

CITY OF ALAMEDA

Memorandum

To: Honorable Mayor and
Members of the City Council

From: Ann Marie Gallant
Interim City Manager

Date: March 2, 2010

Re: Authorize the Interim City Manager to Approve a Fund Pass-Through Agreement Between the San Francisco Bay Area Rapid Transit District and the City of Alameda to Receive \$1,668,154 in Federal Transit Administration Funds for the Transit and Access Plan and Implementation of Shuttle Service Improvements, and Authorize the Use of \$95,178 from Alameda Reuse and Redevelopment Authority Funds as Matching Funds for the First Phase of the Project

BACKGROUND

On behalf of the City of Alameda, the San Francisco Bay Area Rapid Transit District (BART) applied for and received four grants from the Federal Transit Administration (FTA) totaling \$1,668,154 for the planning and implementation of transit service that would link Alameda Point and the adjacent community centers to the Oakland BART stations. Since the City is not an eligible recipient of FTA funds, BART is acting as a pass-through agent for the grants; the City is a subgrantee and will serve as the project manager. The first phase of the project is for planning and preliminary design, and will utilize \$380,714 of the grant funds.

DISCUSSION

The first phase of this project includes development of a Transit and Access Plan for a proposed bus rapid transit (BRT) system or enhanced bus service (EBS) from Alameda Point and other key locations in the city to the Fruitvale and 12th Street BART stations. The development of a major transit corridor that links Alameda Point to the BART system is considered a key feature for future development of the site based on the projected traffic demand and congestion levels at Alameda's estuary crossings. To address potential impacts to the existing transit services, the project will also consider how the new transit service could serve other parts of Alameda and recommend modifications to the existing services.

In addition to acting as the financial pass-through agency, BART; with the approval of City staff and management, is providing the consultants for the plan. Through a previous competitive bid process, BART chose Nelson\Nygaard Consulting Associates

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to lead their on-call consulting team. Nelson\Nygaard has over 20 years of experience in a wide variety of transit, transportation, traffic, operations, land use, and transportation demand management applications, and is currently serving as on-call consultant for numerous other public agencies in the Bay Area, in addition to BART.

On November 19, 2009, the pass-through agreement, including the project work scope for the first phase of the project, was approved by the BART Board of Directors. Key work products of the first phase of the study include:

- Transit operations plan and financial analysis of a proposed BRT or EBS to connect Alameda Point and the adjacent community centers to the Fruitvale and 12th Street BART stations.
- Preliminary design plans and construction cost estimates for the proposed street improvements needed to accommodate the BRT or EBS.

Design of the proposed improvements will be completed during the second phase of the project. Depending on the amount of funds remaining after design is completed, portions of the proposed transit system improvements will be constructed. A copy of the Fund Pass-Through Agreement is on file in the City Clerk's office.

FINANCIAL IMPACT

The pass-through agreement applies to all of the grants for this project, covering the planning, design, and implementation phases, as summarized in the following table:

Earmark ID	FTA Share	City Matching Funds	Total
E2006-BUSP-076	\$ 380,714	\$ 95,178	\$ 475,892
E2007-BUSP-0056	\$ 401,280	\$ 100,320	\$ 501,600
EF2008-BUSP-0056	\$ 434,720	\$ 108,680	\$ 543,400
E2009-BUSP-071	\$ 451,440	\$ 112,860	\$ 564,300
TOTAL	\$ 1,668,154	\$ 417,038	\$ 2,085,192

The first earmark identified in the above table, E2006-BUSP-076, references the first phase of the project. The FTA grants will pay \$380,714 of the project costs for this phase of the project, and the Alameda Reuse and Redevelopment Authority (ARRA) Fund 858 will pay \$95,178 for the 20% local match. This is a non-budgeted item that will be adjusted at mid-year budget review. Matching funds for future phases of the project will be identified from funding sources, such as ARRA leasing revenues or through negotiations with the developer for Alameda Point, as future phases of the project progress.

MUNICIPAL CODE/POLICY DOCUMENT CROSS REFERENCE

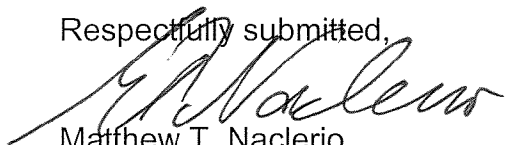
The proposed project is consistent with the following General Plan policies to enhance transit service:

- Policy 4.1.2.e – Work with regional, state, and federal agencies to develop plans for design, phasing, funding, and construction of facilities to enhance multimodal cross-estuary travel, such as increased access to Interstate 880 (bridge, tunnel or other vehicle connection) bike/pedestrian shuttles or high occupancy vehicle-only crossing (e.g. transit or carpool lane) to Oakland.
- Implementing Policy 9.2.g: Integrate Alameda Point into the community by creating transit and physical connections to adjacent community centers such as Marina Village and Webster Street.
- Guiding Policy 9.4.o: Optimize the use of transit and other alternative modes of transportation in all development at Alameda Point by increased accessibility to local and regional transit systems and ensuring safe and reliable transportation alternatives.

RECOMMENDATION

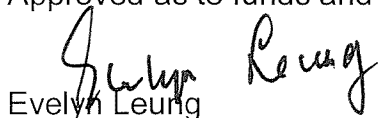
Authorize the Interim City Manager to approve a Fund Pass-Through Agreement between the San Francisco BART and the City of Alameda to receive \$1,668,154 in FTA funds for the Transit and Access Plan and implementation of shuttle service improvements, and authorize the use of \$95,178 from ARRA funds as matching funds for the first phase of the project.

Respectfully submitted,



Matthew T. Naclerio
Public Works Director

Approved as to funds and account,



Evelyn Leung
Interim Supervising Accountant

OK:BB:gc

Exhibit:

1. Fund Pass-Through Agreement – on file in the City Clerk's office