve more people using a group approach?</p>	<p>We have learned that group classroom training is not effective. It is important that the trainee actually experience riding the bus to see that the service will indeed work for them.</p> <p>We often do group trips with seniors to introduce public transit. It can be effective as a first step. Training is most effective when the trainee learns to go to their own doctor, their pharmacy, and their own hair dresser, etc..</p> <p>During last year's pilot project, group trips were not well attended. Most everybody wanted to learn to go to their own specific destinations. That is why this project was planned without the group trips normally offered.</p>

7.

Question	Answer
<p>Will the proposal fund part of the entire operation or a specific sub-project? For example, Will the proposed funds flow into the general budget or are they exclusively earmarked for a specific, discreet sub-function?</p>	<p>The requested funds, if awarded, will be used to serve specific City of Davis residents already identified during last year's pilot project. These funds will be completely separate from mobility training funds earmarked for Sacramento area residents.</p>

8.

Question	Answer
If the information is available, what is the total projected cost of the project in Fiscal Year (FY) 2009-2010?	The project will not begin until July 2010, during FY 2010-2011. Last year's pilot project budget was \$30,000.

9.

Question	Answer
If the request for funding is approved, what will be the total cost of the project in FY 2010-2011?	The request is for \$20,000 for mobility training during FY 2010-2011. The project is expected to be complete before November 2010.

10.

Question	Answer
How many individuals are projected to be served by the project in FY 2009-2010?	At least 21 people will participate. It could be more if husband and wife receive training together, or small groups of friends wish to travel together.

11.

Question	Answer
If the information is available, what is the projected cost of project services per individual served in FY 2009-2010?	During this year the average cost per participant in Sacramento is about \$720 per person. In Davis the average cost is about \$925 per person. The cost is higher for Davis residents because they tend to take longer transit trips. Many trips are from Davis to destinations in Sacramento. For some, training is nearly an all-day adventure.

12.

Question	Answer
If applicable, what additional measurable criteria is used by the project to evaluate effectiveness? Please limit criteria to three or less. For example, the services might be measured in number of meals served, bed-nights or therapy sessions provided.	Based on the results of last year's pilot program, it is expected that this project will result in participants independently using public transit twice a week.(some will use transit much more, but program-wide the average last year in Davis was four one-way trips each week per participant) That results in 84 trips per week by all program participants combined, and 4.368 one-way trips over a full year.

13.

Question	Answer
If the information is available, provide the total projected cost per unit of measurable service in FY 2009-2010.	Last year's pilot project resulted in a projected 6,656 trips by successful trainees in a one year period, at a training cost of \$4.51 per trip. Since some trainees

	will continue to use public transit for many more years to come, the actual cost per trip will continue to fall.
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14.

Question	Answer
Provide the total projected cost per unit of measurable service in FY 2010-2011.	The proposed project should result in program participants taking at least 4,368 one-way rides the first year after training. The training cost would be \$4.58 per trip. Considering the cost of a paratransit ADA trip in Sacramento is about \$44 a trip, mobility training is a low-cost alternative for providing transportation to the elderly and people with disabilities.

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Question	Answer
With the number of applications and the small amount of funding available for public service grants, the city is having to make difficult funding decisions. What is the minimum grant amount that your organization could use and still maintain the service your grant application describes? Or is there a crucial component of your application that requires this funding and how much is the cost of that component?	The cost of providing mobility training to one person in Davis on average is \$952.38 per person. Twenty thousand dollars allows us to train about 21 people. Fifteen thousand would cover about 16 people, and twelve thousand will train about 13 people. Considering the coordination work that needs to be done with Unitrans, Yolo County Transit, Davis Community Transit, the Davis Senior Center, and other senior housing complexes, the project would not be viable for less than \$12,000.

Responses are due **NO LATER THAN MARCH 8th**. The responses must be submitted as a Word document using the above format. The responses should include both the questions and answers. Responses must be submitted via e-mail. E-mail should be addressed to dmerschat@cityofdavis.org. Responses should not be mailed.

DEADLINE: MARCH 8, 2010 at 5:00 P.M.