

Attention!!!

Please note that the November 28, 2011 PAPCO meeting will be from 1 to 3:30 p.m. at 1333 Broadway, Suite 300. Please plan your transportation accordingly. The agenda packet is enclosed.

If you have any additional questions, please contact Naomi at (510) 208-7469.

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Paratransit Advisory and Planning Committee Meeting Agenda

Monday, November 28, 2011, 1 to 3:30 p.m.

Meeting Outcomes:

- Review the draft Mid-Year Report Form
- Convene a subcommittee on the funding formula and Gap policy
- Discuss the funding formula and Gap policy
- Receive a report from East Bay Paratransit (EBP)
- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP)

1:00 – 1:12 p.m. **1. Welcome and Introductions**

Sylvia Stadmire

1:12 – 1:15 p.m. **2. Public Comment**

Public

1:15 – 1:20 p.m. **3. Approval of October 24, 2011 Minutes**

Sylvia Stadmire

[03 Joint TAC PAPCO Meeting Minutes 102411.pdf](#) –
Page 1

[03A PAPCO Meeting Minutes 102411.pdf](#) – **Page 9**

1:20 – 1:35 p.m. **4. Review of the Draft Mid-year Report Form**

Staff

[04 Draft FY11-12 Mid-year Report Form.pdf](#) – **Page 17**

PAPCO members will review the draft mid-year compliance report form due to Alameda CTC on February 1, 2012.

1:35 – 1:45 p.m. **5. Convening of Funding Formula and Gap Policy Joint Subcommittee**

PAPCO

[05 FF Subcommittee Information.pdf](#) – **Page 25**

PAPCO members will convene a Funding Formula and Gap Policy Joint Subcommittee to meet on December 5, 2011 from 11 a.m. to 2 p.m.

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- 1:45 – 2:45 p.m. **6. Discussion on the Funding Formula and Gap Policy** |
Staff [06 Memo on Funding Formula.pdf](#) – **Page 27**
PAPCO members will review the current formula for the distribution of Measure B funds, discuss the reasons for revising the formula, and brainstorm ideas for developing a new formula that will determine the allocation of funds beginning in fiscal year 2012-2013.
- 2:45 – 3:05 p.m. **7. Report from EBP on the Interactive Voice Response (IVR) Web-based Scheduling Software Gap Grant** |
EBP Staff [07 Progress Report A08-0025.pdf](#) – **Page 33**
EBP staff will report on the IVR grant project.
- 3:05 – 3:15 p.m. **8. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation** |
PAPCO [08 PAPCO Calendar of Events.pdf](#) – **Page 37**
[08A PAPCO Appointments.pdf](#) – **Page 39**
[08B PAPCO FY11-12 Work Plan.pdf](#) – **Page 41**
- 3:15 – 3:20 p.m. **9. Committee Reports** |
Sharon Powers A. East Bay Paratransit Service Review Advisory
and Harriette Committee (SRAC)
Saunders B. Citizens Watchdog Committee (CWC)
- 10. Mandated Program and Policy Reports** |
[10 SRAC Minutes 090611.pdf](#) – **Page 45**
[10A Transit Correspondence.pdf](#) – **Page 51**
- 3:20 – 3:30 p.m. **11. Information Items** |
Staff A. Mobility Management
[11A New Freedom Grant Recipients.pdf](#) – **Page 53**
B. Outreach
C. CWTP-TEP Status Update/Input
[11C CWTP-TEP Overview.pdf](#) – **Page 67**
[11C1 Regional SCS-RTP CWTP-TEP Process.pdf](#) –
Page 69

12. Draft Agenda Items for January 23, 2012 PAPCO |

- A. Recommendation on Annually Renewed Paratransit Coordination Contract
- B. Funding Formula and Gap Policy Recommendation
- C. Gap Grant Reports – Travel Training
- D. Summary Report from EBP – Customer Survey Report
- E. Quarterly Report from Alameda and Hayward

3:30 p.m.

13. Adjournment

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Next PAPCO Meeting:

Date: January 23, 2011

Time: 1 to 3:30 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Next Joint PAPCO/TAC Meeting:

Date: February 27, 2011

Time: 1 to 3:30 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

John Hemiup, Senior Transportation
Engineer
(510) 208-7414

Naomi Armenta, Paratransit Coordinator
(510) 208-7469

jhemiup@alamedactc.org

narmenta@alamedactc.org

Location Information: Alameda CTC is located in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: <http://www.alamedactc.com/directions.html>.

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.



Alameda CTC Joint Paratransit Technical Advisory Committee and Paratransit Advisory and Planning Committee

Meeting Minutes

Tuesday, October 24, 2011 at 12:30 p.m., 1333 Broadway,
Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

TAC Members:

<u>A</u> Beverly Bolden	<u>A</u> Karen Hemphill	<u>A</u> Joann Oliver
<u>A</u> Melinda Chinn	<u>P</u> Kim Huffman	<u>P</u> Gail Payne
<u>A</u> Anne Culver	<u>P</u> Drew King	<u>A</u> Mary Rowlands
<u>A</u> Pam Deaton	<u>A</u> Jackie Krause	<u>A</u> Mia Thibeaux
<u>A</u> Louie Despeaux	<u>P</u> Kadri Kulm	<u>P</u> Laura Timothy
<u>A</u> Jeff Flynn	<u>P</u> Kevin Laven	<u>A</u> Kelly Wallace
<u>P</u> Shawn Fong	<u>P</u> Isabelle Leduc	<u>A</u> Mark Weinstein
<u>A</u> Brendalynn Goodall	<u>P</u> Wilson Lee	<u>A</u> Victoria Williams
<u>A</u> Brad Helfenberger	<u>A</u> Hakeim McGee	<u>P</u> David Zehnder
	<u>A</u> Cindy Montero	
	<u>A</u> Mallory Nestor	

PAPCO Members:

<u>P</u> Sylvia Stadmire, Chair	<u>P</u> Sandra Johnson-Simon	Hendrickson
<u>P</u> Will Scott, Vice-Chair	<u>P</u> Gaye Lenahan	<u>P</u> Michelle Rousey
<u>P</u> Aydan Aysoy	<u>P</u> Jane Lewis	<u>P</u> Clara Sample
<u>P</u> Larry Bunn	<u>P</u> Jonah Markowitz	<u>P</u> Harriette Saunders
<u>A</u> Herb Clayton	<u>P</u> Betty Mulholland	<u>A</u> Maryanne Tracy-Baker
<u>P</u> Shawn Costello	<u>A</u> Rev. Carolyn Orr	<u>P</u> Esther Waltz
<u>P</u> Herb Hastings	<u>P</u> Sharon Powers	<u>P</u> Renee Wittmeier
<u>P</u> Joyce Jacobson	<u>P</u> Vanessa Proee	<u>P</u> Hale Zukas
	<u>P</u> Carmen Rivera-	

Staff:

<u> P </u> Matt Todd, Manager of Programming	<u> P </u> Cathleen Sullivan, Nelson/Nygaard
<u> P </u> John Hemiup, Senior Transportation Engineer	<u> P </u> Krystle Pasco, Acumen Building Enterprise, Inc.
<u> P </u> Naomi Armenta, Paratransit Coordinator	<u> P </u> Vida LePol, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Paratransit Coordinator Naomi Armenta called the meeting to order at 12:35 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Jennifer Cullen, Senior Support Program of the Tri-Valley; Tammy Siu, City of Oakland; Jeff Weiss, Bay Area Community Services; David Zehnder, City of Newark

2. Public Comment

There were no public comments.

3. Discussion on Draft Paratransit Implementing Guidelines

Naomi introduced the Draft Paratransit Implementing Guidelines and gave a brief overview of the current agreement and guidelines process. She stated that these implementing guidelines supplement the new Master Programs Funding Agreements between the Alameda CTC, city-based mobility programs for seniors and people with disabilities, and Americans with Disabilities Act (ADA) paratransit providers that receive Measure B pass-through funding. She said these guidelines specify the rules that these programs must follow in their use of Measure B funds and, where applicable, the Vehicle Registration Fee (VRF) funds.

She stated that the Measure B Expenditure Plan does not provide program development, but it does specify funding allocations in the planning areas. She stated that PAPCO was responsible for allocating the funding between those cities. PAPCO has set up several review processes including a semi-annual report and program planning application every year. PAPCO has review subcommittees, and staff talks to program managers individually about their

proposed plan. These programs get a high level of scrutiny, more than any other pass-through program that Measure B funds.

In 2006, PAPCO implemented Minimum Service Level guidelines for city-based programs to provide a baseline of service for the consumer, similar to the ADA programs. The committee wanted to make sure that there is a baseline of consistent service for everyone in the county.

Also in 2006, PAPCO worked on new paratransit agreements, which are about to expire, so Alameda CTC is developing new Master Programs Funding Agreements for all pass-through fund programs, and plans to make these agreements more uniform across programs.

Cathleen thanked all members for their extensive comments and input on the implementing guidelines, and stated that they had an opportunity at the subcommittee meeting last week to spend over 3 hours with TAC and PAPCO members to discuss the guidelines. Cathleen stated that via PAPCO recommendation and the Alameda CTC Board approval, the Commission can revise these guidelines without amending the Master Programs Funding Agreements.

Cathleen stated that these guidelines are mandatory; therefore all programs funded partially or in full by Measure B revenue must abide by these guidelines. Programs must be in full compliance with the guidelines by the end of fiscal year 2012-2013. Any new service that starts after adoption of these guidelines must abide by the guidelines.

Cathleen led the Paratransit Implementing Guidelines discussion, and introduced the minimum service levels as well as each topic within the draft implementing guidelines (see Attachment 03: Paratransit Implementing Guidelines). PAPCO and TAC members provided input on the following topics.

Taxi Subsidy Services

Member input and staff responses:

- Under taxi services, programs must subsidize a minimum 50 percent of taxi fare. Why is the program imposing a cap on total subsidy per person? Staff stated that the subsidy is at the minimum level, but

programs can do more if they wish. Staff has removed the previous recommendation of \$3.

- Others members stated that everyone does not have ready cash all the time to take taxi. Staff stated that it is up to the cities to decide how much funding they will use for their taxi services.
- For taxi programs, the North County plans to explore the voucher system. If so, what is left for the pilot program to do? Staff stated that the pilot program only serves the North County, and we are in the process of exploring some of these issues.
- Members were concerned about the accessible taxis with meters. One member stated she has had lengthy conversations with taxis drivers regarding meters and wheelchairs. Taxi drivers do not want to waste time putting wheel chairs in their taxis since they are not being paid for their time. She is disappointed that ramp taxis are not mandated. Another member stated that lift-equipped/accessible vans should all have meters, and Alameda CTC should write this into the guidelines for taxi vehicles that want to be in this program. Staff stated that we could work toward some of these programs in the future.

City-based Door-to-Door Services

Member input and staff responses:

- A member raised concerns over the “Time & Days of Service” in the guidelines for the door-to-door services. Service is available five days per week between the hours of 8 a.m. and 5 p.m. (excluding holidays). The member stated that Emeryville has one bus and one driver, and Emeryville cannot do the 8 a.m. to 5 p.m. program, since the program is mandatory. The member wanted to know how to resolve this issue. Staff informed members that Alameda CTC has about a year to work things out. Members asked for exceptions to be allowed. Staff stated that there is room for exceptions, and the guidelines reflect that.
- Another member said the door-to-door service is just like AC transit. The member stated that there is a huge group of consumers who use the service but are not ADA eligible. The Member asked that a statement be put in the guidelines to clarify that this service is for people who are not ADA eligible. A member stated that maybe they could change the second sentence to “Cities may provide service to consumers who are younger than age 80, but not younger than 70 years old.”

- A member asked about the ADA clientele and accessible vans, and taxis that do support wheel chairs. The member stated that the idea is to have accessible vans and taxis that can support wheelchairs, and if that can be accomplished, then it does not matter if they are ADA-certified or not, because everybody that has a need for the service will be able to use those services. Staff stated that accessible vans and taxis are definitely an allowable expense. Staff stated the availability of these accessible vans and taxis that support wheelchairs is an issue that needs to be worked on. Staff also stated that programs should expand availability to accessible vans and taxis as much as possible.

City Accessible Fix Route Shuttles

Member input and staff responses:

- A member talked about AC Transit changing routes, and diminishing bus lines, further decreasing the coverage area. The member wanted to know if consumers will lose accessibility to AC Transit. The member also stated that AC Transit needs to change its handicap stickers and put them where people can see them.
- Members were concerned about how policies will affect these new guidelines. Staff stated that Alameda CTC can pursue these in the future.
- A member stated that Berkeley was able to target and subsidize low-income people for their taxis rides. He stated that it takes about 10 years to be able to get a billable taxi permit to use accessible vans and taxis that support wheelchair programs. The member stated that Berkeley creates some incentive for taxi drivers who bring accessible van and taxis that support wheelchairs into their city. Staff stated that they are hoping that we can dive into some of these issues with the Coordination and Mobility Management Planning program.
- A member stated that because Albany is a small city, it has one accessible van, but can fit several programs in. Staff stated that we will try and provide technical assistance for programs through next year.
- A member said that actual rides are more expensive than the funded paper tickets that East Bay Paratransit provides. Staff stated that funds have a limit on how many tickets consumers can purchase.
- Another member stated that sometimes Gap money has gone to nonprofit organizations that do not receive grant funding, and do not have master agreements in place. Therefore, if they do not have the

master agreement in place for Measure B funding, do the guidelines still apply? Staff stated that changes to the Implementing Guidelines will be attached to the Master Programs Funding Agreement that goes to the jurisdictions for approval, and this will make the process easier to make guidelines changes in the future. The desire is to have the new agreement and guidelines in place by April 1, 2012. Gap grant awards follow specific grant program guidelines that are a separate document from the Implementing Guidelines.

Esther Ann Waltz made a motion to approve and move the Implementing Guidelines to the Board, with one change on page 3 (change “and” to “and/or” in the second to last sentence of “Service Description”). Shawn Costello seconded the motion. The motion carried unanimously (10-0).

4. Quarterly Education and Training – Input on Draft Transportation Expenditure Plan

Cathleen introduced Holly Kuljian to the group who opened the discussion. She explained that Alameda CTC recently prepared a draft Countywide Transportation Plan (CWTP) that identifies current and future transportation needs. With community input, Alameda CTC is also developing a Transportation Expenditure Plan (TEP). The TEP will contain a package of transportation improvements around the county to be funded by an extension and possible increase of the current sales tax dedicated for this purpose. She stated that the TEP will be submitted to the voters of Alameda County for approval.

If the plan appears on the 2012 ballot, as anticipated, it will require a two-thirds majority to pass. The existing Measure B will continue to be collected until 2022, unless it is replaced by a new measure. She stated that Alameda CTC is considering a reauthorization of the TEP because the current Measure B capital projects are under construction or soon to be built, and the economic downturn has reduced funding for many programs supported by Measure B.

She passed a questionnaire around to all members for them to fill out and return to her. She stated that the answers will help set priorities for the projects included in the TEP. She also said that there are many community workshops going on right now, and members who are interested should see her after the meeting.

Member input and staff responses:

- Members wanted to know: What percentage will go to the group of seniors and people with disabilities? Which programs that receive current funding are in the plan? Staff stated that their understanding is that additional funding will not be allocated to new projects under the new measure.
- A member asked if there will be emergency funds, so that the city does not have to shut down. Another member stated she is having a problem understanding the current measure, which will expire in 2022. She said it's written in the fact sheet that the existing Measure B will continue to be collected until 2022, unless it is replaced by a new measure. Staff stated that current funding will stay as is. The input they are gathering now is about how to implement future funds. Staff stated that the language in the fact sheet will need to be corrected if a new measure passes in 2012.
- A member wanted to know what is in the new measure for students and seniors. Another member wanted to know if county funds will be reduced. She needs ongoing funds to cover her county programs. Other members wanted to know that if the new half-cent measure passes, will the new half cent be added to the old half cent to make it one cent? Staff stated it will be two separate measures. The current measure will stay as is until 2022, at which point, it will expire. Based on the current proposal, the new measure will add another half cent on top of the old measure. After 2022, it will extend to one full cent. The new half cent will extend to 2042.
- Members also voiced concern about not understanding the new measure B as well as additional concerns about how the funds will be exhausted and why seniors will get small percentage of the funds, when senior are in dire need of more funds for their programs; and how difficult it is to get transportation after 5 p.m.

5. Draft Agenda Items for Next Meeting

- A. Conflicts of Interest and Ethics Discussion
- B. Recommend Continuing Annually Renewed Paratransit Contract
- C. Revised Mid-Year Report Forms
- D. Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) Input

- E. Report from EBP – Interactive Voice Response Grant
- F. Gap Grant Reports – Shuttles

6. Adjournment

The meeting adjourned at 2:20 p.m.



Paratransit Advisory and Planning Committee Meeting Minutes

Monday, October 24, 2011, 2:15 p.m., 1333 Broadway, Suite 300,
Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Sylvia Stadmire, Chair	<u>P</u> Sandra Johnson- Simon	Hendrickson <u>P</u> Michelle Rousey
<u>P</u> Will Scott, Vice-Chair	<u>P</u> Gaye Lenahan <u>P</u> Jane Lewis	<u>P</u> Clara Sample <u>P</u> Harriette
<u>P</u> Aydan Aysoy <u>P</u> Larry Bunn	<u>P</u> Jonah Markowitz <u>P</u> Betty Mulholland	Saunders <u>A</u> Maryanne Tracy-
<u>A</u> Herb Clayton <u>P</u> Shawn Costello	<u>A</u> Rev. Carolyn Orr <u>P</u> Sharon Powers	Baker <u>P</u> Esther Waltz
<u>A</u> Herb Hastings <u>P</u> Joyce Jacobson	<u>P</u> Vanessa Proee <u>P</u> Carmen Rivera-	<u>P</u> Renee Wittmeier <u>P</u> Hale Zukas

Staff:

<u>P</u> Matt Todd, Manager of Programming	<u>P</u> Naomi Armenta, Paratransit Coordinator
<u>P</u> John Hemiup, Senior Transportation Engineer	<u>P</u> Krystle Pasco, Paratransit Coordination Team
<u>A</u> Jacki Taylor, Program Analyst	<u>P</u> Vida Lepol, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 2:20 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Jennifer Cullen, Senior Support Program of the Tri-Valley; Tammy Siu, City of Oakland; Jeff Weiss, Bay Area Community Services; David Zehnder, City of Newark

2. Public Comments

There were no public comments.

3. Approval of September 26, 2011 Minutes

Jonah Markowitz moved that PAPCO approve the September 26, 2011 minutes as written. Carmen Rivera-Hendrickson seconded the motion. The motion carried with one abstention (20-1).

4. Workshop Outcomes Report

Naomi Armenta reported on the outcomes of the Alameda CTC Senior and Disabled Mobility Workshop that convened at the Ed Roberts Campus in Berkeley on July 12, 2011. Naomi stated that, of the 69 attendees, 20 responded to the online evaluation. Respondents felt the resource fair was valuable. Over 60 percent deemed the fair very helpful or fairly helpful. The memo in the agenda packet provides additional survey results (Attachment 04).

Naomi also summarized the outcomes from the Mobility Workshop Working Groups that addressed the following four questions:

1. Is there an optional “mix” of accessible transportation – services/resources that should exist throughout the County?
2. Should there be more uniformity across the County in terms of service parameters?
3. How should we balance coverage and quality in an era of constrained resources and growing need?
4. What else beyond the accessible transportation program should be funded through the TEP?

Members provided the following input:

- Members stated that they enjoyed the workshop, and they need a larger room. The location of the conference was great, but the conference room was too small, and those in wheelchairs were confined to a corner. It was hard to move around without bumping into each other.
- One member stated that staff should emphasize accessibility for power chairs and wheelchairs when planning functions; the power chairs take a lot of room/space. Staff explained that they used a spreadsheet to track how many people with wheelchairs would attend and took fewer RSVPs to accommodate the people with power chairs and wheelchairs

who were planning to attend the workshop. Staff stated that moving forward, when it's time to plan for the next workshop, Alameda CTC will take members' comments into consideration.

5. Approval of Final Work Plan for FY 11-12

Naomi Armenta reviewed the final goals listed in the Work Plan for fiscal year 2010-2011 (FY 11-12). PAPCO members defined these goals were defined in their September meeting.

Questions/feedback from the members:

- Members raised concerns about Clipper and Regional Transit Connection (RTC) Clipper cards.
- Members inquired about receiving new business cards. Staff will follow up.
- Members were encouraged to communicate with their own providers to determine where additional resources (for example, Easter Seals Taxi Pocket Guides) are needed. Staff will then assist in obtaining materials.

Jonah Markowitz moved to accept the FY 11-12 work plan as stated. Sandra Johnson-Simon seconded the motion. The motion passed unanimously (21-0).

6. City of Alameda Quarterly Report

Gail Payne, from the City of Alameda gave a presentation on the City of Alameda Paratransit Program and gave PAPCO an update on the Scholarship Program, Shuttle Service, Taxi Services, and Group Trips.

The City of Alameda Commissioners and City Council are reviewing possible changes to streamline the paratransit program as follows:

- Scholarship Program – Provide opportunities for low-income individuals.
- Shuttle Service – Act as a bridge between AC Transit and East Bay Paratransit (EBP), effective May 1st. EBP will lower eligibility age to 55 years and older, operate the West Loop only on Tuesdays, create a new Central Loop for Thursdays, and expand coverage of West and East Loops.
- Taxi Services – Provide same-day service, effective May 1. Other considerations are to operate taxi meter lift-equipped vans, assign Alameda County as the boundary, limit Medical Return Trip Improvement Program (MRTIP or MR. TRIP) vouchers to five per month, place expiration dates on travel vouchers, provide contingency funding.

In FY 10-11, the MRTIP cost for the first six months was \$20K (\$24/trip); it was \$11K (\$23/trip) in the second six months; and it was \$22 per trip in the first three months of FY 11-12.

- Group Trips – Provide leisure activities.

Questions/feedback from the members:

- A member suggested posting or highlighting in the shuttle all the historical places that the shuttle goes to so that people can be aware of places they can visit. A member asked if the Alameda shuttle will go to the Clipper programs, and another member wanted to know if a MR. TRIP ride goes to the hospital. The answer was yes, but the pick-up spot must be in Alameda.
- How many people are riding the shuttle? Gail said about 550 per month before the program change. Now, about 350 board per month.
- Why does the shuttle close so early when people still need to use shuttle late in the evenings? Gail said that based on the survey, most people prefer 9 a.m. to 4 p.m., since more people ride during those hours. The programs are based on needs, and the City tries to accommodate the largest need.
- Is the shuttle handicap accessible? Yes.
- Does MR. TRIP run 24-hours, 7 days per week? Yes.
- Will the City of Alameda consider going back to old routes? No.
- A member wanted to know if the City of Alameda has thought about using one shuttle to cover all areas. Gail said that due to the size of Alameda area, the City will not be able to cover all areas.
- A member stated that people cannot go to the mall because the shuttle closes so early. Can shuttle coverage area be expanded so people will be able to get around? Gail said that anyone can use the shuttle if he or she is 55 or over or has a disability.

7. City of Hayward Quarterly Report

Ann Culver from the City of Hayward gave a presentation to PAPCO on the City of Hayward Paratransit Program and gave a first-quarter update report on its unduplicated riders, door-to-door rides, and group trips. The number of unduplicated riders on the City's service during the first quarter decreased in comparison with the same period last year due to duplication of service. The door-to-door rides also declined due to duplication of service. The group trip fare per enrolled rider is free. The number of group passenger rides is higher

this year. New group trip destinations have also been added to the destinations list. The City's deadline for the FY 12-13 application for nonprofit services was October 12, 2011.

Questions/feedback from the members:

- How did the City come to the conclusion that the number of unduplicated riders on the City's service during the first quarter decreased? Ann said City staff did this through weekly conversations with riders. The City will do a little more research and report back.
- Will the City be able to serve more people just in case the funds increase?
- What was the fare before the \$4 fare? Ann said \$2.
- In the first quarter, door-to-door and group trips combined decreased from \$55.51 to \$34.74. What allowed the cost to go down? Ann responded that 9 percent of the hourly rate did go down and the increase in number of group trip riders helped the cost to go down.
- Are people left out of the Meals on Wheels program? Ann stated that they do not turn anybody away.
- Members wanted to know how the people in Hayward use the shuttle services. Ann said that the City does not have to use Measure B funds to create a shuttle program in Hayward, but EBP can try to create a shuttle in Hayward, or AC Transit can use its own funds to create a shuttle program in the City of Hayward.

8. Member Reports and PAPCO Mission, Roles, and Responsibilities Implementation

Naomi reported the PAPCO Per Diem Policy was included in the meeting packet, and she urged members to read it and become familiar with it.

Sharon Powers gave an update on her visit to an outreach event (a senior citizens facility that just opened) in Newark. There was a large turn out, and they served breakfast and lunch. She also attended an outreach event in Union City where they talked about BART extending to San Jose.

Harriette Saunders reported on a summit she attended in Oakland, at which the organizers fed over 1,000 people and discussed the problems in the City. The new deputy for Oakland, Barbara Lee, and Danny Glover were there, and Danny spoke.

Carmen Rivera-Hendrickson reported that she attended a meeting in Montclair. She talked with several consumers having problems with Clipper, and the RTC Clipper program.

Sandra Johnson-Simon reported that she attended the Martin Luther King, Jr. memorial dedication in Washington, D.C., and last Wednesday, she attended a focus group that the Centers for Disease Control and Prevention facilitated. They talked about people with disabilities.

Chair Sylvia Stadmire reported that Frank Rose passed away, and his funeral service was last Wednesday. It was a beautiful ceremony and was attended by officials, including the mayor of Oakland, the chief of police and his staff, supervisors, and council members. She also urged members to read Measure I before they vote.

9. Committee Reports

- A. East Bay Paratransit Service Review Advisory Committee (SRAC) – Sylvia Stadmire reported on the “Men Drive” Bill. The City of Oakland is asking residents for \$85 to return some police service and youth programs to the City. There are no senior citizens programs in this bill. Regarding SRAC, Sharon Powers stated that SRAC has not met since the last PAPCO meeting.
- B. Citizens Watchdog Committee (CWC) – Harriette Saunders reported on the agenda changes for the upcoming meeting on December 1, 2011 at the Alameda CTC.

10. Staff Updates

- A. Mobility Management
Naomi stated that a fact sheet that includes four steps to beginning a one call-one click transportation service is in the packet.
- B. Outreach Update: Krystle gave an update on the outreach events coming up that appear on page 25 of the agenda packet. She said that if anyone is interested in attending any of these outreach events, to feel free to call, email or mention it to her during or after the PAPCO meeting.
 - 10/25/11 – Annual Health and Resource Faire for Seniors at the Newark Senior Center
 - 11/5/11 – ACCESS Resource Fair at the College of Alameda
 - 3/16/12 – Pleasanton Senior Center Transit Fair 10 a.m. to 1 p.m.

11.Mandated Program and Policy Reports

Naomi urged members to read on the U.S. Department of Transportation the final ruling on transportation for individual with disabilities at intercity, commuter, and high-speed rail platforms; and the miscellaneous amendments on page 39.

12. Draft Agenda Items for October 24, 2011 PAPCO/TAC

- A. Approval of FY 11-12 Work Plan
- B. Quarterly Report from Alameda and Hayward
- C. Summary Report of Gap Grants
- D. Quarterly Education and Training – Gap Grant Reports – Travel Training
- E. Input on the CWTP-TEP
- F. TAC Report
- G. Mobility Workshop Outcomes Report
- H. Development of PAPCO Goals and Work Plan for Fiscal Year 2011-2012

13.Adjournment

The meeting adjourned at 4:05 p.m.

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Midyear Paratransit Program Reporting

Reporting Period July 1, 2011 through December 31, 2011

Note: In July 2010, the Alameda County Transportation Improvement Authority (ACTIA) merged with the Alameda County Congestion Management Agency to become the Alameda County Transportation Commission (Alameda CTC). Agencies and jurisdictions that have pass-through fund and grant agreements with ACTIA must continue to submit mid-year program compliance reports. See below for submittal instructions.

This document includes the PDF report form and instructions for submittal.

Requirements and Instructions

Measure B paratransit fund recipients are required to submit to the Alameda CTC one electronic version of the report for mid-year reporting.

Midyear Paratransit Program Report Deadline: February 1, 2012

The Mid-year Paratransit Program Report includes a PDF Mid-year Paratransit Program Report.

Electronic submission: Save the online PDF form to your hard drive with your agency name and date in the file name (e.g., Albany_FY11-12_Paratransit_Program_Midyear_Report_020112.pdf). You can start work on the PDF and finish it later; simply save it to your hard drive. Submit one copy of the PDF via email by February 1, 2012. Send it to narmenta@alamedactc.org. If you have questions, you can reach Naomi Armenta via email or at (510) 208-7469.

Alameda CTC Mid-year Paratransit Program Report
Reporting Period July 1, 2011 through December 31, 2011

Midyear Paratransit Program Report
Due by February 1, 2012

Agency Name:

Date Submitted:

Name and Title of Submitter:

Secondary Agency Contact Name:

Phone Number:

Fax:

E-mail:

Clearly label additional attachments as needed.

1. Describe the specific types of non-Measure B funding your agency received, if any. (max. 255 characters)
2. Did your agency receive additional Measure B revenues during 7/1/11–12/31/11 to support your base paratransit program such as Minimum Service Level Funds or Stabilization Funds? (max. 255 characters)
3. List any contracted firms below. (max. 255 characters)
4. Did you use any undesignated reserve funds during 7/1/11–12/31/11? Describe below. (max. 255 characters)
5. Did you make any Measure B capital expenditures during 7/1/10–12/31/10, such as purchase of vehicles or durable equipment? Describe below. (max. 255 characters)
6. Describe any miscellaneous expenditures below. (max. 255 characters)
7. Describe any changes to planned services below.
Referring to your annual submittal, please describe any service changes since you submitted your plan, including service availability, reservation time period,

days/hours of serve, eligibility requirements, service area limits, fares, trip limits, etc. (max. 550 characters)

8. Describe any changes to planned performance below. (max. 550 characters)

9. What changes in program enrollment occurred during the reporting period? (max. 255 characters)

10. Is there a waiting list? If so, what changes occurred during this reporting period? (max. 255 characters)

11. Describe any changes to your driver training program in this reporting period. (max. 255 characters)

12. Describe any changes to your customer satisfaction measures during this reporting period. (max. 255 characters)

13. Is your program currently meeting Minimum Service Levels (see appendix)?

☐ Yes

☐ No

☐ N/A – ADA-Mandated Provider

If no, which ones are you not meeting and how? (max. 255 characters)

14. Describe any issues that may have impacted your program during this reporting period. (max. 255 characters)

Alameda CTC Mid-year Paratransit Program Report
Reporting Period July 1, 2011 through December 31, 2011

16. What future Paratransit projects and programs does your agency plan to use Measure B funds to implement?

Describe the planned projects and/or programs using Measure B Paratransit Pass-through Program Funds and the projected schedule. Do not include grant-funded projects, unless your agency uses both pass-through and grant funds for the project (max. 1,300 characters).

DRAFT

Alameda CTC Mid-year Paratransit Program Report
Reporting Period July 1, 2010 through December 31, 2010

Midyear Report Appendix
PAPCO-approved Minimum Service Levels

	Minimum Service Level	A Program <i>Exceeds</i> this MSL if...
1.	Regarding who programs serve: <ul style="list-style-type: none"> • People 18 and above with disabilities who are unable to use fixed route services. • Seniors 80 and above without proof of a disability 	<ul style="list-style-type: none"> • It serves minors with disabilities. • Seniors under 80 without proof of disability.
2.	Regarding the type of service programs provide: <ul style="list-style-type: none"> • Accessible individual demand-responsive service 	<ul style="list-style-type: none"> • It offers additional services for participants, such as group trips or meal delivery.
3.	Regarding the time and days service is provided: <ul style="list-style-type: none"> • At least five days per week between the hours of 8 am and 5 pm (excluding holidays) 	<ul style="list-style-type: none"> • It offers service more than five days a week. • Its service hours begin before 8 am and/or extend after 5pm.
4.	Regarding the service area of a program: <ul style="list-style-type: none"> • Residents using this program are able to meet life needs, including but not limited to travel to major medical facilities, full service grocery stores and other basic necessities, if ADA services, or coordination between base programs are unable to provide these trips. 	<ul style="list-style-type: none"> • It provides trips to locations beyond those which residents would travel to fulfill life needs, such as recreational trips outside city boundaries.

	Minimum Service Level	A Program <i>Exceeds</i> this MSL if...
5.	<p>Regarding fares:</p> <ul style="list-style-type: none"> Fares should be comparable to East Bay Paratransit and equated to distance for van/sedan trips Fares for Taxi trips should not exceed 50% of the total cost of the trip 	<ul style="list-style-type: none"> If a rider pays less than they would for a comparable trip on East Bay Paratransit for a van/sedan trip. If a rider pays less than 50% of the total cost of the trip for a taxi trip.
6.	<p>Regarding interim service for individuals applying for or awaiting ADA certification</p> <ul style="list-style-type: none"> Interim service should be provided within three business days upon receipt of application Interim service should be provided at the request of a health care provider or ADA provider. 	<ul style="list-style-type: none"> It provides interim service in less than three business days.
7.	<p>Regarding reservations:</p> <ul style="list-style-type: none"> Programs should accept reservations between the hours of 8 am and 5 pm Monday – Friday. 	<ul style="list-style-type: none"> It accepts reservations before 8 am and/or after 5 pm. It accepts reservations on weekends.

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Funding Formula and Gap Policy Subcommittee

At the PAPCO meeting on November 28, 2011, PAPCO members will be asked to sign up to participate in the Joint Funding Formula and Gap Policy Subcommittee. Below is background information to assist you in determining whether this is a subcommittee you are interested in volunteering for.

Background

Determining the Funding Formula for non-mandated programs is a primary PAPCO responsibility assigned in the Measure B Expenditure Plan. The current Formula is expiring on June 30, 2012 and PAPCO will begin to evaluate the issue at its regular meeting on November 28, 2011. This is a joint effort with TAC and will be a Joint Subcommittee. TAC began reviewing issues around the formula on November 8, 2011. The Subcommittee will provide an opportunity to look in-depth at issues and options related to data available and calculation of the formula.

Responsibilities

As this is a Joint Subcommittee with TAC, PAPCO membership will be limited to 3-13, appointed by the Chair, in accordance with the Bylaws. All PAPCO members that are appointed to this subcommittee will be asked to review technical information related to data. Accessible materials can be arranged for any member by request.

PAPCO Meeting Date

- Monday, December 5, 2011 from 11-2 at Alameda CTC. Lunch will be provided.

Per Diem

Since this will result in a funding recommendation to the Commission, PAPCO members will receive a per diem.

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MEMORANDUM

To: Paratransit Advisory and Planning Committee

From: Paratransit Coordination Team

Date: November 11, 2011

Subject: Funding Formula

PAPCO is being asked to review the current formula used for the distribution of Measure B funds, discuss the reasons for revising the formula, and brainstorm ideas for developing a new formula that will determine the allocation of funds beginning in FY12-13.

There are three principle issues for discussion at today's meeting:

- **Funding Formula Factors:** Do age, income and disability continue to be the issues that should be addressed in the formula? Are there additional factors that should be taken into consideration?
- **Availability of Data:** Is there sufficient data available to measure each of these factors?
- **Allocation to the Planning Area:** Should a portion of funds be allocated for optional use at the planning area level?
- **Other Issues?**

Each of these is explored in turn below.

Why Revisit the Funding Formula?

According to the Measure B Expenditure Plan, "Funds are also provided for non-mandated services, aimed at improving mobility for seniors and people with disabilities. These funds are provided to the cities in the County and to Alameda County based on a formula developed by PAPCO." The initial funding formula was adopted in 2003 and the current version will be expiring in June 2012. A new formula will need to be developed and adopted to determine how funds should be allocated after this fiscal year. The overall designation of Measure B funding to planning areas is fixed, but the way that funding is distributed *within* the planning areas is open for discussion. A number of

issues have arisen since the last funding formula was developed; these are described below and can be addressed as part of this discussion.

Funding Formula Factors

Measure B Distribution of Funds

10.45% of Measure B funds go to specialized transportation for seniors and people with disabilities (per the 2000 Expenditure Plan). These are distributed as follows:

- 5.63% allocated to mandated paratransit services
- 3.39% allocated to non-mandated paratransit services
- 1.43% allocated to Gap Program

The 3.39% allocated to non-mandated paratransit services is distributed to the planning areas as follows:

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

These allocations were determined as part of the negotiations to craft the 2000 sales tax expenditure plan for Measure B. These are set and cannot be changed, that is funds from a planning area *may not be transferred* to another area. The PAPCO formula allocates funding to the cities *within* each planning area, as described below.

Current PAPCO Funding Formula for Distribution within Planning Areas

When the funding formula was developed, PAPCO intended to address the following key elements: age, income, and disability. Five factors are used to determine how much funding each city receives from the planning area total:

1. Individuals 5-15 with any type of disability
2. Individuals 16+ with go-outside-home disability *
3. Individuals 65-79
4. Individuals 80+
5. Supplemental Security Income (SSI) recipients 18 and older

** Individual has a physical, mental, or emotional condition lasting 6 months or more that makes it difficult to go outside the home alone (e.g. to shop or visit a doctor's office)*

Factors 1 through 4 come from Census 2000. The source for Factor 5 was Social Security Administration data made available annually. However, this SSI data has not been available since 2006 due to privacy concerns. Therefore those figures have held constant since 2006. Under the current formula, only one factor (individuals 80 and older) is weighted. The total 80+ population in each city is multiplied by 1.5 to place added emphasis on this factor, given that

many individuals over 80 have disabilities, and therefore have greater need for paratransit services.

Data is compiled at the zip code level to determine funding allocations.

Planning Area	City	Zip Codes
North County	Alameda	94501, 94502
	Albany	94706
	Berkeley	94701, 94702, 94703, 94704, 94705, 94707, 94708, 94709, 94710, 94712, 94720
	Emeryville	94608, 94662
	Oakland (includes Piedmont)	94601, 94602, 94603, 94604, 94605, 94606, 94607, 94609, 94610, 94611, 94612, 94613, 94614, 94617, 94618, 94619, 94620, 94621, 94623, 94624
Central County	Hayward (includes Castro Valley, San Lorenzo, etc)	94540, 94541, 94542, 94543, 94544, 94545, 94546, 94552, 94557, 94580
	San Leandro	94577, 94578, 94579
South County	Fremont	94536, 94537, 94538, 94539, 94555
	Newark	94560
	Union City	94587
East County	LAVTA (includes Dublin and Livermore)	94550, 94551, 94568
	Pleasanton (includes Sunol)	94566, 94586, 94588

After the data for each factor is assigned to a zip code and to a City, the Cities are compared *to each other*, to determine the percentage of the overall revenue that should be allocated to each.

Today's discussion is intended to determine whether age, income and disability continue to be the issues that should be addressed in the formula, and to discuss the validity of data sources to support each element. We will also be discussing whether there are alternatives to compiling data at the zip code level, since zip codes change over time and there are more reliable geographic boundaries available for some data sources.

Allocation to the Planning Area

The idea has been proposed to allocate some money at the planning area level. General support for this idea was expressed by TAC members during the CMMP but support was mixed at the November 8 TAC meeting. There are several reasons to consider this. For one, funding is already allocated at a planning area level by the Expenditure Plan. Also, providing a sustainable funding stream for the successful gap-grant-funded projects is an ongoing issue. Current extended gap grant programs are:

Sponsor	Name of Grant	Amount Funded 11/12
<i>Multiple Planning Areas</i>		
Alzheimer's Services of the East Bay	Driving Growth through Transportation Services for Individuals with Dementia	\$140,000
Center for Independent Living/ USOAC/ BORG	Mobility Matters!	\$92,855
<i>North County</i>		
Bay Area Community Services	Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion	\$90,000
BORG	North County Youth/Adults with Disabilities Group Trip Project	\$120,000
City of Albany	Albany Senior Center Community Shuttle Bus	N/A
City of Emeryville	94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities	\$60,000
City of Oakland	GRIP - Grocery Return Improvement Program	N/A
City of Oakland - Dept of HR	TAXI UP & GO Project!	\$92,000
<i>South County</i>		
City of Fremont	VIP Rides Program	\$80,000
City of Fremont/ACTIA	South County Taxi Pilot Program	\$125,000

Sponsor	Name of Grant	Amount Funded 11/12
City of Fremont/ACTIA	Tri-City Travel Training Program	N/A
<i>East County</i>		
City of Pleasanton	Downtown Route	\$126,053
LAVTA	Paratransit Vehicle Donation Program and Dial a Ride Scholarship	N/A
Senior Support Program of the Tri Valley	Volunteers Assisting Same Day Transportation and Escorts	\$72,500
Total		\$998,408

Some of the funding for these programs will need to be wrapped into the pass-through funding, but in some cases it would make more sense to allocate pass-through funds to these programs at the planning area level than at the city-level. Further, allocating some funds to planning areas before distributing to cities would encourage coordination and collaboration between city programs.

We would like to discuss this concept and ideas for the mechanism to do this distribution.

Questions for Discussion

- Funding Formula Factors:** Do age, income and disability continue to be the issues that should be addressed in the formula? Are there additional factors that should be taken into consideration?
- Data Sources:** Is there sufficient data available to measure each of these factors?
 - Can age be used as a surrogate for disability?
 - Since SSI data is no longer available, should income be included as a measure separate from disability?
 - Are there any other data sources we're not aware of? Brainstorm...
- Allocation to the Planning Area:** Should a portion of funds be allocated for optional use at the planning area level?
 - Is there support for this concept?
 - If so, should money be taken "off the top" to fund planning-area level programs and the balance distributed to city programs?
 - Should this be optional or mandatory?

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**ACTIA PARATRANSIT CYCLE 4 GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 6

REPORTING PERIOD: From: January 1, 2011 To: June 30, 2011

PROJECT SPONSOR: AC Transit

PROJECT TITLE: Interactive Voice Response (IVR)/Web Based Scheduling Software Project

ACTIA PROJECT No: A08-0025

STATUS

Due to MTC delay in issuing New Freedom Fund agreement, the project has been delayed. The fleet is now 100% equipped with MDT/AVL units as of December 2010. An RFP is currently being developed for the IVR/Web Based Scheduling Software.

ACTIONS (In this Reporting Period)

Working with procurement to finalize the draft RFP.

ANTICIPATED ACTIONS (In Next Reporting Period)

Complete RFP and send out for bid.

SCHEDULE CHANGES

- ☐ The project remains on schedule, as shown in Attachment B of the Agreement.
- ☒ The project schedule has been revised and a **Grant Amendment Request** to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- ☒ The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- ☐ The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- ☒ The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- ☐ Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- ☐ A Request for Reimbursement is included with this Progress Report.
- ☒ No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*
-
- ☐ A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*
- ☒ No Request for Reimbursement has been submitted within the last six months for the following reason(s): No Activity has begun.

GENERAL

- ☒ At this time we anticipate no problems on the project.
- ☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- ☐ We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- ☐ Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: *(enter web address here)*
- ☒ An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *(enter dates and the names of any publications here)*
- A newsletter article, dated June 8, 2010, was forwarded to ACTIA for publication in the newsletter.

SIGNALS

- ☒ Signal modifications are not part of the Project.
- ☐ Signal modifications are part of the Project.
- Considered Included *(please check the appropriate box)*

<input type="checkbox"/>	<input type="checkbox"/>	Audible Pedestrian Signals
<input type="checkbox"/>	<input type="checkbox"/>	Adjustable Pedestrian Timing
<input type="checkbox"/>	<input type="checkbox"/>	Emergency Vehicle Pre-Emption

CONTRACT REPORTING

- ☐ Form attached (required for Project Progress Report No.'s 2 and 4).
- ☒ Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- ☒ There are no Performance Measures for this project.
- ☐ There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.

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PAPCO Calendar of Events for November 2011 to January 2012

Full Committee Meetings

- Tuesday, November 8, 2011, 9:30 to 11:30 a.m., Alameda CTC,
Regular TAC monthly meeting
- Monday, November 28, 2011, 1 to 3:30 p.m., Alameda CTC,
Regular PAPCO monthly meeting
- Monday, December 5, 2011, 11 a.m. to 2 p.m., Alameda CTC,
Joint Funding Formula and Gap Policy Subcommittee meeting
- Tuesday, December 13, 2011, 9:30 to 11:30 a.m., Alameda CTC,
Regular TAC monthly meeting
- Tuesday, January 10, 2012, 9:30 to 11:30 a.m., Alameda CTC,
Regular TAC monthly meeting
- Monday, January 23, 2012, 1 to 4 p.m., Alameda CTC,
Regular PAPCO monthly meeting

Outreach

Meeting Date	Event Name	Meeting Location	Time
11/05/11	A.C.C.E.S.S. Resource Fair	City of Alameda's Commission on Disability Issues College of Alameda 555 Ralph Appezato Pkwy, Alameda, CA	10 a.m. – 1 p.m.

You will be notified of other events as they are scheduled.

For more information about outreach events or to sign up to attend, please call (510) 208-7467.

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CURRENT APPOINTMENTS

Appointer

- A. C. Transit
- BART
- LAVTA
- Union City Transit
- City of Berkeley
- City of Emeryville
- City of Dublin
- City of Fremont
- City of Hayward
- City of Livermore
- City of Oakland; Councilmember Rebecca Kaplan
- City of Piedmont
- City of Pleasanton
- City of Union City
- Supervisor Wilma Chan
- Supervisor Nadia Lockyer
- Supervisor Keith Carson
- Supervisor Nate Miley
- Supervisor Scott Haggerty

Member

- Hale Zukas
- Harriette Saunders
- Esther Waltz
- Larry Bunn
- Aydan Aysoy
- Joyce Jacobson
- Shawn Costello
- Sharon Powers
- Vanessa Proee
- Jane Lewis
- Rev. Carolyn M. Orr
- Gaye Lenahan
- Carmen Rivera-Hendrickson
- Clara Sample
- Sylvia Stadmire
- Renee Wittmeier
- Herb Clayton
- Michelle Rousey
- Jonah Markowitz
- Will Scott
- Betty Mulholland
- Sandra Johnson Simon
- Herb Hastings
- Maryanne Tracy-Baker

VACANCIES

Vacancies are on hold, pending adoption of new appointment structure. If you have any questions, please contact Naomi at (510) 208-7469.

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PAPCO Draft Work Plan FY 2011-12

PAPCO activities throughout the year will be guided by PAPCO Goals and Bylaws. The PAPCO Chair or Vice Chair will report to the Alameda CTC Board every month.

Topic: PAPCO Development and Outreach		
Goal: Continue PAPCO's development as an informed and effective community advisory committee; accomplish outreach in a variety of ways in all areas of the County		
Actions	Completed	In-Progress
All members to participate in at least one Outreach activity – write an article, speak at another meeting, visit Senior Centers, and/or attend an event		
Assist in distributing information materials – Access Alameda in different languages (Spanish, Chinese, Tagalog, Vietnamese, Farsi)		
Assist in distributing information materials – Fact Sheets on Aging, etc		
Assist in publicizing AccessAlameda.org website		
Monitor PAPCO appointments and vacancies		
Staff will continue to be available to help draft talking points or articles for members		

Topic: Mobility Management Planning Process			
Goal: Learn about and contribute to Alameda County's Mobility Management Process			
Actions	Completed	In-Progress	
Provide recommendation to Board on New Freedom Mobility Management Grant in September			
Provide recommendation to Board on Coordination and Mobility Management Planning Pilots in September			
Receive a report from TAC at Joint meetings on efforts October February April			
Review materials regarding Mobility Management provided in meeting packet			

Topic: Planning and Policy Efforts			
Goal: Stay informed on and contribute to Alameda County/Regional planning efforts and policy discussions			
Actions	Completed	In-Progress	
Receive updates and provide input on Countywide Transportation Plan and Transportation Expenditure Plan Development			
Participate in TEP Input in October			
Receive reports from MTC and Regional issues/events			
Receive regular summaries of Transit Access Reports			
Staff will continue to forward opportunities for comments and participation via email			

<i>Topic: Fiduciary Oversight</i>			
Goal: Continue fiduciary oversight over pass-through and grant funding			
Actions	Completed	In-Progress	
Received update on revised pass-through Mid-Year reporting format at November Meeting			
Receive reports from extended Gap grants at Meetings September October November			
Receive report from LAVTA on American Logistics contract provision in April			
Hold a fiduciary training and finance subcommittee meeting in April			
Continue to evaluate pass-through and grant programs and expenditures			

<i>Topic: Sustainability</i>			
Goal: Identify ongoing funding needs for paratransit and future gap funding			
Actions	Completed	In-Progress	
Participate in discussion on Implementing Guidelines			
Participate in discussion on funding formula			
Participate in discussion on ongoing Gap Policies			

PAPCO Work Plan FY 2011/12

Topic: Customer Service

Goal: Participate in driver training and serve as a resource to providers; and facilitate communication and resolution of consumer complaints

Actions	Completed	In-Progress
Continue to be available to assist in East Bay Paratransit Driver Training		
Continue to be available to assist in East Bay Paratransit Secret Rider Program and Complaints Board		
Continue to be available to assist in LAVTA with Driver Training and related items		
Ensure that taxi providers have access to resources such as pocket guides from Easter Seals Project ACTION		

Members' Other Committees/Activities

PAPCO members appointed to SRAC	• To be completed after survey
PAPCO members appointed to WAAC	• To be completed after survey
Other Committees/Advisory Boards	• To be completed after survey

**SERVICE REVIEW ADVISORY COMMITTEE MEETING
SEPTEMBER 6TH, 2011 MINUTES**

**1) SRAC ROLL CALL AND INTRODUCTION OF INDIVIDUALS
PRESENT**

SRAC members present: Don Queen, Ellen Paasch, Janet Abelson, Peter Crockwell, Harriet Saunders, Robert L. Kearney, Lin Zenki

Staff present: Mallory Nestor-Brush; Kim Huffman, AC Transit; Laura Timothy, BART; Mary Rowlands; Myisha Grant, Program Coordinator's Office; Mark Weinstein; Rosa Noya, Veolia/Paratransit Broker.

Members of the public present: Alicia Williams, Gary Brown, Lonnie Brown Jr., Myralyn Grant, Mary Lawrence, Leonard Huffman, Earl Perkins, Lillian Gibson, and Naomi Armenta.

**2) RECOMMENDATION FROM THE NOMINATING COMMITTEE:
ACTION TO APPROVE AND RE-SEAT ONE INCUMBENT MEMBER
PLUS TWO NEW MEMBERS AS RECOMMENDED BY THE
NOMINATING COMMITTEE**

MOTION: Saunders / Kearney to accept the recommendation from the Nominating Committee and seat incumbent member Sharon Powers and two new Social Service agency members: Pricilla Mathews from Bay Area Community Services (BACS) and Sister Ansar Muhammad from the United Seniors of Oakland. Unanimous.

3) APPROVAL OF SRAC MINUTES FROM JULY 5, 2011 MEETING

MOTION: Abelson / Paasch to approve the minutes. Unanimous.

4) PUBLIC COMMENTS

Gary Brown inquired if AC Transit and BART were going to merge.

Alicia Williams asked the committee if AC Transit plans to reinstate fixed route weekend service in the area where she lives, because she cannot access EBPC service on the weekend as there are no buses running.

Mallory Nestor did respond, saying there is no bus that operates within $\frac{3}{4}$ of a mile from Ms. William's house on the weekend, so no ADA paratransit service is available at that time. Until AC Transit receives additional funding or finds some other mechanism for expansion, bus service and also paratransit service will not be available at that location. Pricilla Matthews asked about the $\frac{3}{4}$ mile rule. Mallory explained the ADA obligation for bus companies is the provision of paratransit within $\frac{3}{4}$ of a mile on either side of an operating fixed route bus. When there is no bus running, EBPC is no longer obligated to provide paratransit.

Lonnie Brown, Jr. said on her most recent rides, the drivers have parked in the street, not close enough to the curb.

Mary Lawrence said that received excellent customer service from a paratransit driver named Cornelius. She felt that he really looked out for the passengers.

Leonard Huffman said he wanted to note he was impressed with the service he receives from the reservation agents. However, he noted when riders are added on to a run, the notes about the disability of the added rider are not always communicated to the driver. This is problematic for individuals with sight impairments if the driver is not expecting a rider with that disability.

Harriette Saunders said she wanted to say she felt the drivers do an excellent job. However, she is also concerned about add-ons. She said sometimes the driver has to back track to pick up the added rider. This made her late recently for an EBPC certification appeals panel meeting. Mallory Nestor recommended including add-ons as a topic for the next agenda.

Lillian Gibson said she was happy she received the SRAC package and minutes the last several times.

5) UPDATE FROM STAFF ON THE TRANSFER OF AC TRANSIT'S PARATRANSIT OPERATIONS (CALLED D8) TO THE THREE PRIVATE SERVICE PROVIDERS

Mallory Nestor-Brush made the following comments:

Due to severe financial challenges faced by AC Transit over the last couple of years, the Board has evaluated a number of cost savings options.

One action adopted by the Board was to close AC Transit's paratransit unit, called D8. Analysis showed EBPC could save up to \$1.6M by removing D8 as one of the providers. The 42 vans used in the D8 operation are still owned by AC Transit but have been leased to Veolia, who in turns leases them to the 3 private providers for \$1.00 per year. All vehicles were inspected prior to transfer. All D8 employees were offered a severance package or the opportunity to transfer to the fixed route service of AC Transit.

Everyone worked hard to make the transition smooth and it was completed prior to the July 1 start of this new fiscal year with virtually no impact to the riders. This change is good for EBPC. AC Transit's union rules required 8 hour shifts. Now there are 42 vehicles available without restrictions and the schedulers can do a better job of covering peak hours with part time runs or split shifts.

Laura Timothy from BART agreed the transition went smoothly, that there will be costs savings without reductions in service, and EBPC expects the transition to 3 private providers will result in more flexible scheduling.

6) UPDATE FROM STAFF ON THE NEW OFF-SITE INTERVIEW LOCATION IN SAN PABLO

Veolia's Certification manager Rosa Noya gave a brief update on the new off-site interview location at the San Pablo Senior center. Interviews are conducted in San Pablo every Wednesday starting at 9am, with the last interview scheduled for 3:30pm. There are two analysts at the location, one doing the interviews; the other ensuring the process is proceeding smoothly. Individuals coming to the Senior Center for other reasons than an interview have many questions and want to speak to the EBPC staff.

Access to the scheduling software is available through a lap top. This assists in obtaining arrival times and checking up on rides for the interviewees. In the month of August 60 Contra Costa residents came to the San Pablo interview site. Of those 60 applicants, 63% used EBP service to the interview, and 37 % came on their own. Feedback indicates

applicants are very happy with the convenience and accessibility of the San Pablo interview site.

Don Queen asked if there have been issues maintaining confidentiality at the new site. Noya said there have been no issues so far. She explained the area where interviews are conducted is closed off.

7) USE OF MDC'S TO REPORT ON-TIME PERFORMANCE

Mark, Weinstein explained that starting July 1st, EBPC changed the way on-time performance data is captured. Previously a five day sample was used and was based on driver's recording the pick-up time on their manifest. However, this data is now collected by the Mobile Data computers (MDC's) in the vehicles. The data is very timely. For example, on-time data from yesterday is available today. Generally, the on-time performance of about 98% of all trips delivered will be captured. With so much instant data, EPBC hopes to manage the service better and provide the most accurate picture as possible of what is happening on the street. The MDC's do not allow the driver to hit the arrival button until the vehicle is within 100 feet of the GPS location for the pick-up.

Prior to July, a number of comparison tests were done to see how the MDC data and the 5 day sampling data compared. While there were some very small differences, it was so close, there was no reason not to convert to the MDC data at the start of this year. The previous 5-day sampling technique was accurate and statistically valid, but the MDC's will provide a much more complete picture. So with data shared with the SRAC for the month of July 2011 and beyond, it will be based on MDC information.

8) BROKER'S REPORT

Mark Weinstein made the following comments:

- Statistics in the meeting materials compare FY 09/10 with FY 10/11, which just ended.
- Service demand in 10/11 resulted in transporting 40,000 more passengers or 2,600 trips on average per weekday.
- The increase is mostly the result of Social Service agencies using EBPC as their transportation solution. The largest agency is Regional Center of the East Bay.

- The increase in demand was, to a large degree, accommodated without significant increases in the fleet, resulting in very high productivity in 10/11 of 1.83.
- Even with higher productivity, on-time performance did not decrease significantly: from 94% overall in 09/10 to 93.6% in 10/11.
- At the Broker's office, Janice Carter, Veolia's previous Customer Services Manager returned to Oakland and took up her old job. She had transferred to a Veolia site in Southern California but is glad to be back to the Bay Area.

Comments from the audience included:

- A concern that many trips are still too circuitous.
- VTA in Santa Clara County requires paid-in-advance accounts, even for occasional riders to their service area.
- Too many add-ons appear to be happening frequently, making riders originally scheduled on the run, late.
- What happens to riders who do not have their fare or have not been given their fare by employees of the rest home where they reside.

9) REPORT FROM SRAC MEMBERS

Sharon Powers said on a trip from her home to a PAPCO meeting she received a call saying the vehicle was outside. Sharon made her way to the vehicle, but was told she had already been reported by the driver as a no-show and the driver refused to transport her. Mark Weinstein said he'd look into the trip and that the driver should have transported Sharon.

Robert Kearney asked about safety at MTC. Mark Weinstein said vans coming to MTC for the SRAC meeting should drop passengers off across the street in the bus stop. If there is a rider in the front seat of a sedan, the drop off should also be at the bus stop. In both cases, EBPC does not want passengers de-boarding onto the street in front of MTC.

10) NEXT SRAC MEETING AND ADJOURNMENT

The next SRAC meeting will be November 1, 2011.

EAST BAY PARATRANSIT
Performance Report for the SRAC

Systemwide

Ridership Statistics

	July -August 10/11	July -August 11/12
Total Passengers	127,224	125,102
ADA Passengers	107,682	105,700
% Companions	1.4%	1.4%
% of Personal Care Assistants	14%	14%
Average Passengers/ Weekday	2,559	2,539
Average Pass/ Weekend & Holidays	905	838

Scheduling Statistics

% Rider Fault No Shows & Late Cancels	2.6%	2.5%
% of Cancellations	21.5%	23.7%
Go Backs/ Re-scheduled	2,214	1,672

Effectiveness Indicators

Revenue Hours	68,910	67,965
Passengers/Revenue Vehicle Hour	1.85	1.84
ADA Passengers per RVHr.	1.56	1.56
Average Trip Length (miles)	10.05	9.99
Average Ride Duration (minutes)	38.4	38.6
Total Cost	\$5,530,627	\$5,601,549
Revenue Miles	1,082,350	1,056,143
Total Cost per Passenger	\$43.47	\$44.78
Total Cost per ADA Passenger	\$51.36	\$52.99
Total Cost per Revenue Hour	\$80.26	\$82.42

On Time Performance

Percent on-time	95.6%	94.0%
Percent 1-20 minutes past window	3.7%	5.0%
% of trips 21-59 minutes past window	0.8%	0.9%
% of trips 60 minutes past window	0.03%	0.07%

Customer Service

Total Complaints	405	533
Timeliness	95	142
Driver Complaints	180	227
Equipment / Vehicle	14	10
Scheduling and Other Provider Complaints	51	60
Broker Complaints	65	94
Commendations	260	311

Safety & Maintenance

Total accidents per 100,000 miles	4.62	3.88
Roadcalls per 100,000 miles	4.63	3.76

Eligibility Statistics

Total ADA Riders on Data Base	19,039	22,216
Total Certification Determinations	1,165	825
Initial Denials	34	37
Denials Reversed	3	1

OCTOBER 11, 2011

ATTACHMENT 8
Transit Correspondence

FTA Ponders Task Force's Idea to Write New Guidance on ADA

The FTA is considering developing a circular for compliance with the ADA. The Civil Rights Task Force (CRTF) penned a 20-page report rationalizing the circular stating, that after reviewing all statutory, regulatory, and ADA Compliance policy documents that there is not easy-to-understand document that FTA grantees can readily refer to for guidance. The CRTF concluded that there is a need for a A circular that provides basic information to grantees on the baseline ADA requirements necessary for FTA compliance.

FTA Considers Removal of 'EJ' From Circular Covering Title VI

The FTA is considering separating Environmental Justice (EJ) from Title VI of the Civil Rights Act in guidance to transit agencies on nondiscrimination because of concern that the two concepts are being regarded as interchangeable, even though Title VI carries the authority of an Act of Congress while EJ is based on the differing applicability of an executive order. Title VI bars discrimination in federally funded activities on the basis of race, color, or national origin. EJ addresses the environmental impact of federally funded programs on both minority and low-income populations. In the transportation context, for example, if a transit property proposing to raise fares or cut bus service, it is advised to consider consequences for minorities (per Title VI) and for low-income individuals (per EJ).

Wider Use of Tactile Warnings Proposed for Pedestrian Paths

Expansion in use of detectable warnings (or truncated domes), the bumpy surfaces people with visual impairments feel with their feet or canes, is being envisioned for public paths used by pedestrians. These truncated-dome are becoming increasingly familiar in other places, and federal guideline writers are coming down with a rule spelling out exactly where detectable warnings should be required on pedestrian paths, including: 1) 1. Curb ramps and blended transitions at pedestrian street crossings; 2) Pedestrian refuge islands; 3) Pedestrian at-grade rail crossings not located within a street or highway; 4) Boarding platforms at transit stops for buses and rail vehicles where the edges of the boarding platform are not protected by screens or guards; and 5) Boarding and alighting areas at sidewalk or street level transit stops for rail vehicles where the side of the boarding and alighting areas facing the rail vehicles is not protected by screens or guards.

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Metropolitan Transportation Commission Programming and Allocations Committee

November 9, 2011

Item Number 4b

Resolution No. 4041

Subject: New Freedom Program – Recommended Cycle 4 Program of Projects

Background: The Federal Transit Administration’s (FTA) New Freedom Program provides grants for new capital and operating projects aimed at reducing transportation barriers faced by individuals with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.

Funds are apportioned by formula to large urbanized areas (UAs), small UAs, and rural areas based on the population of persons with disabilities in each area. MTC, as the designated recipient of the Bay Area’s large UA funds, is responsible for conducting a competitive selection process for those funds. Caltrans, the designated recipient for the state’s small UA and rural area funds, conducts a separate statewide call for projects for those funds and is expected to issue their next call in 2012.

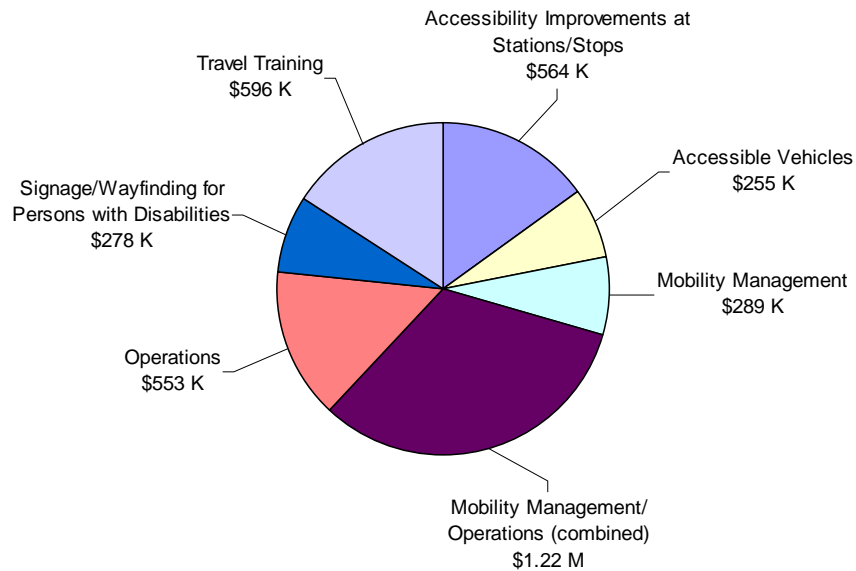
In May 2011, MTC adopted Resolution No. 4012, which set forth guidelines for the competitive selection of Cycle 4 large UA projects. The funding available this cycle is \$3.7 million. This amount includes the FY2010 and FY2011 apportionments for the Bay Area’s five large UAs (Antioch, Concord, San Francisco-Oakland, San Jose, and Santa Rosa). MTC issued a call for projects in June 2011 and received 29 applications totaling \$8.8 million in requests.

Following an initial eligibility screening by MTC staff, eligible projects were evaluated by a panel consisting of one Policy Advisory Council Equity and Access Subcommittee member, two representatives from the disabled community, and two MTC staff. Applications were scored based on the following criteria: (1) need and benefits; (2) coordination, partnership, and outreach; and (3) project readiness. Applicants were asked to cite—and the evaluation panel took into consideration—the relevant gaps, solutions, and/or strategies from the Commission’s adopted Coordinated Public Transit/Human Services Transportation Plan (“Coordinated Plan”) that each project was intended to address.

Attachment 1 lists the applications from highest to lowest score, and shows the recommended grant amount. The proposed program of projects includes funding for 20 projects in seven of the nine Bay Area counties. There are no large UAs in Solano and Napa counties. Potential project sponsors in those counties are encouraged to apply to Caltrans for the small UA and rural area funds.

The following chart summarizes the types of projects that are recommended to receive funding, and the approximate New Freedom funding amounts.

New Freedom Amount by Project Type



For this program, mobility management focuses on the needs of the transportation-disadvantaged disabled population, and involves coordinating tailored services to more cost-effectively meet the needs of this market. Mobility management figures prominently in SAFETEA's human service transportation coordination initiatives, and is identified as a need in the Bay Area's Coordinated Plan.

Recommended grant amounts were determined based on interrelated factors:

- a project's score relative to other projects within the same UA;
- the scalability of a project, if competing in oversubscribed UAs; and,
- the objective of using as much of the available funds as possible.

The urbanized area funding constraints result in some instances where lower-scoring projects are recommended for funding while higher-scoring projects (in more competitive UAs) are not, and recommended grant amounts are less than requested. Project sponsors have been consulted on any recommended scope/budget modifications.

Following program approval, MTC will program the projects into the 2011 Transportation Improvement Program (TIP). MTC will submit to FTA a grant application to secure the New Freedom funding for the subrecipients listed in Attachment A, and will enter into agreements with the subrecipients upon FTA grant approval. Direct recipients listed in Attachment A will submit their own grants to FTA, serve as direct recipients of the funds, and carry out the terms of their grants directly. MTC reserves the right to

reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 12 months of program approval.

Issues:

The City of Richmond applied for funding for two projects: the Mobility Management Information and Referral Project (MMIRP) for West Contra Costa County and the R-Transit 24/7/365 project. The review panel's recommendation ranked MMIRP higher than the R-Transit 24/7/365 project due to questions about implementation and eligibility. However, after meeting with sponsors of the various mobility management projects in Contra Costa County, staff determined that the MMIRP project may duplicate other existing and proposed call center and website efforts in Contra Costa County.

MTC staff is therefore recommending that the R-Transit 24/7/365 project be funded instead of the MMIRP project, so long as Richmond agrees to certain conditions that address the review panel's concerns about the project implementation plan and fund eligibility. Furthermore, to determine the most effective way to provide mobility management services to Western Contra Costa County, Senior Helpline Services, which is recommended to receive funding for a countywide information and referral service targeted at seniors, will be required to track the number of persons their organization serves in West County.

Recommendation: Refer Resolution No. 4041 to the Commission for approval.

Attachments: Attachment 1 – Recommended Projects in Large Urbanized Areas
Project Support Letter
MTC Resolution No. 4041

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Attachment 1
New Freedom Program – Cycle 4
Recommended Projects in Large Urbanized Areas

PAC Item 4b
Attachment 1

Rank	Sponsor	Project Name	Total Cost	Federal Amount Requested	Average Score	Recommended Grant Amount	Note
1	Outreach & Escort Inc.	Together We Ride	\$ 1,859,736	\$ 929,868	89	\$ 929,868	
2	BART / City CarShare	AccessMobile Program Expansion	\$ 360,280	\$ 254,674	88	\$ 254,674	
2	Alameda County Transportation Commission	Alameda County Mobility Management	\$ 110,000	\$ 80,000	88	\$ 80,000	
4	City of Santa Rosa, Transit Dept.	Sonoma Access One Call/One Click Transportation Resource Center	\$ 233,041	\$ 186,443	86	\$ 186,443	
5	Livermore Amador Valley Transit Authority	ParaTaxi Program	\$ 32,800	\$ 16,400	83	\$ 16,400	
5	Center for Independent Living	Mobility Matters	\$ 490,935	\$ 384,360	83	\$ 384,360	
5	LightHouse for the Blind and Visually Impaired	Accessible Muni Metro Station Maps (AMMSM)	\$ 104,134	\$ 83,307	83	\$ 83,307	
8	Rehabilitation Services of Northern California	Mt. Diablo Center Mobilizer	\$ 129,760	\$ 64,880	80	\$ 64,880	
8	City of Alameda	Accessible Pedestrian Signal Installations	\$ 188,625	\$ 150,900	80	\$ 150,900	
10	Peninsula Jewish Community Center	Get Up & Go	\$ 259,800	\$ 103,920	78	\$ 103,920	
11	Marin Transit	Countywide Transportation Guide	\$ 28,544	\$ 22,835	77	\$ 22,835	
11	Marin Transit	Pilot Premium ADA Transportation Service / Marin Access Mobility Center	\$ 541,456	\$ 288,881	77	\$ 288,881	
13	Santa Clara VTA	Mobility Options Travel Training	\$ 763,256	\$ 610,605	76	\$ -	*
14	City of Richmond, Paratransit	Mobility Management Information and Referral Project (MMIRP) for West Contra Costa County (1)	\$ 75,000	\$ 60,000	73	\$ -	
14	Livermore Amador Valley Transit Authority	Bus Stop Improvements	\$ 110,000	\$ 88,000	73	\$ 88,000	
16	City of Lafayette	Lamorinda Spirit Van Program for Fragile Elderly and Disabled	\$ 255,810	\$ 127,905	72	\$ 114,213	*
17	Senior Helpline Services	Rides for Seniors / Transportation Info. and Referral (2)	\$ 391,170	\$ 228,734	71	\$ 141,075	*
17	City of San Leandro	Accessible Pedestrian Signals	\$ 163,733	\$ 130,987	71	\$ 130,987	
19	AC Transit	Intra-Vehicle Text-Based Message Signs (IVTMS)	\$ 748,500	\$ 598,800	70	\$ 200,000	
19	San Francisco Municipal Transportation Agency	Accessible Light Rail Stops (3)	\$ 562,500	\$ 450,000	70	\$ 200,000	
19	San Mateo County Transit District	Peninsula Rides Implementation & Development Activities (4)	\$ 958,508	\$ 426,160	70	\$ 211,380	
22	City of Richmond, Paratransit	R•Transit 24/7/365 same-day door-to-door service for the greater Richmond area (5)	\$ 261,375	\$ 130,688	68	\$ 100,774	
23	Marin General Hospital Foundation	Marin General Hospital Campus Shuttle	\$ 130,166	\$ 78,082	66	\$ -	
24	Central Contra Costa Transit Authority	Bus Stop Access Improvement	\$ 125,000	\$ 100,000	63	\$ -	
24	Jewish Community Federation	JCF Mobility Management Project	\$ 1,476,713	\$ 719,213	63	\$ -	
26	Mobility Management Partners	Golden Gate Regional Center Transportation Assessment Program	\$ 93,600	\$ 74,880	60	\$ -	
27	Mobility Management Partners	North Bay Regional Center Transportation Assessment Program	\$ 87,681	\$ 70,145	58	\$ -	
28	AC Transit	Rear Door Clipper Readers	\$ 2,587,500	\$ 2,070,000	57	\$ -	
29	Marin General Hospital Foundation	Marin General Hospital (MGH) Transit Stop and Walkway	\$ 363,000	\$ 290,400	53	\$ -	
			Total Requested	\$ 8,821,067	Total Recommended	\$ 3,752,897	
					Total Available	\$ 3,752,897	

* Project not funded and/or partially funded because remaining funds are restricted to certain Urbanized Areas (UAs).

Notes:

1. The Review Panel had originally recommended funding this project and not funding Richmond's R-Transit 24/7/365 project because of concerns about the feasibility of the R-Transit project. However, because the MMIRP project duplicates other countywide Information & Referral efforts, MTC staff is recommending that the R-Transit 24/7/365 project be partially funded instead, so long as Richmond agrees to certain conditions that address the review panel's concerns (see #5).
2. Project sponsor to track the number of persons being served in West County.
3. Funds to be used only for preliminary engineering and environmental clearance. Planning & outreach are not eligible uses of NF funds, unless planning for MM.
4. Fund two components: (1) Ambassadors: \$174,400; (2) Guide: \$36,980.
5. Fund two years of three-year request if the following conditions are met: (1) MTC approves the contractor payment method, (2) Richmond sets and MTC agrees to a maximum number of R-Transit trips per rider per month; (3) Richmond tracks and reports on the number of persons with disabilities who use the R-Transit service.

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COMMITTEE ON HOMELAND SECURITY

SUBCOMMITTEES:
RAISING MEMBER OF COUNTERTERRORISM
AND INTELLIGENCE
TRANSPORTATION SECURITY

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM

SUBCOMMITTEES
REGULATORY AFFAIRS, STIMULUS OVERSIGHT AND
GOVERNMENT SPENDING
TARP, FINANCIAL SERVICES AND
BAILOUTS OF PUBLIC AND PRIVATE PROGRAMS
TECHNOLOGY, INFORMATION POLICY, AND
PROCUREMENT REFORM

RECEIVED
SEP 12 2011
METROPOLITAN TRANSPORTATION
COMMISSION

August 30, 2011

The Honorable Adrienne Tissier
Chair, Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Chair Tissier:

I am writing to support an application by SamTrans for a New Freedom grant from MTC. The existing funds have been an important way in which SamTrans can meet its broad responsibility to provide mobility to seniors and the disabled within San Mateo County. Examples of the existing and anticipated use of funds include:

- Mobility Ambassador Program

Volunteers help older adults and people with disabilities with many transportation-related issues, including planning a trip using public transit, finding a driver safety class, and learning about alternatives to driving, such as community shuttles. Ambassadors can also give educational presentations, conduct group and one-on-one rider training, and organize group trips on transit to interesting destinations. A Senior Mobility Coordinator recruits, trains and oversees community volunteers. Presently SamTrans has 10 Ambassadors and 10 host centers, with plans to expand. To date SamTrans has made 2,254 contacts and 368 people have been travel trained, and our Ambassadors have logged 1,460 volunteer hours. The Coordinator and Ambassadors also support the California Highway Patrol Senior Driver trainings and community events. This program would be continued under Cycle 4.

- Countywide Transportation Services Inventory and Senior Mobility Guide

An annual inventory of public, non-profit and private transportation services supports updates of the Senior Mobility Guide which is printed in English, Spanish and Chinese, and available in accessible format on our web site. To date, SamTrans has distributed over 6,000 copies of the Senior Mobility Guide. The Guide also is available on-line on the web site and with the Community Information Program, and will be part of the revamped SamTrans web site. These projects would be continued under Cycle 4.

- Vehicle Sharing Program

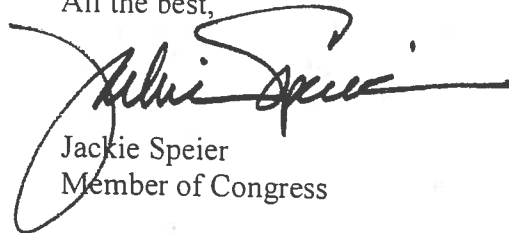
SamTrans recently launched this demonstration program to address the need for a more formal mechanism for vehicle sharing among agencies and organizations in San Mateo County. The goal of this one-year, grant-funded vehicle sharing demonstration will be to facilitate more efficient use of the vehicle capacity in San Mateo County, in order to expand agencies. SamTrans developed the program with the assistance of the San Mateo County Park and Recreation Directors Association, the Peninsula Congestion Relief Alliance, ABAG PLAN, and county stakeholders. This program would be continued under Cycle 4 and the opportunity for a vehicle brokerage program would be investigated.

- Volunteer Driver Program and Information & Assistance

Cycle 3 New Freedom funding supported research and outreach in these areas, including a successful Volunteer Driver Symposium, held last June 30. The Cycle 4 grant application proposes creation of a new non-profit organization that would function as a Supplemental Transportation Provider to meet mobility needs not presently served by any community organization or government agency in the County. Peninsula Rides will develop and operate a Volunteer Driver Program, provide Information & Assistance about all forms of transportation, and support countywide coordination of transportation services. It would begin as a one-year pilot program following the initial year to incorporate, form a Board of Directors, hire an Executive Director, develop programs, and secure foundation and other funding.

Thank you for your consideration of this grant application.

All the best,



Jackie Speier
Member of Congress

Date: November 16, 2011
W.I.: 1518
Referred by: PAC

ABSTRACT
Resolution No. 4041

This resolution adopts the Federal Transit Administration (FTA) New Freedom (Section 5317) Cycle 4 Program of Projects for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with this resolution:

Attachment A New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated November 9, 2011.

Date: November 16, 2011
W.I.: 1518
Referred by: PAC

Re: New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4041

WHEREAS, the United States Code Title 49 Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. 5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. 5317(d) requires designated recipients of New Freedom funds to conduct a competitive process to award grants to subrecipients; and

WHEREAS, pursuant to Government Code Section 66500 et seq., the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. 5307(a)(2), MTC is the designated recipient of New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the San Francisco Bay Area's large urbanized area New Freedom Program FY2010 and FY2011 apportionments, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has adopted Resolution No. 4012, which sets forth MTC's Program Guidelines for Cycle 4 of the of the New Freedom Program; and

WHEREAS, MTC conducted the competitive selection processes for the New Freedom large urbanized area apportionment in accordance with those guidelines; now, therefore, be it

RESOLVED, that MTC adopts the New Freedom Cycle 4 Program of Projects for large urbanized areas as listed in Attachment A; and be it further

RESOLVED, that MTC will submit to FTA a grant application to secure the New Freedom funding for those agencies listed as subrecipients in Attachment A who are not able to submit a grant application to FTA themselves; and be it further

RESOLVED, that MTC will enter into agreements with those agencies listed as subrecipients in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 16, 2011.

Date: November 9, 2011
W.I.: 1518
Referred by: PAC

Attachment A
MTC Resolution No. 4041
Page 1 of 5

**NEW FREEDOM PROGRAM - CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients					
1	City of Alameda	Accessible Pedestrian Signal Installations	The project will install Accessible Pedestrian Signals (APS) at approximately nine intersections that are adjacent to an AC Transit bus stop or a City of Alameda Paratransit Shuttle stop.	\$188,625	\$150,900
2	Alameda County Transportation Commission	Alameda County Mobility Management	Coordinate elements and resources already present in Alameda County related to travel training, and information and referral to move towards a more full-fledged mobility management approach in Alameda County. Tasks include the following: (1) Transition the paratransit hotline and AccessAlameda.org website into a much more thorough Information and Referral source and position those services to provide one-stop-shopping for consumers; (2) Establish quarterly coordination meetings among travel trainers across the County and create a framework to provide travel training throughout the whole County. Create a print and web resource available listing all travel training in the County.	\$110,000	\$80,000
3	Center for Independent Living	Mobility Matters	Continue and expand Mobility Matters, a travel and mobility device training program. Provide program outreach and conduct travel and mobility device training to a full spectrum of individuals and families form the cross-disability community. Services are offered across the Bay Area.	\$490,935	\$384,360
4	City of Lafayette	Lamorinda Spirit Van Program for Fragile Elderly and Disabled Seniors	Provide van service to assist the fragile elderly in remaining in their own homes as they age, thereby allowing them to participate more fully in the community which lessens isolation and improves socialization. Train drivers to meet the specialized needs of the passengers, including: persons who use canes, walkers, and wheelchairs; persons who are ambulatory but have balance and medical challenges and cannot walk to bus stops or even from the door to the street to meet a CCCTA paratransit van without assistance; persons with vision and hearing challenges; persons with dementia who need supervision when going out in the community.	\$228,426	\$114,213

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					
5	LightHouse for the Blind and Visually Impaired	Accessible Muni Metro Station Maps (AMMSM)	Develop and distribute a booklet of accessible maps of the eight (8) San Francisco Muni Metro underground stations to facilitate safe and more effective travel for individuals who are blind or visually impaired.	\$104,134	\$83,307
6	Marin Transit	Countywide Transportation Guide	Produce and distribute a printed county-wide transportation guide. This guide will be available in both English and Spanish and will feature transportation options by city, town or area of the county. The guide will also be available in fully-accessible formats on both the Marin Transit and Marin Access websites.	\$28,544	\$22,835
7	Marin Transit	Pilot Premium ADA Transportation Service / Marin Access Mobility Center	(1) Partially subsidized rides that can be scheduled as early as the same day for ADA eligible riders. (2) Continue and expand the Marin Transit Marin Access Mobility Management Center.	\$541,456	\$288,881
8	Outreach & Escort Inc.	Together We Ride	Using mobility management best practices, provide a menu of services beyond the requirements of the ADA that address the transportation needs of veterans, individuals with developmental disabilities, and other persons with disabilities. Components include: (1) Employment Transportation; (2) Center-Based Travel Instruction (travel training targeted at specific destinations); (3) Prioritized ride scheduling and coordinated vehicle sharing with paratransit and other human service transportation providers; (4) Vehicle Share Program (donate retired paratransit vehicles to partner organizations); (5) County-to-County travel (expand ADA travel area for job trips in adjoining counties outside SC County); (6) Friendly Rides (Volunteer driver & ridesharing support).	\$1,859,736	\$929,868
9	Peninsula Jewish Community Center	Get Up & Go	Escorted Transportation and socialization program serving San Mateo County older adults who can no longer drive due to disability or frailty.	\$259,800	\$103,920

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					
10	Rehab. Services of Northern California	Mt. Diablo Center Mobilizer	Provide door through door transportation to and from the Mt. Diablo Center (MDC) Adult Day Health Care program Monday through Friday and a nutrition/shopping shuttle for homebound senior Concord residents during MDC's program hours.	\$129,760	\$64,880
11	City of Richmond Paratransit	R•Transit 24/7/365 same-day door-to-door service for the greater Richmond area (1)	The pilot R•Transit project is a 24/7/365 same-day door-to-door wheelchair accessible transportation service for residents with disabilities and seniors living in the City of Richmond and the unincorporated communities of East Richmond Heights, El Sobrante, Kensington, North Richmond, and Rollingwood. The service will be for local trips only and rides will be shared whenever possible to keep cost down. The service area will include the cities of El Cerrito, Pinole (up to Appian Way), Richmond and San Pablo and the unincorporated communities of Bayview - Montalvin, East Richmond Heights, El Sobrante, Kensington, North Richmond, Rollingwood, and Tara Hills.	\$201,548	\$100,774
12	City of San Leandro	Accessible Pedestrian Signals	Upgrade pedestrian signals at approximately 13 signalized intersections by installing Accessible Pedestrian Signal (APS) devices for individuals with disabilities and the general public.	\$163,733	\$130,987
13	Senior Helpline Services	Rides for Seniors / Transportation Information and Referral (2)	(1) Continue providing, to our current otherwise homebound clients (seniors age 60 and older) residing in Contra Costa County, free, one-on-one, escorted, door-through-door rides primarily for medical care and basic necessities. (2) Formalize Transportation Information and Referrals service.	\$215,852	\$141,075
Subtotal - MTC Subrecipients				\$4,522,549	\$2,596,000

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients					
14	AC Transit	Intra-Vehicle Text-Based Message Signs (IVTMS)	Purchase and install rolling text-based LED signs, to be mounted on the interior of AC Transit's revenue vehicle fleet. The LED signs would have the capability to display bus stop location information similar to automated audio announcements.	\$250,000	\$200,000
15	BART / City CarShare	AccessMobile Program Expansion	Purchase, convert and deploy at least three (3) additional wheelchair-accessible carshare vehicles, known as AccessMobile minivans, and conduct the requisite awareness and outreach campaigns necessary to ensure that we attract and best serve a larger group of Bay Area residents.	\$360,280	\$254,674
16	Livermore Amador Valley Transit Authority	Bus Stop Improvements	Accessibility enhancements at bus stops, including installation of bus pads and cross-walks, and improving and/or replacing curbs, gutters, and sidewalks.	\$110,000	\$88,000
17	Livermore Amador Valley Transit Authority	ParaTaxi Program	A reimbursement-based taxi program to all LAVTA ADA certified paratransit patrons. Service area is in the Cities of Dublin and Pleasanton within Alameda County.	\$32,800	\$16,400
18	San Francisco Municipal Transp. Agency	Accessible Light Rail Stops (3)	Hire a consultant to identify a total of ten locations on the J, K, L, M and N light rail lines where existing boarding islands can be converted to wheelchair accessible stops with ramps and "mini-high" boarding platforms. Perform preliminary engineering for the identified stop locations.	\$250,000	\$200,000
19	San Mateo County Transit District	Peninsula Rides Implementation and Development Activities (4)	Provide mobility management services, including (1) continuing and expanding the Mobility Ambassador Program; (2) updating and distributing the Senior Mobility Guide.	\$264,225	\$211,380

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients (continued)					
20	City of Santa Rosa, Transit Dept.	Sonoma Access One Call/One Click Transportation Resource Center	Implement a One Call/One Click Transportation Resource Center, as an initial step in implementing Mobility Management in Sonoma County. Using Marin Access' call center and website as a model, establish a call center and accessible, bilingual web site providing referrals, service availability, trip planning and travel training schedules for paratransit, fixed route and human service agencies in Sonoma County. Every effort will be made to mirror and link to Marin County's call center and website to expand Marin's effort into a regional resource.	\$233,041	\$186,443
Subtotal - Direct Recipients				\$1,500,346	\$1,156,897
Total				\$6,022,895	\$3,752,897

Notes:

1. Fund two years of three-year request if the following conditions are met: (1) MTC approves the contractor payment method, (2) Richmond sets and MTC agrees to a maximum number of R-Transit trips per rider per month; (3) Richmond tracks and reports on the number of persons with disabilities who use the R-Transit service.
2. Project sponsor to track the number of persons being served in West County.
3. Funds to be used only for preliminary engineering and environmental clearance. Planning & outreach are not eligible uses of NF funds, unless planning for MM.
4. Fund two components: (1) Ambassadors: \$174,400; (2) Guide: \$36,980.



Countywide Transportation Plan Update and Transportation Expenditure Plan Development Overview

The Alameda CTC is in the process of updating the Alameda County Countywide Transportation Plan (CWTP), a 25-year plan that lays out a strategy for addressing transportation needs for all users in Alameda County and feeds into the Regional Transportation Plan. The Alameda CTC is also developing a new Transportation Expenditure Plan (TEP) concurrently with the CWTP.

The following committees are involved in the CWTP-TEP development process:

Steering Committee: Comprised of 13 members from the Alameda CTC including representatives from the cities of Berkeley, Emeryville, Hayward, Livermore, Newark, Oakland, Pleasanton, and Union City, as well as Alameda County, BART and AC Transit. Mayor Mark Green of Union City is the chair and Councilmember Kriss Worthington of Berkeley is the vice-chair. The purpose of the Steering Committee is to lead the planning effort, which will shape the future of transportation throughout Alameda County. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, tlengyel@alamedactc.org
- Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org

Technical Advisory Working Group (TAWG): Comprised of agency staff representing all areas of the County including planners and engineers from local jurisdictions, all transit operators in Alameda County, and representatives from the park districts, public health, social services, law enforcement, and education.

continued

The purpose of the Technical Advisory Working Group is to provide technical input, serve in an advisory capacity to the Steering Committee, and share information with the Community Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org
- Saravana Suthanthira, Senior Transportation Planner, (510) 208-7426, ssuthanthira@alamedactc.org

Community Advisory Working Group (CAWG): Comprised of 27 members representing diverse interests throughout Alameda County including business, civil rights, education, the environment, faith-based advocacy, health, public transit, seniors and people with disabilities, and social justice. The purpose of the Community Advisory Working Group is to provide input on the Countywide Transportation Plan and the Transportation Expenditure Plan to meet the multi-modal needs of our diverse communities and businesses in Alameda County, serve in an advisory capacity to the Steering Committee, and share information with the Technical Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, tlengyel@alamedactc.org
- Diane Stark, Senior Transportation Planner, (510) 208-7410, dstark@alamedactc.org



Memorandum

DATE: November 1, 2011

TO: CWTP-TEP Technical Advisory Working Group
CWTP-TEP Community Advisory Working Group

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

SUBJECT: Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)

Recommendation

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

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS). In September, the administrative draft CWTP was released by the CWTP-TEP Steering Committee for evaluation and comment. The administrative draft report can be found on the Alameda CTC website at: http://www.alamedactc.org/app_pages/view/3070.

The CWTP-TEP Steering Committee also approved TEP parameters and in October public outreach was conducted. This public input and the administrative draft CWTP will be the basis from which a first draft of the TEP project list will be developed in October and presented in November 2011. Both the CWTP and TEP will be modified based on comments received with the goal of presenting a draft of both Plans to the Commission at its retreat on December 16, 2011.

Discussion

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, and the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

November 2011 Update:

This report focuses on the month of November 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Note that the regional schedule has been revised. Highlights at the regional level include release of preliminary draft Project Performance Assessment results by MTC and maintenance and regional program needs and investment strategies by MTC. At the county level, highlights include a summary of outreach and polling efforts on the TEP conducted in October 2011 and release of the revised CWTP project and program list and preparation of a preliminary list of projects and programs for the TEP.

1) SCS/RTP

MTC released preliminary draft results of the project performance assessment and is anticipated to release the draft scenario analysis results in December. They also released information on maintenance and regional program needs, investment strategies and next steps. Staff will be following up and responding to this information. ABAG continued work on the One Bay Area Alternative Land Use Scenarios and a comment letter is being prepared by Alameda CTC staff and will be distributed to the Committee when it is available.

2) CWTP-TEP

In October, presentations on the administrative draft CWTP and TEP parameters were made to the advisory committees and working groups. The administrative draft CWTP is found on the Alameda CTC website at http://www.alamedactc.org/app_pages/view/3070. In addition, extensive public outreach and a second poll on the CWTP and TEP occurred in October and early November to gather input on what projects and programs should be included in the TEP. Results are being summarized and presented to the Community and Technical Advisory Working Groups and the Steering Committee in November. Based this outreach and on the administrative draft CWTP, a preliminary list of Transportation Expenditure Plan projects and programs will be developed in November for review by the Steering Committee at its November 17, 2011 meeting followed by the draft CWTP and draft TEP at its meeting on December 1, 2011.

3) Upcoming Meetings Related to Countywide and Regional Planning Efforts:

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: Alameda CTC offices	November 17, 2011 December 1, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	November 10, 2011 December 8, 2011
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC Notes: The November 3 meeting is cancelled and rescheduled jointly with TAWG on November 10 and December 8 at 1:30 p.m.	November 10, 2011 (at 1:30 p.m.) November 3, 2011 December 8, 2011 (at 1:30 p.m.)
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	December 6, 2011 January 3, 2012
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	November 9, 2011 December 14, 2011

Committee	Regular Meeting Date and Time	Next Meeting
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	TBD
5 CWTP-TEP Public Outreach Meetings District 5/North Planning Area District 4/North Planning Area District 3/Central Planning Area District 2/South Planning Area District 1/East Planning Area	Time and Location 6:30 p.m., So. Berkeley Senior Center 6:30 p.m., East Oakland Senior Center 6:30 p.m., San Leandro Senior Center 6:30 p.m., Union City Sports Center 6:30 p.m., Dublin Civic Center Library	Date October 18, 2011 October 24, 2011 October 19, 2011 October 27, 2011 November 2, 2011

Fiscal Impact

None.

Attachments

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C: OneBayArea SCS Planning Process (revised October 2011)

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Summary of Next Quarter Countywide and Regional Planning Activities (November 2011 through February 2012)

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the November 2011 through February 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Coordinating with the local jurisdictions to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in October;
- Responding to comments on the Administrative Draft and developing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Refining the countywide 25-year revenue projections consistent and concurrent with MTC's 25-year revenue projections;
- Developing first draft and the Draft Transportation Expenditure Plan (TEP) list of projects and programs;
- Presenting the results of October public outreach and the second poll;
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval; and
- Beginning to seek jurisdiction approvals of the Draft TEP.

Regional Planning Efforts (RTP-SCS)

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are or will be:

- Conducting a scenario analysis of five land use options and two transportation network (Alameda CTC staff is providing input into both of these activities);
- Releasing the results of the scenario analysis and project performance assessment;
- Refining draft 25-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Adopting a RHNA Methodology.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee);
- Developing a written response to the Alternative Land Use Scenarios;
- Developing local transportation network priorities through the CWTP-TEP process; and
- Assisting in public outreach.

Key Dates and Opportunities for Input¹

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)

Preferred SCS Scenario Released/Approved: March/May 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: December 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: May 2011 - November 2011

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: October 2011

Draft CWTP and TEP Released: December 2011

Plans Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May 2012

TEP Submitted for Ballot: July 2012

¹ Note that the regional schedule is being updated. Attachment A reflects the proposed revisions to the schedule while Attachment C does not. MTC will provide a revised Attachment C once the revised schedule is approved by the Commission.

Task	2010						Meeting FY2010-2011	2010				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/ responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach	Information about upcoming CWTP Update and reauthorization											
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work		
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		
											Adopt methodology for Jobs/Housing Forecast (Statutory Target)	Projections 2011 Base Case
												Adopt Voluntary Performance Targets

		2011					FY2011-2012	2011				
Task	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEP
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in County: feedback on CWTP,TEP; North County Transportation Forum		No Meetings
Agency Public Education and Outreach		Ongoing Education and Outreach through November 2012					Ongoing Education and Outreach through November 2012					
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Feedback on Technical Work, Modified Vision, Preliminary projects lists					Work with feedback on CWTP and financial scenarios	Technical work refinement and development of Expenditure plan, 2nd draft CWTP					
Polling	Conduct baseline poll									Polling on possible Expenditure Plan projects & programs	Polling on possible Expenditure Plan projects & programs	
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology		SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation		Draft Regional Housing Needs Allocation Methodoligy					
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy											

	2012					FY2011-2012					
Task	January	February	March	April	May	June	July	August	Sept	Oct	November
Alameda CTC Committee/Public Process											
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed	Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot					VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012
Public Participation			Expenditure Plan City Council/BOS Adoption								VOTE: November 6, 2012
Agency Public Education and Outreach	Ongoing Education and Outreach Through November 2012 on this process and final plans					Ongoing Education and Outreach through November 2012 on this process and final plans					
Alameda CTC Technical Work											
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Finalize Plans										
Polling					Potential Go/No Go Poll for Expenditure Plan						
Sustainable Communities Strategy/Regional Transportation Plan											
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan		Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan							Release Draft SCS/RTP for review

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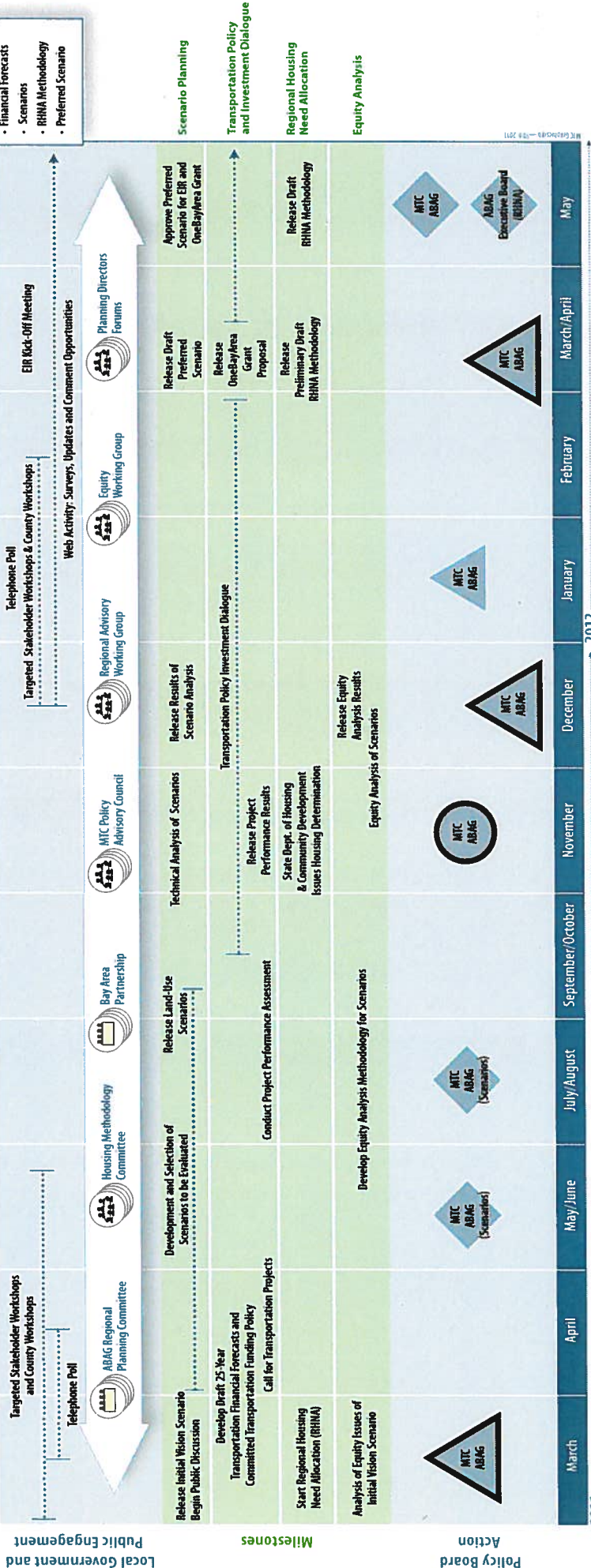
Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

BayArea Plan

- Phase Two Actions/Decisions:
- Initial Vision Scenario
 - Financial Forecasts
 - Scenarios
 - RHNA Methodology
 - Preferred Scenario



*Subject to change

Policy Board Actions

Meeting for Discussion/Public Comment

Policy Board

Document Release

Decision

JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment

JOINT document release by ABAG and MTC

ABAG - ABAG Administrative Committee

MTC - MTC Planning Committee

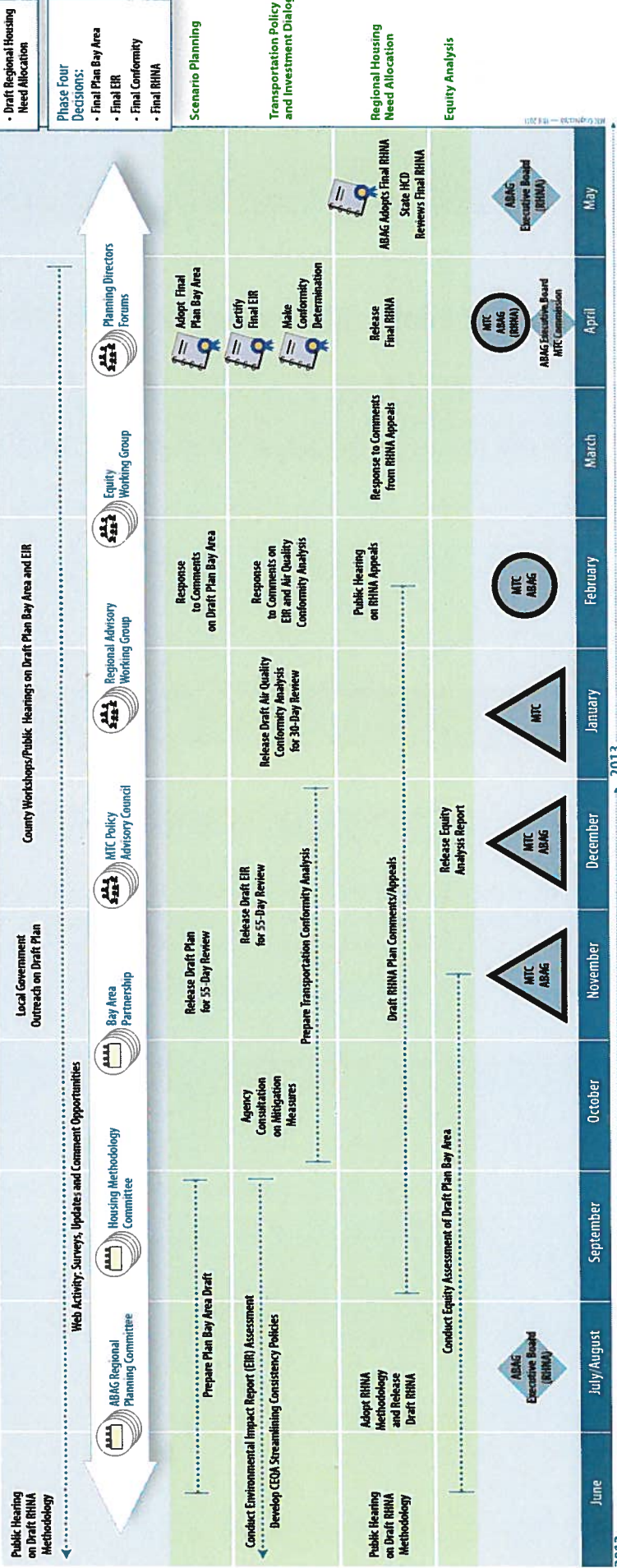
For more information on key actions and decisions and how to get involved, visit OneBayArea.org

Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012-2013*

Revised October 2011

Phase 3: Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans

Phase 4: Plan Adoption



*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

Document Release

JOINT document release by MTC-ABAG and MTC

ABAG - ABAG Administrative Committee MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org