



Alameda County Transportation Commission
meeting as a committee of the whole as the

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

Monday, March 11, 2013, 11:30 P.M.

(PLEASE NOTE SLIGHTLY EARLIER MEETING TIME)

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Commission Chair

Scott Haggerty, Supervisor – District 1

Commission Vice Chair

Rebecca Kaplan, Councilmember,
City of Oakland

AC Transit

Greg Harper, Director

Alameda County

Supervisors
Richard Valle – District 2
Wilma Chan – District 3
Nate Miley – District 4
Keith Carson – District 5

BART

Thomas Blalock, Director

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Marilyn Ezzy Ashcraft, Vice Mayor

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Peggy Thomsen, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

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Ruth Atkin, Councilmember

City of Fremont

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Luis Freitas, Councilmember

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Larry Reid, Vice Mayor

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John Chiang, Mayor

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Jerry Thorne, Mayor

City of San Leandro

Michael Gregory, Vice Mayor

City Of Union City

Carol Dutra-Vernaci, Mayor

Executive Director

Arthur L. Dao

Chair:

Larry Reid

Vice Chair:

Suzanne Chan

Members:

Ruth Atkin

Luis Freitas

Laurie Capitelli

Nate Miley

Carol Dutra-Vernaci

Ex-Officio Members:

Scott Haggerty

Rebecca Kaplan

Staff Liaison:

Stewart D. Ng

Executive Director:

Arthur L. Dao

Clerk of the Commission:

Vanessa Lee

AGENDA

Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org

1 PLEDGE OF ALLEGIANCE

2 ROLL CALL

3 PUBLIC COMMENT

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee’s jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

4 CONSENT CALENDAR

4A. [Minutes of February 11, 2013](#)– Page 1

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5 PROGRAMS

5A. [Approval of Policy Framework for Planning, Programming and Monitoring at Alameda CTC](#) – Page 5

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5B. [Overview of the Measure B Special Transportation for Seniors and People with Disabilities Program](#) – Page 17

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5C. [Coordinated Call For Projects Update](#) – **Page 33** **I**

6 PROJECTS

6A. [Dumbarton Rail Corridor \(ACTIA No. 25\) – Approval of the Deadline Extension for Environmental Clearance and Full Funding for the Measure B Transportation Sales Tax Program Funded Project](#) – **Page 35** **A**

6B. [Route 238/Mission-Foothill-Jackson Corridor Improvement Project \(ACTA No. 238\) – Authorization to Execute Amendments to Project Funding Agreements to Transfer Funds from the Right-of-Way to the Construction Phase of the Project](#)– **Page 37** **A**

7 COMMITTEE MEMBER REPORTS (VERBAL)

8 STAFF REPORTS (VERBAL)

9 ADJOURNMENT/NEXT MEETING: April 8, 2013

Key: A- Action Item; I – Information Item; D – Discussion Item

* Materials will be provided at meeting.

(#) All items on the agenda are subject to action and/or change by the Committee.

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND.

*Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.AlamedaCTC.org*



**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF FEBRUARY 11, 2013
OAKLAND, CALIFORNIA**

Chair Reid convened the meeting at 12:00 p.m.

1. Public Comment

There was no public comment.

2. Roll Call

Lee conducted a roll call. A quorum was confirmed.

3. Consent Calendar

3A. Minutes of January 14, 2013

Supervisor Haggerty motioned to approve the Consent Calendar. Councilmember Capitelli seconded the motion. The motion passed 8-0.

4. Programs

4A. Approval of State Transportation Improvement Program (STIP) At Risk Report

James O'Brian recommended that the Commission approve the State Transportation Improvement Program (STIP) At Risk Report. He stated that the report includes a 37 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions.

Supervisor Haggerty motioned to this Item. Councilmember Capitelli seconded the motion. The motion passed 8-0.

4B. Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report

James O'Brian recommended that the Commission approve the Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report. Mr. O'Brian stated that the report includes 66 locally-sponsored, federally-funded projects being monitored for compliance with the provisions of MTC's Resolution 3606, the Regional STP/CMAQ Project Delivery Policy.

Supervisor Haggerty motioned to approve this Item. Mayor Vernaci seconded the motion. The motion passed 8-0.

4C. Approval of Transportation Fund for Clean Air (TFCA) Program at Risk Report

Jacki Taylor recommended that the Commission approve the Transportation Fund for Clean Air (TFCA) Program at Risk Report. Ms. Taylor stated that the report includes 27 currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds.

Supervisor Haggerty motioned to this Item. Councilmember Capitelli seconded the motion. The motion passed 8-0.

4D. Approval of Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines, Consistent with the Air District's FY 2013/14 TFCA Policies

Jackie Taylor recommended that the Commission approve the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines, Consistent with the Air District's FY 2013/14 TFCA Policies. Ms. Taylor stated that statute requires Program Managers to annually review their programming guidelines for the TFCA Program. She reviewed key edits based on Air District requirements including Clarification added, regarding timely implementation of projects and delegating the approval for the first and second extension requests for the expenditure deadline to staff and retaining the requirement for Board approval for the third extension.

Supervisor Haggerty requested additional information regarding the revisions to the evaluation and reporting process and procedures. Art Dao stated that staff would bring that information back at a future meeting.

Supervisor Haggerty motioned to this Item. Councilmember Capitelli seconded the motion. The motion passed 8-0.

4E. Approval of Transportation for Clean Air (TFCA) FY 2013/14 Expenditure Plan Application

Jackie Taylor recommended that the Commission approve the Transportation for Clean Air (TFCA) FY 2013/14 Expenditure Plan Application. She stated that the application includes approximately \$1.885 million of TFCA funds for projects and is due to the Air District by March 4, 2013. She concluded by stating that following the Air District's approval, the Alameda CTC will enter into a funding agreement with the Air District and will have six months to submit a Board-approved program of eligible projects.

Councilmember Capitelli motioned to approve this Item. Mayor Vernaci seconded the motion. The motion passed 8-0.

4F. California Transportation Commission (CTC) January 2013 Meeting Summary

Vivek Bhat provided a summary of the January 2013 California Transportation Commission (CTC) Meeting which included a 2014 State Transportation Improvement Program (STIP) Fund Estimate overview.

This Item was for information only.

5. Projects

5A. East Bay Greenway Project – Segment 7a (Actia 28) – Approval of Amendment No. 2 to the Professional Services Agreement with HQE Incorporated (Agreement No. A10-0026)

Raj Murthy recommended that the Commission approve Amendment No. 2 to the Professional Services Agreement with HQE Incorporated (Agreement No. A10-0026). Mr. Murthy stated that the amendment was needed to provide design services for an additional contract amount of \$35,000 and to extend the contract time to March 31, 2014. He stated that the project is expected to be advertised in February, 2013 with opening of bids and contract award to the lowest responsible bidder in March 2013, and construction to start in April 2013.

Councilmember Chan wanted to know if TIGER funds had been allocated for the project. Mr. Murthy stated that TIGER funding had in fact been allocated from Caltrans.

Councilmember Capitelli motioned to approve this Item. Councilmember Frietas seconded the motion. The motion passed 8-0.

5B. I-580 San Leandro Soundwall & Landscape Project (Actc 774.0) – Approval of Amendment No. 4 to the Professional Services Agreement with Mark Thomas & Company (Agreement No. A06-003)

Raj Murthy recommended that the Commission approve Amendment No. 4 to the Professional Services Agreement with Mark Thomas & Company (Agreement No. A06-003) for the I-580 San Leandro Soundwall & Landscape Project. Mr. Murthy stated that the amendment is for addition design services for an amount of \$80, 000. Mr. Murthy stated that the San Leandro segment was delivered in two construction packages which resulted in the need for additional engineering efforts to prepare a new construction package for the irrigation and landscaping portion.

Councilmember Frietas motioned to approve this Item. Councilmember Brinkman seconded the motion. The motion passed 8-0.

6/7. Staff and Committee Member Reports

There were no staff or committee reports.

9. Adjournment and Next Meeting: March 11, 2013

Chair Reid adjourned the meeting at 12:35 p.m. The next meeting is on March 11, 2013.

Attest by:



Vanessa Lee
Clerk of the Commission

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Memorandum

DATE: February 27, 2013

TO: Programs and Projects Committee

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs

SUBJECT: **Approval of Policy Framework for Planning, Programming and Monitoring at Alameda CTC**

Recommendation

Staff recommends that the Commission adopt a policy framework to guide the integration of how planning, systems performance evaluation and programming of funds will be developed and implemented in Alameda County for the investment of federal, state, regional and local funds that are under Alameda CTC's purview. This process will guide identification and programming of funds for capital infrastructure projects, operations and programs to support the diverse and multi-modal needs of the County.

Summary

Alameda CTC's transportation vision supports investing in infrastructure and programs to expand mobility choices and fuel the economy by creating jobs. Planning for capital improvements, operations and maintenance is an on-going process and requires the integration of both short and long-range planning as well as feedback loops from system monitoring and performance evaluations. Over time, the County's infrastructure and operational needs will change and capital and programmatic investments must focus on addressing a combination of new construction to meet increased demand, as well as maintenance, operations and educational efforts to enhance the use of the County's existing investments.

The purpose of an overall transportation planning and programming policy is to develop a comprehensive approach for allocating federal, state, regional and local funds in a manner that provides both short- and long-term solutions for transportation that are cost effective, supportive of sustainable development, enhance economic development through expanded transportation access and mobility, increase safety and improve transportation system efficiencies to meet Alameda CTC's vision for transportation as established in its long-range transportation plan, the Countywide Transportation Plan, as shown in Attachment A. In addition, this policy framework addresses the need for integration of data collection, evaluation and monitoring of system performance (in part, collected through the Congestion Management Program) that will provide important system performance feedback loops into transportation planning and programming efforts on a regular basis as shown in Attachment B.

This policy framework will allow Alameda CTC to:

- fully integrate its practices to further streamline agency planning, programming and delivery efforts,
- ensure effective feedback loops into decision-making through planning, data collection and partnerships,
- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC; and
- support an on-going process of contracting opportunities that will support local jobs and economic development in Alameda County.

Discussion

The Alameda CTC is responsible for programming on average approximately \$160 million per year in federal, state, regional and local funds. These policies aim to integrate planning, programming and monitoring through a systematic process, including feedback loops to address system performance to support development and implementation of projects and programs to meet the vision and goals established for the county's transportation system.

This framework will bring together all disciplines at Alameda CTC to further integrate how projects and programs are developed and implemented in the County, and how the data collected at Alameda CTC and through partner agencies can be best utilized in Alameda CTC's planning and programming activities.

This proposed system integrates current practices as well as defines new structures to systematically link these elements together. The following summarizes four sections of the policy framework that define a proposed system for planning, programming, implementation and monitoring.

The policy framework recommendation begins with a section on *Planning* that will expand the County's assessment of its multi-modal systems to facilitate greater capacity to identify needs and priorities. Planning is followed by a *Strategic Investments* section which focuses on how to translate the long-range transportation plan, including its vision and goals, into documents that are integrated with the Congestion Management Program (CMP), as well as link all funding sources together that are under Alameda CTC's programming authority. In addition, this section proposes the development of an allocation plan that identifies a two-year programming effort for all projects and programs at Alameda CTC. The third section focuses on *Implementation* and links the programming efforts of the Alameda CTC with its procurement and contracting policies as well as reporting procedures to ensure that the public is kept well informed on the use and benefits derived from the transportation investments in Alameda County. The final section, *Monitoring, Data Collection and Feedback Loops*, expands on how the annual performance monitoring, LOS monitoring and other data collection efforts performed at Alameda CTC should link directly into future cycles of long- and short-range transportation planning and programming. All of these efforts are also linked into the Regional Transportation Plan and regional funding actions. An overview of the policy framework is below:

- *Planning*: Long-range planning is the cornerstone of project and program identification and prioritization to meet the county's transportation vision and goals. The Countywide Transportation Plan is the document that establishes the county's vision for transportation and all programming efforts must reflect the vision and priorities of the CWTP. Future

proposed policies regarding implementation of this element will focus on strengthening current transportation planning efforts through the development of more specific modal plans to help identify and prioritize needs.

- *Strategic Investments:* Strategic investments in Alameda County will be consistent with the long-range CWTP and further define a set of short-range transportation planning and programming documents to ensure that projects and programs can move effectively into implementation. The proposed policies for this element will focus on improving the coordination of planning, monitoring and programming by better aligning both programmatic and capital investment programming processes, including the work completed to support the CMP. In addition, policies will focus on linking the selection of projects and programs to the performance measures adopted in the CWTP, as well as defining specific programming policies. This effort will take into account all fund sources on which the Alameda CTC takes action as shown in Attachment C.
- *Implementation:* Project and program implementation will be done through Alameda CTC professional contracting efforts or via contracts with partner agencies. When done through Alameda CTC contracting, Alameda CTC will maximize the amount of contracts that will go to Alameda County businesses to perform the work. The policies in this element are linked with the Alameda CTC procurement and contracting policy under development and which will come before the Commission in spring 2013. In addition, future policies that will be brought to the Commission will focus on aligning monitoring and reporting timelines for all fund sources as well as expanding the overall reporting on benefits of the projects and programs implemented throughout the County.
- *Monitoring, Data Collection and Feedback Loops:* The CMP requires on-going monitoring of Alameda County's roadway performance through Levels of Service reporting, an Annual Performance Report on all modes of transportation and how they are performing in relation to the adopted vision and goals of the CWTP, and a land use analysis which addresses how all types of development in Alameda County affect the transportation system. In addition to data being collected to meet the CMP requirements, Alameda CTC also performs annual bicycle and pedestrian counts, on-going monitoring of the Safe Routes to Schools Program and its capital projects, annual program compliance reports for Measure B and Vehicle Registration Fee funds, and reviews MTC's annual Pavement Condition Report of Bay Area Jurisdictions and Caltrans data. Future policy recommendations will support using data collected through these monitoring and reporting processes to provide feedback into the evaluation and selection of projects and programs for funding at Alameda CTC through the CWTP, and capital and program investment plans.

Future policies will be brought before the Commission in the coming months to address implementation of each of the above policy framework elements.

Fiscal Impact

There is no fiscal impact at this time.

Attachment(s)

Attachment A: Alameda CTC Adopted Transportation Vision and Goals from 2012 Countywide Transportation Plan

Attachment B: Feedback loop flow chart for Alameda CTC planning, programming and monitoring

Attachment C: Funding sources that are programmed by Alameda CTC.

Attachment A: Alameda CTC Adopted Transportation Vision and Goals from 2012 Countywide Transportation Plan

“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

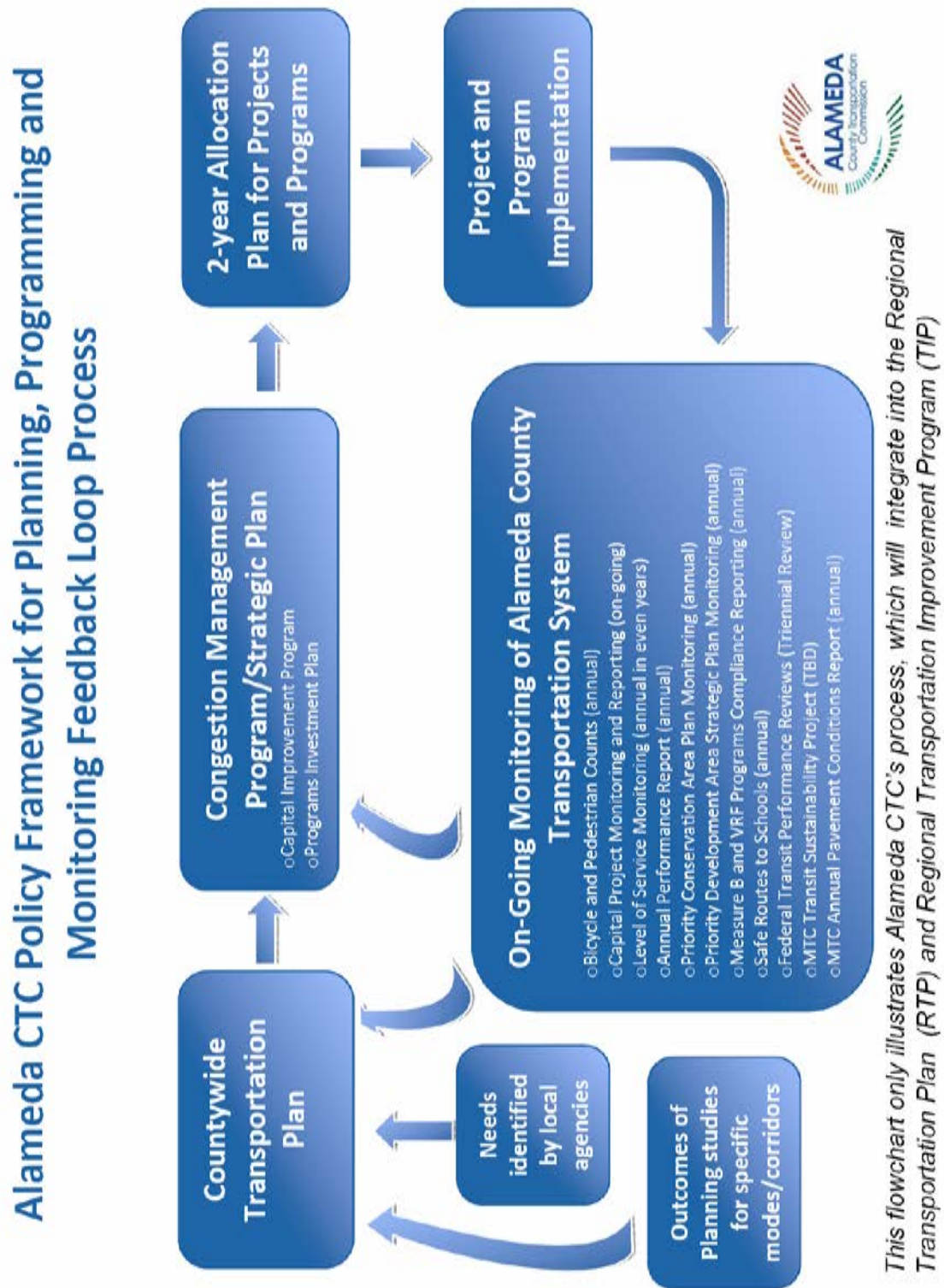
Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators and will be supported by these goals:

Our transportation system will be:

- *Multimodal*
- *Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies*
- *Integrated with land use patterns and local decision-making*
- *Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes*
- *Reliable and Efficient*
- *Cost Effective*
- *Well Maintained*
- *Safe*
- *Supportive of a Healthy and Clean Environment”*

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Attachment B: Feedback loop flow chart for Alameda CTC planning, programming and monitoring



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Attachment C: Funding Sources Programmed by Alameda CTC

Federal:

Surface Transportation Program. The Alameda CTC, as Alameda County's congestion management agency, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through funding from the reauthorization of federal funding for surface transportation, the legislation by which the Alameda CTC receives federal monies. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

Congestion Mitigation & Air Quality Program. The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

State and Regional:

State Transportation Improvement Program. Under state law, the Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a Fund Estimate (FE) that serves as the basis for financially constraining STIP proposals from counties and regions.

Transportation Fund for Clean Air Program (TFCA). State law permits the BAAQMD to collect a fee of \$4/vehicle/ year to reduce air pollution from motor vehicles. Of these funds, the District programs 60 percent; the remaining 40 percent are allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

Lifeline Transportation Program (LTP). Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for the LTP. The LTP provides funds for transportation projects that serve low income communities using a mixture of state and federal fund sources. The current program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute and State Proposition 1B funds. The make-up of this program will likely change due to the passage of MAP-21 and most of the Proposition 1B funds already allocated.

Local:

Measure B Program Funds: These include 60% of the sales tax dollars that are allocated to 20 separate organizations via direct pass-through funds or discretionary grant programs. In April 2012, the Alameda CTC entered into new Master Program Funding Agreements with all recipients, which require more focused reporting requirements for fund reserves. Agreements were executed Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority (WETA), Altamont Commuter Express (ACE), the Livermore Amador Valley Transit Authority (LAVTA), and the Bay Area Rapid Transit District (BART); cities include Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City (same agreement as for Union City Transit); and Alameda County.

The funds allocated to jurisdictions through the Master Program Funding Agreements include the following:

- Local Transportation, including local streets and roads projects (22.33 percent)
- Mass Transit, including express bus service (21.92 percent)
- Special Transportation (Paratransit) for seniors and people with disabilities (10.5 percent)
- Bicycle and Pedestrian Safety (5 percent)
- Transit-Oriented Development (0.19 percent)
- **Measure B Capital Funds:** These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.
- **Vehicle Registration Fee:** The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:
 - Local streets and roads (60 percent, allocated through MPFA)
 - Transit (25 percent, allocated through discretionary program)
 - Local transportation technology (10 percent, allocated through discretionary program)
 - Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

Local Exchange Program. Under this program, the Alameda CTC can exchange state and federal funds for local monies, giving project sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects that would otherwise have been delayed due to the lack of available STIP funding. The program includes projects such as bus purchases, overpasses, intermodal facilities, local road improvements and arterial management projects.

Other Funding Sources

There are numerous other funding programs that fund transportation investments in Alameda County, but the Alameda CTC does not have a direct role in programming these fund, including, but not limited to:

- Federal Disaster Assistance
- Federal Transit Sections 5300 series
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Bridge Tolls (Regional Measure 2) – sometimes Alameda CTC may have a role in identifying projects for these funds
- Local Gas Tax (Highway Users Tax Account)

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Memorandum

DATE: February 27, 2013

TO: Programs and Projects Committee

FROM: Matt Todd, Senior Transportation Engineer
John Hemiup, Senior Transportation Engineer

SUBJECT: Overview of the Measure B Special Transportation for Seniors and People with Disabilities Program

Recommendation

This item is for information only. No action is requested.

Summary

In 1986, Alameda County voters approved Measure B half-cent transportation sales tax, which was reauthorized in 2000. Collections of the sales tax approved in 2000 began in April 2002 and will continue through 2022.

In Fiscal Year (FY) 2011-12, the Alameda CTC received \$107.5 million in net sales tax revenues and allocated approximately 60% of the net sales tax revenues, \$64.5 million, to essential programs, services and projects in Alameda County. On a monthly basis, Alameda CTC distributes Measure B funds to twenty-one (21) agencies/jurisdictions through formulas defined in the voter approved 2000 Transportation Expenditure Plan (TEP). The programs, defined in the TEP, include Local Streets and Roads, Bicycle and Pedestrian, Mass Transit and the Special Transportation for Seniors and People with Disabilities (i.e. Paratransit).

The 2000 TEP allocates 10.45% of annual Measure B net revenues to fund Special Transportation Services for Seniors and People with Disabilities. In FY 2011-12, Measure B generated \$9.7 million in pass-through and \$1.5 million in grants funds for these programs. The services that are provided include:

1. **American with Disabilities Act (ADA) Mandated Paratransit:** Pass-through funds are distributed as prescribed in the TEP to AC Transit and BART to provide the majority of ADA mandated services for Alameda County residents. The pass-through distribution is 5.53% of annual net revenues.
2. **City Based Programs:** Pass-through funds are distributed through the funding formula (Attachment A) to 12 city-based programs and two (2) ADA mandated providers. The Commission approved the funding formula for these programs on February 23, 2012. The

city based programs benefit both seniors and people with disabilities. The two mandated ADA service providers are Union City Transit and Livermore-Amador Valley Transit Authority (LAVTA). The pass-through distribution is 3.39% of annual net revenues.

3. **Competitive Gap Grant Program:** These discretionary grant funds are available to both public agencies and non-profits to improve coordination, fill gaps and reduce differences in services that might occur based on geographic conditions in the County and individuals needing special services. Currently, a call-for-projects for the Paratransit Gap Grant Cycle 5 has been released, with applications due on March 4, 2013.

Discussion

The goal of the Alameda County Special Transportation for Seniors and People with Disabilities Program is to ensure that seniors and people with disabilities are able to meet their daily needs and maintain a high quality of life. The program accomplishes this by funding a range of specialized transportation services that provide pre-scheduled trips, same day trips and wheelchair-accessible trips, as well as other services for uniquely vulnerable populations. These programs will become more important as the senior population in Alameda County is expected to grow substantially over the next 20 years.

ADA Mandated Services

ADA mandated programs exist due to the 1990 federal Americans with Disabilities Act, which mandates that all public transit systems make their services fully accessible to all people, including those who, due to disability, cannot ride regular buses and trains. ADA mandated services are required by federal law to provide service that is comparable to regular bus and transit services. Paratransit services must be provided to individuals who travel within a 3/4 mile radius of a regular bus or rail route during the days and hours that those regular services are offered. Other requirements of the ADA mandated services are:

- Next-day service must be provided;
- Fares cannot be more than twice the standard fixed route fare;
- The provider must accept requests for all types of trips without prioritization;
- Service must be provided during the same hours as regular transit services;
- The provider cannot show a pattern or practice of denials;

Individuals who wish to use mandated paratransit in their area are required to complete an application and, in some cases, an interview to determine their eligibility.

In Alameda County, there are three ADA mandated programs. AC Transit and BART have partnered to form the East Bay Paratransit Consortium (EBP) which provides mandated service in these agencies' service areas. Livermore Amador Valley Transit (LAVTA) in the Tri-Valley area, and Union City Transit in the City of Union City also provide ADA mandated services. LAVTA and Union City Transit receive funding under the "City Based" portion of Measure B per the 2000 TEP. These agencies receive funding through the cities they serve, and offer ADA mandated and beyond ADA services, primarily in their service areas. In FY 2011-12 AC Transit

and BART received \$6.05 million, LAVTA \$0.14 million and Union City Transit \$0.28 million in net annual revenues.

Non-mandated Services

Non-mandated programs tend to be smaller than mandated services and allow more flexibility in how the local agency may design their programs. Each City in the County with a paratransit program has designed their program to meet the needs of consumers in their local jurisdiction. The major difference between the ADA mandated and non-mandated or “City-based” programs, aside from the absence of federal regulations, is that they may provide transportation services for seniors rather than exclusively those with disabilities, and that they offer a range of different types of services, including taxi, van service, volunteer driver and shuttle service.

Non-mandated programs receive 3.39% of annual net revenues of pass-through funds for paratransit services per the 2000 TEP that distributes funds to the planning areas as follows:

- North County = 1.24%
- Central County = 0.88%
- South County = 1.06%
- East County = 0.21%

Funds from each planning area *may not be transferred* into another area. The Commission approves the funding formula to allocate revenues monthly to the cities *within* each planning area.

The Paratransit Advisory and Planning Committee (PAPCO) is tasked in the 2000 TEP with development of the funding formula to distribute pass-through paratransit Measure B funds for non-mandated paratransit services to the cities in each planning area. The funding formula, approved in 2012, includes the following factors:

- Seniors age 70-79 (Census 2010)
- Seniors age 80+ (Census 2010)
- Low-income households earning less than or equal to 30% of Area Median Income (American Community Survey)

Based on the unavailability of reliable data relating to disability, the age based statistics are further weighted and act as a proxy for disability. Staff will continue to monitor available sources of data and, if appropriate, will propose revisions to the formula. At present, the funding formula will remain in effect until June 30, 2017.

Competitive Gap Grant Program

The 2000 Measure B TEP 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.” 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). To date approximately \$12.4 million of paratransit Measure B Gap Grant funds have

been awarded to sixty (60) transportation projects and programs for seniors and people with disabilities in Alameda County.

Paratransit Gap Grant Cycle 5 Program

The proposed Cycle 5 Gap Grant Program allows local agencies and non-profits to apply for projects. The Cycle 5 program will prioritize proposals that support:

- Mobility management activities that improve consumers' ability to access services.
- Improving coordination between programs.
- Providing multi-jurisdictional approaches in scope.

The proposed timeline for the Paratransit Gap Grant Cycle 5 Call for Projects is as follows:

- February 1, 2013 Issue Paratransit Gap Grant Cycle 5 Call for Projects
- February 7, 2013 Mandatory Applicant Workshop
- March 4, 2013 Grant applications due to Alameda CTC
- March-April 2013 Grant applications reviewed by Alameda CTC staff & PAPCO
- April 22, 2013 PAPCO recommends Cycle 5 Gap Grants for Commission approval
- May 23, 2013 Commission approves Cycle 5 Gap Grants
- June 1, 2013 Recipients submit resolutions
- July 1, 2013 Cycle 5 Gap Grant funding commences

Implementation Guidelines

The Implementation Guidelines for the Special Transportation Program for Seniors and People with Disabilities (Attachment B) provide the eligibility requirements for services that can be funded, partially or in their entirety, with Alameda CTC pass-through and grant funds as part of the Master Program Funding Agreement (MPFA). The Paratransit Gap Grant Cycle 5 Program Guidelines are consistent with the Implementation Guidelines. All ADA mandated paratransit services, city-based non-mandated programs, and grant projects funded with Measure B revenues must be in full compliance with these guidelines by the end of fiscal year 2012-2013. Projects and programs awarded Paratransit Gap Grant Cycle 5 program funding will need to comply with the Implementation Guidelines. The guidelines are reviewed annually by PAPCO and the Paratransit Technical Advisory Committee (TAC), and any proposed amendments are forwarded to the Commission for consideration. For example, optional grandfathered eligibility was added for taxi and city-based door-to-door programs for registrants below 70 years old who have used those programs in the prior fiscal year.

Paratransit Advisory and Planning Committee (PAPCO)

PAPCO consists of 23 members appointed by jurisdictions, county supervisors and transit agencies. All members are consumers of paratransit or accessible transportation, per previous Board direction. Alameda County is unique in that it does not include paratransit providers in the PAPCO committee, allowing for a distinct consumer forum for paratransit issues. There is also a Paratransit TAC composed of providers of Measure B funded services that meets jointly with PAPCO on a quarterly basis.

PAPCO meets the 4th Monday of most months and has reached quorum for every meeting for at least five years. The Committee makes recommendations to the Commission on the funding

formula for pass-through funds to City Programs, annual pass-through funds for all ADA mandated and City Programs, and recommends discretionary Gap Grant funding to qualified applicants. PAPCO maintains a number of standing and ad hoc subcommittees to help complete this work. These include Fiduciary Training and Finance, Funding Formula, Program Plan Review, Gap Grant Review, 5310 Scoring and Bylaws. The Committee has also placed a large emphasis on outreach and, per its Bylaws, requires every member to participate in at least one outreach activity annually.

Information and Outreach

The Alameda CTC's annual work plan includes an emphasis on information and outreach, to inform County residents of the different options in accessible transportation. The primary publication and reference is *Access Alameda: Transportation Services for Seniors and People with Disabilities in Alameda County*. An online version can be found at www.accessalameda.org. The Alameda CTC also maintains a Paratransit Hotline (1-866-901-7272 (or 1-866-901-PARA)) which is answered Monday-Friday by the Outreach and Education Coordinator.

The Team has also prepared a number of fact sheets to enhance outreach, which can be found on the Alameda CTC website. The *Provider Resource Toolkit*, which is published and available online at www.alamedactc.org/files/managed/Document/9932/ProvToolkit_Dec2012.pdf is another resource. The Alameda CTC distributes these and other resources at a variety of venues throughout the County. In 2012, staff attended 41 events, contacted 14 agencies for interagency outreach, and mailed materials to 83 organizations including senior centers and senior residences.

PAPCO and the Alameda CTC have sponsored nine Annual Mobility Workshops. The Workshop has become a Regional event, with local and national speakers sharing ideas and approaches related to key issues, trends or needs. The July 16, 2012 Workshop was titled *Paratransit at a Crossroads: Looking into the Future of Paratransit in Alameda County*. Attendees include consumers, advocates, public agency and non-profit staff, and elected officials. The next Annual Mobility Workshop is schedule for July 1, 2013 at the Ed Roberts Campus in Berkeley.

Attachment(s)

Attachment A:	Paratransit Funding Formula
Attachment B:	Implementation Guidelines

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Attachment A: Paratransit Funding Formula

Non-mandated Paratransit Services Funding for FY 2011-2012

Area		FY 11-12	
	Percentage per TEP	Percentage of funds	Funding
Source			
Alameda		11.83%	\$157,753
Albany		2.07%	\$27,660
Berkeley		13.76%	\$183,423
Emeryville		1.82%	\$24,269
Oakland			
Piedmont			
Oakland		70.51%	\$939,926
NORTH COUNTY TOTAL	1.24%	100.00%	\$1,333,031
Hayward			
Ashland			
Cherryland			
Castro Valley			
Fairview			
San Lorenzo			
Hayward		72.19%	\$682,929
San Leandro		27.81%	\$263,094
CENTRAL COUNTY TOTAL	0.88%	100.00%	\$946,022
Fremont		61.98%	\$706,249
Newark		13.47%	\$153,466
Union City		24.56%	\$279,811
SOUTH COUNTY TOTAL	1.06%	100.00%	\$1,139,527
Sunol			
Pleasanton			
Pleasanton		38.29%	\$86,449
Dublin			
Livermore			
LAVTA		61.71%	\$139,307
EAST COUNTY TOTAL	0.21%	100.00%	\$225,755
TOTAL FUNDING FOR NON-MANDATED PROGRAMS			\$3,644,336

Mandated Paratransit Services Funding for FY 2011-2012

Area		FY 11-12	
	Percentage per TEP		Funding
Source			
AC Transit	3.38%		\$3,633,586
BART	1.15%		\$1,236,279
NORTH COUNTY TOTAL	4.53%		\$4,869,865
AC Transit	0.76%		\$1,236,279
BART	0.34%		\$365,508
CENTRAL COUNTY TOTAL	1.10%		\$1,601,787

Grant Paratransit Services Funding for FY 2011-2012

ALAMEDA COUNTY TOTAL	1.43%		\$1,537,286
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2000 TEP TOTAL	10.45%
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Implementation Guidelines – Special Transportation Program for Seniors and People with Disabilities

These guidelines lay out the service types that are eligible to be funded with Alameda County Measure B and Vehicle Registration Fee (VRF) revenues under the Special Transportation Program for Seniors and People with Disabilities. All programs funded partially or in their entirety through Measure B or the VRF, including ADA-mandated paratransit services, city-based non-mandated programs, and grant-funded projects, must abide by the following requirements for each type of paratransit service. Programs must be in full compliance with these guidelines by the end of fiscal year 2012-2013.

Fund recipients are able to select which of these service types is most appropriate in their community to meet the needs of seniors and people with disabilities. Overall, all programs should be designed to enhance quality of life for seniors and people with disabilities by offering accessible, affordable, and convenient transportation options to reach major medical facilities, grocery stores and other important travel destinations to meet life needs.

The chart below summarizes the eligible service types and their basic customer experience parameters; this is followed by more detailed descriptions of each.

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
ADA Paratransit	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit
Door-to-Door Service	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit and seniors
Taxi Subsidy	Same Day	Varies	Origin-to-Destination	Seniors and people with disabilities
Wheelchair Van	Pre-scheduled & Same Day	Accessible	Origin-to-Destination	People with disabilities using mobility devices that require lift- or ramp-equipped vehicles
Accessible Shuttles	Fixed Schedule	Accessible	Fixed or Flexed Route	Seniors and people with disabilities
Group Trips	Pre-scheduled	Varies	Round Trip Origin-to-Destination	Seniors and people with disabilities
Volunteer Drivers	Pre-scheduled	Generally Not Accessible	Origin-to-Destination	Vulnerable populations with special needs, e.g. requiring door-through-door service or escort
Mobility Management and/or Travel Training	N/A	N/A	N/A	Seniors and people with disabilities
Scholarship/Subsidized Fare Programs	N/A	N/A	N/A	Seniors and people with disabilities

Note on ADA Mandated *Paratransit*: Programs mandated by the American's with Disabilities Act are implemented and administered according to federal guidelines that may supersede these guidelines; however all ADA-mandated programs funded through Measure B or the VRF are subject to the terms of the Master Programs Funding Agreement.

Interim Service for Consumers Awaiting ADA Certification: At the request of a health care provider, or ADA provider, city-based programs must provide interim service through the programs listed below to consumers awaiting ADA certification. Service must be provided within three business days of receipt of application.

City-based Door-to-Door Service Guidelines	
Service Description	<p>City-based door-to-door services provide pre-scheduled, accessible, door-to-door trips. Some programs allow same day reservations on a space-available basis. They provide a similar level of service to mandated ADA services. These services are designed to fill gaps that are not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips.</p> <p>This service type does not include taxi subsidies which are discussed below.</p>
Eligible Population	<p>People 18 and above with disabilities who are unable to use fixed route services or Seniors 80 years or older without proof of a disability.</p> <p>Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old.</p> <p><i>Cities may offer "grandfathered" eligibility to program registrants below 70 years old who have used the program regularly in the prior fiscal year as long as it does not impinge on the City's ability to meet the Implementation Guidelines.</i></p> <p><i>Program sponsors may use ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit), as proof of disability.</i></p>
Time & Days of Service	<p>At a minimum, service must be available five days per week between the hours of 8 am and 5 pm (excluding holidays).</p> <p>At a minimum, programs should accept reservations between the hours of 8 am and 5 pm Monday – Friday.</p>
Fare (Cost to Customer)	<p>Fares for pre-scheduled service should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance. Higher fares can be charged for "premium" same-day service.</p>
Other	<p>Door-to-Door programs must demonstrate that they are providing trips at an equal or lower cost than the ADA-mandated provider on a cost per trip and cost per hour basis. Programs cannot impose limitations based on trip purpose, but can impose per person trip limits to control program resources.</p>

Taxi Subsidy Service Guidelines	
Service Description	<p>Taxis provide curb-to-curb service that can be scheduled on a same-day basis. They charge riders on a distance/time basis using a meter. Taxi subsidy programs allow eligible consumers to use taxis at a reduced fare by reimbursing consumers a percentage of the fare or by providing some fare medium, e.g. scrip or vouchers, which can be used to cover a portion of the fare. These programs are intended for situations when consumers cannot make their trip on a pre-scheduled basis. This is meant to be a “premium” safety net service, not a routine service to be used on a daily basis.</p> <p>The availability of accessible taxi cabs varies by geographical area, but programs should expand availability of accessible taxi cabs where possible.</p>
Eligible Population	<p>People 18 and above with disabilities who are unable to use fixed route services or Seniors 80 years or older without proof of a disability.</p> <p>Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old.</p> <p><i>Cities may offer “grandfathered” eligibility to program registrants below 70 years old who have used the program regularly in the prior fiscal year as long as it does not impinge on the City’s ability to meet the Implementation Guidelines.</i></p> <p><i>Program sponsors may use ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit), as proof of disability.</i></p>
Time & Days of Service	24 hours per day/7 days per week
Fare (Cost to Customer)	<p>At a minimum, programs must subsidize 50% of the taxi fare.</p> <p>Programs can impose a cap on total subsidy per person. This can be accomplished through a maximum subsidy per trip, a limit on the number of vouchers/scrip (or other fare medium) per person, and/or a total subsidy per person per year.</p>

City-based Wheelchair Van Service	
Service Description	<p>Wheelchair 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 to ensure some availability of accessible vehicles in cities that do not have door-to-door programs or have limited door-to-door programs.</p> <p>These programs make use of fare mediums such as scrip and vouchers to allow consumers to pay for rides. These trips are sometimes provided through a cab company, but riders are generally not charged using a meter (usually cities have different payment structures arranged with the company operating the vans).</p>
Eligible Population	<p>People 18 and above with disabilities who use mobility devices that require a lift- or ramp-equipped vehicle.</p> <p><i>Program sponsors may use ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit), as proof of disability.</i></p>
Time & Days of Service	<p>At a minimum, service must be available five days per week between the hours of 8 am and 5 pm (excluding holidays) like a door-to-door program.</p> <p>At a minimum, programs should accept reservations between the hours of 8 am and 5 pm Monday – Friday.</p>
Fare (Cost to Customer)	<p>Fares for pre-scheduled or same-day service should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance.</p> <p>Programs can impose a maximum subsidy per trip, a limit on the number of vouchers per person, and/or a total subsidy per person per year.</p>
Other	<p>Wheelchair van programs should provide trips at an equal or lower cost than the ADA-mandated provider on a cost per trip and cost per hour basis.</p>

City Accessible Shuttle Service Guidelines	
Service Description	<p>Shuttles are accessible vehicles that operate on a fixed, deviated, or flex-fixed route and schedule. They serve common trip origins and destinations visited by eligible consumers. Common trip origins and destinations are: senior centers, medical facilities, grocery stores, BART stations, other transit stations, community centers, commercial districts, and post offices.</p> <p>Shuttles should be designed to supplement existing fixed route transit services. Routes should not necessarily be designed for fast travel, but to get as close as possible to destinations of interest, often going into parking lots or up to the front entrance of a senior living facility. Shuttles allow for more flexibility than pre-scheduled paratransit service, and are more likely to serve active seniors who do not drive and are not ADA paratransit registrants.</p>
Eligible Population	Shuttles should be designed to appeal to older people, but can be made open to the general public.
Time and Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	Fares should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance.
Cost of Service	By end of FY12/13, the cost per one-way person trip must be \$20 or lower, including transportation and direct administrative costs.
Other	<p>Shuttles are required to coordinate with the local fixed route transit provider.</p> <p>Shuttle routes and schedules should be designed with input from the senior and disabled communities and any new shuttle plan must be submitted to the Alameda CTC for review prior to requesting funding to ensure effective design.</p> <p>Deviations and flag stops are permitted at discretion of program sponsor.</p>

Group Trips Service Guidelines	
Service Description	Group trips are round-trip rides for pre-planned outings or to attend specific events or go to specific destinations for fixed amounts of time, e.g. shopping trips, sporting events, or community health fairs. Trips usually originate from a senior center or housing facility and are generally provided in accessible vans and other vehicle types or combinations thereof. These trips are specifically designed to serve the needs of seniors and people with disabilities.
Eligible Population	At discretion of program sponsor.
Time and Days of Service	Group trips must begin and end on the same day.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Programs can impose mileage limitations to control program costs.

Volunteer Driver Service Guidelines	
Service Description	<p>Volunteer driver services are pre-scheduled, door-through-door services that are generally not accessible. These programs rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. This service type meets a key mobility gap by serving door-through-door trips for more vulnerable populations. This is a complementary gap-filling service.</p> <p>Volunteer driver programs may also have an escort component where volunteers accompany consumers, who are unable to travel in a private vehicle, on ADA trips.</p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Program sponsors can use Measure B funds to pay for volunteer mileage reimbursement purposes or an equivalent financial incentive for volunteers and/or administrative purposes.

Mobility Management and/or Travel Training Service Guidelines	
Service Description	<p>Mobility management and/or travel training play an important role in ensuring that people use the “right” service for each trip, e.g. using EBP from Fremont to Berkeley for an event, using a taxi voucher for a same-day semi-emergency doctor visit, and requesting help from a volunteer driver or group trips service for grocery shopping. Mobility management covers a wide range of activities, such as travel training, escorted companion services, coordinated services, trip planning, and brokerage.</p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	N/A
Other	<p>Programs must specify a well-defined set of activities that will be undertaken in a mobility management or travel training program.</p> <p>The mobility management plan or travel training program must be submitted to the Alameda CTC for review prior to requesting funding to ensure effective design.</p>

Scholarship/Subsidized Fare Program Guidelines	
Service Description	Scholarship or Subsidized Fare Programs can subsidize any service for customers who are low-income and can demonstrate financial need.
Eligible Population	Subsidies can be offered to low-income consumers with demonstrated financial need; these consumers must also meet the eligibility requirements of the service for which the subsidy is being offered. Low income should be considered 30% AMI (area median income) or lower.
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	Program sponsors must describe how financial means testing will be undertaken. If program sponsors include subsidized East Bay Paratransit (EBP) tickets in this program, no more than 3% of their pass-through funds may be used for these tickets.

Meal Delivery Service Guidelines	
Service Description	Meal Delivery Programs deliver meals to the homes of individuals who are transportation disadvantaged. Although this provides access to life sustaining needs for seniors and people with disabilities, it is not a direct transportation expense.
Eligible Population	For currently operating programs, at discretion of program sponsor.
Time and Days of Service	For currently operating programs, at discretion of program sponsor.
Fare (Cost to Customer)	For currently operating programs, at discretion of program sponsor.
Other	Currently operating programs can continue to use Measure B funds for these service costs, but new meal delivery services cannot be established.

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ONE BAY AREA GRANT, MEASURE B, VEHICLE REGISTRATION FEE

Coordinated Call for Projects



ALAMEDA COUNTY COORDINATED CALL FOR PROJECTS NOTICE

\$65.2 Million in Funding for Transportation Projects

Fiscal Year 2012-2013 Coordinated Programming

The Alameda County Transportation Commission (Alameda CTC) plans, funds and delivers transportation projects and programs within Alameda County. This includes programming federal, state and local transportation funds.

Alameda CTC is requesting applications for transportation projects through its FY 2012/13 Coordinated Call for Projects. The fund sources in this unified call for projects:

- \$53.9 million in Federal One Bay Area Grant (OBAG) Funds (From Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds)
- \$2.5 million in Measure B Bicycle/Pedestrian Countywide Discretionary Funds
- \$2.2 million in Measure B Countywide Express Bus Service Funds
- \$1.5 million in Vehicle Registration Fee (VRF) Pedestrian and Bicycle Access and Safety Program Funds
- \$5 million in VRF Transit for Congestion Relief Program Funds

Eligible applicants:

- Public agencies that operate within Alameda County.
- Nonprofit, community-based organizations that meet Alameda CTC requirements are eligible to apply for Measure B Bicycle and Pedestrian CDF funding.

Projects will be selected for the available funding based on project eligibility, merit and deliverability within established deadlines.

Applications are due by 3 p.m. on Friday, March 15, 2013.

CALL FOR PROJECTS SCHEDULE

- Application Workshop at Alameda CTC Offices: February 7, 2013, 1:30 p.m.
- Grant Applications Due: March 15, 2013 by 3 p.m.
- Grant Review and Evaluation: April-May 2013
- Alameda CTC Adoption of Final Coordinated Program: June 2013
- Federal Highway Administration Approval of Federal Funds: Fall 2013 (estimated)

APPLICATION MATERIALS

Application and Program Guidelines are posted on Alameda CTC's website: http://www.alamedactc.org/news_items/index/3

For additional information, contact:

Vivek Bhat, Senior Transportation Engineer, (510) 208-7430, vbhat@alamedactc.org

Jacki Taylor, Program Analyst, (510) 208-7413, jtaylor@alamedactc.org

Matt Todd, Principal Transportation Engineer, (510) 208-7420, mtodd@alamedactc.org

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Memorandum

Date: February 27, 2013

To: Programs and Projects Committee

From: Stewart D. Ng, Deputy Director for Programming and Projects
Jim Richards, Project Controls Team

Subject: **Dumbarton Rail Corridor (ACTIA No. 25) – Approval of the Deadline Extension for Environmental Clearance and Full Funding for the Measure B Transportation Sales Tax Program Funded Project**

Recommendation

It is recommended that the Commission approve a Deadline Extension for Environmental Clearance and Full Funding for the Dumbarton Rail Corridor Project in the ACTIA Measure B Transportation Sales Tax Program as described below:

1. Approve two one-year extensions to the Environmental Clearance and Full Funding deadlines from March 31, 2013 to March 31, 2015.

Summary

The ACTIA Measure B Transportation Sales Tax Program, approved by the voters in 2000, includes a set of “Implementing Guidelines” for the administration of the Measure B fund. These guidelines include a deadline requirement for each Measure B capital project to secure environmental approvals and full funding in a timely manner. The guidelines also include a provision for project sponsors to appeal to the Alameda CTC for one or more one-year extensions to one or both of the deadlines.

Background

The Alameda County Transportation Improvement Authority (“ACTIA”) and San Mateo County Transportation Authority (“SPONSOR”), entered into Project Funding Agreement No. A05-0007, dated March 24, 2005 (“AGREEMENT”) for the Preliminary Engineering/Environmental Phase of ACTIA No. 25, Dumbarton Corridor Project (“PROJECT”). The deadline in the AGREEMENT for the project achieving Environmental Clearance and Full Funding was April 1, 2007, with provisions for one-year extensions to the deadline, if approved by the ACTIA Board.

In December 2006, the ACTIA Board authorized two one-year extensions of the Environmental Clearance and Full Funding deadline to April 1, 2009.

On March 24, 2010, the ACTIA Board extended both the Environmental Clearance and Full Funding deadlines to March 31, 2011.

On June 24, 2010, by resolutions adopted by the ACTIA Board and the Board of the Alameda County Congestion Management Agency (“ACCMA”), ACTIA and ACCMA took the final actions to create the ALAMEDA CTC, a joint powers authority, with all of ACTIA and ACCMA’s functions and responsibilities. ACCMA and ACTIA were terminated as of the close of business on February 29, 2012, with Alameda CTC designated as the successor entity. All of its predecessors’ functions and responsibilities have been assigned to, and accepted by, Alameda CTC.

On March 15, 2011, the Alameda County Transportation Commission extended both the Environmental Clearance and Full Funding deadlines to March 31, 2013.

A summary of the current environmental approvals and full funding deadlines for projects with approved extensions is provided in Table 1 below. The recommended extensions are noted in the table.

Table 1: Summary of Current Deadlines for Projects with Approved Extensions				
ACTIA Project No.	Project Name	Sponsor	Board Approved Extension	
			Environmental Clearance Deadline	Full Funding Deadline
ACTIA 25	Dumbarton Rail Corridor	SMCTA	3/31/2013 Requesting two one-year extensions to 3/31/2015	3/31/2013 Requesting two one-year extensions to 3/31/2015

Fiscal Impacts

There are no fiscal impacts at this time.



Memorandum

DATE: February 27, 2013

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Hank Hauge, Project Controls Team

SUBJECT: **Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238) – Authorization to Execute Amendments to Project Funding Agreements to Transfer Funds from the Right-of-Way to the Construction Phase of the Project**

Recommendation

It is recommended that the Commission authorize the Executive Director to execute amendments to project funding agreements with the City of Hayward for the Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238) to transfer funds from the Right-of-Way to the Construction phase of the project.

Summary

On February 26, 2013, staff received a letter from the City of Hayward (Attachment A) requesting amendments to two existing Project Funding Agreements with the Alameda CTC for the Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238). The recommended action will allow the project sponsor (City of Hayward) to use remaining, previously allocated Right-of-Way phase funds to complete the Construction phase of the project.

Table 1 below summarizes the Measure B commitment to this project.

Table 1: Summary of Measure B Commitment Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238)		
Description	Amount (\$ x 1,000)	Balance (\$ x 1,000)
Total Measure B Commitment (from Adopted 2011-12 Strategic Plan)	NA	\$ 80,000
Previously Allocated Total	\$ 80,000	\$ 0
Remaining Programmed Balance		\$ 0

Background

The Route 238/Mission-Foothill-Jackson Corridor Improvement project in the City of Hayward is included in the amended 1986 Measure B Expenditure Plan and in the adopted 2012-13 Strategic Plan. The Plan identifies \$80 million in Measure B funds for this project.

On February 26, 2013, staff received a letter from the City of Hayward (Attachment A) requesting amendments to two existing Project Funding Agreements with the Alameda CTC for the Route 238/Mission-Foothill-Jackson Corridor Improvement project to transfer funds from the Right-of-Way to the Construction phase of the project. The project is sponsored by the City of Hayward and is funded by Measure B, local sources and future State Local Alternative Transportation Improvement Program (LATIP) funds.

The project was advertised and awarded by the City of Hayward and is currently under construction by Top Grade Construction Inc. The project is expected to be completed and open to traffic by July 2013.

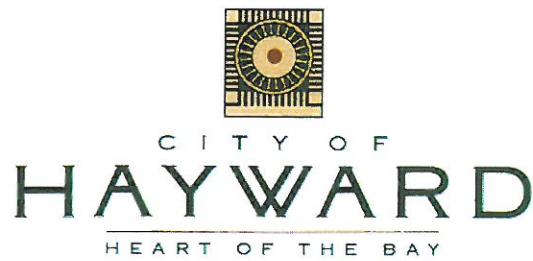
Staff recommends approval of the proposed action to authorize the administrative actions and agreement amendments necessary to transfer funds, as requested.

Fiscal Impact

Approval of the recommended action is fiscally neutral, as the requested action reassigns existing allocation authority to other eligible project phases.

Attachment(s)

Attachment A: City of Hayward letter dated February 26, 2013



February 26, 2013

Alameda County Transportation Improvement Authority
1333 Broadway, Suite 300
Oakland, CA 94612

Attention: Hank Haugse
ACTA – PROJECT SPECIFIC FUNDING AGREEMENTS
No. A08-0001 and No. A09-0002
CITY OF HAYWARD (MB 238) MISSION/FOOTHILL CORRIDOR PROJECT

Dear Mr. Haugse,

In accordance with our Project Specific Funding Agreements for the Mission/Foothill Corridor Project (MB 238), we are requesting a redistribution of funds within and between the ROWS/ROWC agreements to the Construction Capital agreement. We have attached two documents entitled Exhibit I that detail our request to modify the Measure B Funding Obligation distribution within each agreement's project phases.

The City concurs with ACTS's accounting of the remaining project Phase fund balance amounts. This request will decrease project Phase funding amounts by those remaining balance amounts as follows:

- Right-of-Way Support \$237,531.85
- Right-of-Way Capital \$684,918.85
- Construction Support \$385,704.58

The Construction Capital Phase fund increase of \$1,308,155.28 will correspond to the decreased amounts in the four funds noted above.

There is no change to the overall project funding obligation.

Any questions should be directed to our Project Manager, Kevin Briggs. You may contact Mr. Briggs at 510-583-4760.

Sincerely,

MORAD FAHKRAI
Director of Public Works - Engineering & Transportation

KB/jc
Enclosures

cc: Kevin Briggs
Yaw Owusu
Chron File

DEPARTMENT OF PUBLIC WORKS
ENGINEERING & TRANSPORTATION

777 B STREET, HAYWARD, CA 94541-5007
TEL: 510/583-4730 • FAX: 510/583-3620 • TDD: 510/247-3340

Exhibit I

The tables in Section I (6) of ACTA A09-0002 are replaced with the following tables:

CONSTRUCTION SUPPORT PHASE	Measure B Funding Obligations			
	Prior Years	10/11	11/12	TOTAL
Contracts		\$ 2,445,000.00	\$ 169,295.42	\$ 2,614,295.42
SPONSOR Staff		\$ 1,200,000.00	\$ 1,200,000.00	\$ 2,400,000.00
PHASE TOTAL		\$ 3,645,000.00	\$ 1,369,295.42	\$ 5,014,295.42

CONSTRUCTION CAPITAL PHASE	Measure B Funding Obligations			
	Prior Years	10/11	11/12	TOTAL
Contracts	\$ 6,700,000.00	\$ 21,025,000.00	\$ 14,983,155.28	\$ 42,708,155.28
PHASE TOTAL	\$ 6,700,000.00	\$ 21,025,000.00	\$ 14,983,155.28	\$ 42,708,155.28

ALL PHASES	Measure B Funding Obligations			
	Prior Years	10/11	11/12	TOTAL
FUNDING AGREEMENT TOTAL	\$ 6,700,000.00	\$ 24,670,000.00	\$ 16,352,450.70	\$ 47,722,450.70

The Tables in Section I (6) of ACTA A08-0001 are replaced with the following tables:

PS&E PHASE	Measure B Funding Obligations		
	07/08*	08/09	09/10
Contracts	\$ 100,000.00	\$ 6,608,869.00	\$ 6,708,869.00
SPONSOR Staff	\$ 100,000.00	\$ 500,000.00	\$ 247,899.00
PHASE TOTAL	\$ 200,000.00	\$ 7,108,869.00	\$ 7,556,768.00

RIGHT-OF-WAY SUPPORT PHASE	Measure B Funding Obligations		
	07/08*	08/09	09/10
Contracts	\$ 140,000.00	\$ 290,000.00	\$ 178,103.61
SPONSOR Staff	\$ 80,000.00	\$ 180,000.00	\$ 294,364.54
PHASE TOTAL	\$ 220,000.00	\$ 470,000.00	\$ 1,162,468.15

RIGHT-OF-WAY CAPITAL PHASE	Measure B Funding Obligations		
	07/08*	*08/09	09/10
Contracts		\$ 22,058,313.15	\$ 22,058,313.15
SPONSOR Staff			
PHASE TOTAL	\$ -	\$ 22,058,313.15	\$ -

ALL PHASES	Measure B Funding Obligations		
	07/08*	08/09	09/10
FUNDING AGREEMENT			
PHASE TOTAL	\$ 420,000.00	\$ 29,637,182.15	\$ 720,367.15

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