

## BOARD MEETING NOTICE

AC Transit  
Director  
Greg Harper

Alameda County  
Supervisors  
Alice Lai-Bitker  
Scott Haggerty, Vice Chair  
Gail Steele  
Nate Miley  
Keith Carson

City of Alameda  
Mayor  
Beverly Johnson

City of Albany  
Vice Mayor  
Farid Javandel

BART  
Director  
Thomas Blalock

City of Berkeley  
Councilmember  
Laurie Capitelli

City of Dublin  
Mayor  
Tim Sbranti

City of Emeryville  
Mayor  
Ruth Atkin

City of Fremont  
Vice Mayor  
Robert Wiecekowski

City of Hayward  
Councilmember  
Olden Henson

City of Livermore  
Mayor  
Marshall Kamena

City of Newark  
Councilmember  
Luis Freitas

City of Oakland  
Councilmembers  
Larry Reid  
Rebecca Kaplan

City of Piedmont  
Vice Mayor  
John Chiang

City of Pleasanton  
Mayor  
Jennifer Hosterman

City of San Leandro  
Councilmember  
Joyce R. Starosciak

City of Union City  
Mayor  
Mark Green, Chair

Executive Director  
Art Dao

**Thursday, September 23, 2010,  
2:30 P.M.**

1333 Broadway, Suite 300  
Oakland, California 94612  
(see map on last page of agenda)

Chair: Mark Green  
Vice Chair: Scott Haggerty

Executive Director: Arthur L. Dao  
Interim Clerk of the Board: Gladys V. Parmelee

## AGENDA

*Copies of Individual Agenda Items are Available on the:  
Alameda CTC Website -- [www.alamedactc.org](http://www.alamedactc.org)*

### Call to Order/Pledge of Allegiance

### Roll Call

### Public Comment

Members of the public may address the Board during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard as part of that specific agenda item. Only matters within the Commission's jurisdictions may be addressed. If you wish to comment make your desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

- |  |            |
|--|------------|
| <b>1. Approval of Consent Calendar</b>   | <b>I/A</b> |
| <b>A. Minutes of July 22, 2010 - page 1</b>  |            |
| <b>B. Minutes, August 9, 2010 - page 11</b>  |            |
| <b>C. Approval of the 2010 LOS Monitoring Study Draft Report - page 13</b>   |            |
| <b>D. Review of the I-80 Integrated Corridor System Management Plan (CSMP) - page 35</b>   |            |
| <b>E. Review of the I-880 Corridor System Management Plan (CSMP) – page 61</b>   |            |
| <b>F. Approval of Transportation and Land Use Program: Revised Priority Development Area (PDA) Reporting – page 79</b>                 |            |
| <b>G. Review of Projects Proposed for the FY 2010/11 Transportation Funds for Clean Air (TFCA) Remaining Program Balance - page 85</b> |            |

- H. East 14th Street/Hesperian Boulevard/15<sup>th</sup> Street Intersection Improvements (ACTIA 19) – Approval of Amendment No. 2 to the Project Specific Funding Agreement with the City of San Leandro for Right-of-Way Support and Capital Phase - page 91**
- I. I-680/I-880 Cross Connector Studies (ACTIA 22) – Approval of Amendment No. 3 to the Project Specific Funding Agreement with the Alameda County Congestion Management Agency for project scoping work – page 93**
- J. Webster Street SMART Corridor – Approval of amendments to the funding agreements with the City of Alameda and the Metropolitan Transportation Commission (MTC) for the Webster Street SMART Corridor Project – page 95**
- K. I-880 Southbound HOV Lane Widening Project – Approval of Resolution 10-004 Authorizing the Executive Director to Execute Contracts for I-880 Southbound HOV Lane Widening Project – page 99**
- L. Update on Agency Insurance Coverage - page 103**
- M. Professional Services Agreement with Management Partners (L10-003) – Approval of Amendment No. 1 to the Professional Services Agreement with Management Partners (L10-003) for administrative assistance during the transition of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA) to the new Alameda County Transportation Commission (Alameda CTC) - page 105**
- N. Approval of Consultant Team and Authorization to Negotiate and Execute a Contract for the Update of the Countywide Transportation Plan and Development of the Sales Tax Expenditure Plan Development – page 111**
- O. Approval of appointments to the Community Advisory Committees – page 125**
- P. Approval of ACTIA’s Semi-Annual LBCE/SLBE Report for the Period January 1, 2010 through June 30, 2010 – page 135**

**2. Community Advisory Committee Reports – (Time Limit: 3 minutes per speaker)**

- A. Bicycle and Pedestrian Advisory Committee – Midori Tabata, Chair – page 149**
- B. Citizens Advisory Committee – Barry Ferrier, Chair - page 157**
- C. Citizens Watchdog Committee – James Paxson, Chair - page 159**
- D. Paratransit Advisory Committee – Sylvia Stadmire, Chair - page 161**

**3. Planning, Policy and Legislation Committee Action Items**

- A. Legislative Program Update - page 163**

**4. Programs and Projects Committee Action Items**

- A. Approval of ACTC Sponsorship for the SR2S Regional Application for the BikeMobile Project and Funding Strategy - page 181**

- 5. Finance and Administration Committee Action Items**
  - A. Approval of Annual Investment Report (ACTIA) - page 205**
- 6. Closed Session**
  - A. Confer with legal counsel regarding personnel matters pursuant to Government Code §54957.**
  - B. Report on Closed Session**
- 7. Staff Reports (verbal)**
- 8. Member Reports**
- 9. Adjournment: Next Meeting - October 28, 2010 at 2:30 PM**

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

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

***September Meeting Schedule: Some dates are tentative. Persons interested in attending should check dates with Alameda CTC staff.***

Citizens Advisory Committee (CAC)	5:30 pm	October 21, 2010	1333 Broadway Suite300
Citizens Watchdog Committee (CWC)	6:30 pm	No meeting this month	
Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	October 5, 2010	1333 Broadway Suite 300
Planning, Policy and Legislation Committee (PPLC)	11:00 am	October 11, 2010	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	October 11, 2010	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	October 11, 2010	1333 Broadway Suite 300
Bicycle and Pedestrian Advisory Committee	5:30 pm	October 14, 2010	1333 Broadway Suite300
Countywide Transportation Plan and Expenditure Plan Development Steering Committee	1:30 pm	October 18, 2010	1333 Broadway Suite 300
Paratransit Technical Advisory Committee	1:00 pm	October 25, 2010	1333 Broadway Suite 300
Paratransit Advisory and Planning Committee	1:00 pm	October 25, 2010	1333 Broadway Suite 300
<b>Alameda CTC Board Meeting</b>	<b>2:30 PM</b>	<b>October 28, 2010</b>	<b>1333 Broadway Suite 300</b>

*This page intentionally left blank.*

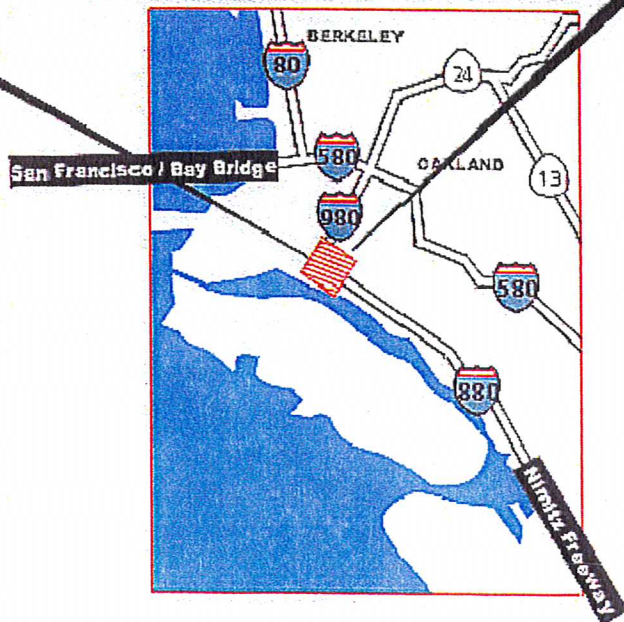
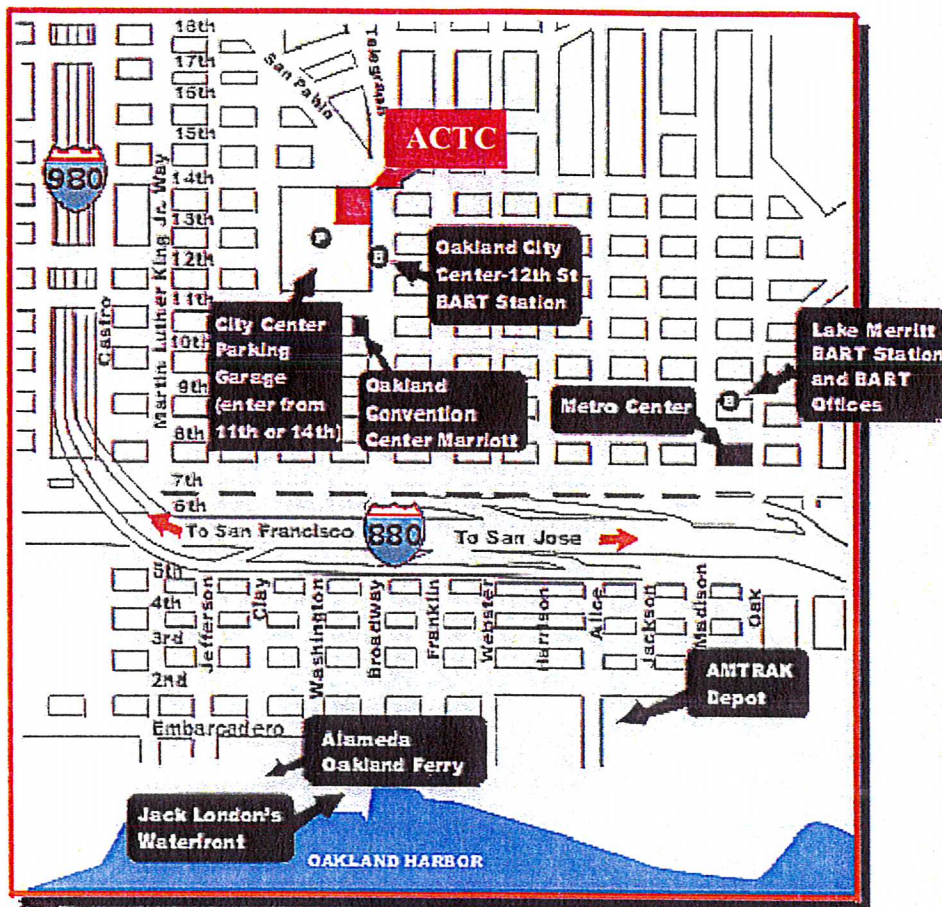


# ALAMEDA

## County Transportation Commission

ACCM A ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560  
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)



### Public Transportation Access

**BART:** City/Center 12<sup>th</sup>  
Street Station

### AC Transit:

Lines 1, 1R, 11, 12, 13, 14,  
15, 18, 40, 51, 63, 72, 72M,  
72R, 88, 314, 800, 801,  
802, 805, 840

### Auto Access

- Traveling South: Take 11<sup>th</sup>  
Street exit from I-980 to  
11<sup>th</sup> Street
- Traveling North: Take 11<sup>th</sup>  
Street/Convention Center  
Exit from I-980 to 11<sup>th</sup>  
Street
- Parking:  
City Center Garage –  
Underground Parking,  
enter from 11<sup>th</sup> or 14<sup>th</sup>  
Street

## Glossary of Acronyms

<b>ABAG</b>	Association of Bay Area Governments	<b>MTC</b>	Metropolitan Transportation Commission
<b>ACCM</b>	Alameda County Congestion Management Agency	<b>MTS</b>	Metropolitan Transportation System
<b>ACE</b>	Altamont Commuter Express	<b>NEPA</b>	National Environmental Policy Act
<b>ACTA</b>	Alameda County Transportation Authority (1986 Measure B authority)	<b>NOP</b>	Notice of Preparation
<b>ACTAC</b>	Alameda County Technical Advisory Committee	<b>PCI</b>	Pavement Condition Index
<b>ACTIA</b>	Alameda County Transportation Improvement Authority (2000 Measure B authority)	<b>PSR</b>	Project Study Report
<b>ADA</b>	Americans with Disabilities Act	<b>RM 2</b>	Regional Measure 2 (Bridge toll)
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>RTIP</b>	Regional Transportation Improvement Program
<b>BART</b>	Bay Area Rapid Transit District	<b>RTP</b>	Regional Transportation Plan (MTC's <i>Transportation 2035</i> )
<b>BRT</b>	Bus Rapid Transit	<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act
<b>Caltrans</b>	California Department of Transportation	<b>SR</b>	State Route
<b>CEQA</b>	California Environmental Quality Act	<b>STA</b>	State Transit Assistance
<b>CIP</b>	Capital Investment Program	<b>STIP</b>	State Transportation Improvement Program
<b>CMAQ</b>	Federal Congestion Mitigation and Air Quality	<b>STP</b>	Federal Surface Transportation Program
<b>CMP</b>	Congestion Management Program	<b>TCM</b>	Transportation Control Measures
<b>CTC</b>	California Transportation Commission	<b>TCRP</b>	Transportation Congestion Relief Program
<b>EIR</b>	Environmental Impact Report	<b>TDA</b>	Transportation Development Act
<b>FHWA</b>	Federal Highway Administration	<b>TDM</b>	Travel-Demand Management
<b>FTA</b>	Federal Transit Administration	<b>TFCA</b>	Transportation Fund for Clean Air
<b>HOT</b>	High occupancy toll	<b>TIP</b>	Federal Transportation Improvement Program
<b>HOV</b>	High occupancy vehicle	<b>TLC</b>	Transportation for Livable Communities
<b>ITIP</b>	State Interregional Transportation Improvement Program	<b>TMP</b>	Traffic Management Plan
<b>LATIP</b>	Local Area Transportation Improvement Program	<b>TMS</b>	Transportation Management System
<b>LAVTA</b>	Livermore-Amador Valley Transportation Authority	<b>TOD</b>	Transit-Oriented Development
<b>LOS</b>	Level of service	<b>TOS</b>	Transportation Operations Systems
		<b>TVTC</b>	Tri Valley Transportation Committee
		<b>VHD</b>	Vehicle Hours of Delay
		<b>VMT</b>	Vehicle miles traveled



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560  
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

ALAMEDA COUNTY TRANSPORTATION COMMISSION  
MINUTES OF JULY 22, 2010  
OAKLAND, CALIFORNIA

**A. JOINT ACTIA, ACCMA AND ALAMEDA CTC BOARD MEETING**

**A.1 Convene joint meeting of the Boards of the Alameda County Congestion Management Agency (ACCMA), the Alameda County Transportation Improvement Authority (ACTIA), and the Alameda County Transportation Commission (Alameda CTC)**

Chair Green called to order the joint meeting of ACCMA, ACTIA and Alameda CTC at 2:30 p.m..

**A.2 Pledge of Allegiance**

**A.3 Roll Call**

Parmelee conducted the roll call to confirm quorum. The roll call roster is attached.

**A.4 Election of Chair and Vice Chair for all three Boards**

Supervisor Haggerty nominated Mayor Green as Chair. Mayor Hosterman made a second. Mayor Kamena made a substitute motion to nominate Mayor Green as Chair and Supervisor Haggerty as Vice Chair. Vice Mayor Wieckowski made a second. The motion passed 23-0.

Mayor Green and Supervisor Haggerty expressed their gratitude to the members of the Board for being elected as Chair and Vice Chair.

**A.5 Public Comment**

Lynn Dantzker of Management Partners, the consultant for the merger, stated that she was happy to see the merger happen. She had been involved in the merger study and the implementation plan and she recognized the hard work that Beth Walukas, Tess Lengyel, Dennis Fay, Christine Monsen, Frank Furger and Art Dao for helping her. Mayor Green also expressed his gratitude to all ACCMA and ACTIA staff for the cooperation and hard work in the merger implementation.

**A.6 Recess Joint Meeting and Reconvene Alameda CTC Board Meeting**

The joint meeting was recessed at 2:39 p.m..

**1.0 Designation of the Existing ACTIA and ACCMA Executive Directors as Interim Co-Executive Directors**

Henson made a motion to designate the existing Executive Directors of ACTIA and ACCMA as interim co-executive directors of the Commission, to serve until an executive director is hired for the Alameda CTC. A second was made by Reid. The motion passed 23-0.

## **2.0 Adoption of the Administrative Code**

Chair Green referred to the handout reflecting a change to Section 4.5 of the Administrative Code. Director Harper suggested further changes to the last sentence of Section 4.5 to add “nothing prohibits any Board Member to contact staff members for purpose of responding to inquiries from staff as authorized by the Executive Director”. Director Harper made a motion to adopt the Alameda CTC Administrative Code with the changes to Section 4.5; a second was made by Councilmember Starosciak. The motion passed 23-0.

## **3.0 Approval of the Transit Agency Fees**

Supervisor Haggerty made a motion to approve the Ad Hoc Committee on Merger’s recommendation to assess AC Transit and BART an Alameda CTC fee; a second was made by Sbranti. The motion passed 23-0.

## **4.0 Appoint/Reappoint Countywide Transportation Plan Update and Sales Tax Reauthorization Steering Committee Members**

Tess Lengyel recommended that the Board appoint and/or reappoint members of the Countywide Transportation Plan Update and Sales Tax Reauthorization Steering Committee. Vice Mayor Javandel clarified about the appointment of Councilmember Worthington to the steering committee since the City of Berkeley has appointed Councilmember Capitelli as representative to the Board. Chair Green and legal counsel replied that Supervisor Carson has appointed Councilmember Worthington as his alternate and therefore he can remain in the Steering Committee. A motion to approve staff recommendation was made by Mayor Kamena; a second was made by Supervisor Lai-Bitker. The motion passed 24-0.

## **5.0 ACTIA Executive Director’s Report**

Christine Monsen was pleased to report that BART reconfirmed their approval of the Oakland Airport Connector funding plan. She also stated that Paratransit Committee will hold an annual mobility workshop on July 30<sup>th</sup> at MTC. She was pleased to inform the Board that Tess Lengyel has been appointed as Co-Chair of the Leadership Program for the Women’s Transportation Seminar International Organization. This is an annual event and she had to compete to be appointed. She also added that she was appointed to serve the advisory board of the Women’s Transportation Seminar San Francisco Chapter. She said that next year the conference will be held in San Francisco and both men and women are welcome to attend. The Board congratulated Tess Lengyel and Christine Monsen for their appointment. This item is for information only.

## **5.2 ACCMA Executive Director’s Report**

Dennis Fay was pleased to report that the ACCMA will be submitting to the register of voters the vehicle registration fee on July 23<sup>rd</sup>. He acknowledged the hard work of Beth Walukas for putting together a vehicle registration fee program and worked closely with counties in the region. He added that the I-680 Express Lane will open on September 20<sup>th</sup>. Councilmember Kaplan asked if the ballot measure states that the money will stay local. After some discussion on this issue, Councilmember Kaplan made a motion to direct staff to check if the word local was in the ballot measure and to authorize staff to add that word if it is not included. A second was made by Javandel. The motion passed 25-0.

## **6.0 CONSENT CALENDAR**

- 6.1 Approval of ACTIA Board Meeting Minutes, June 24, 2010**
- 6.2 Approval of ACCMA Board Meeting Minutes, June 24, 2010**
- 6.3.1 Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A) – Approval of Measure B Allocation to the PE/Environmental Phase and Approval of Amendment No. 4 to the PE/Environmental Project Specific Funding Agreement with AC Transit (A05-0005)**
- 6.3.2 East Bay Greenway Project – Approval of the Consultant Shortlist and Authorization to Interview, Negotiate and Execute a Contract with the Top-Ranked Firm for Engineering, Environmental Clearance and Implementation Strategy Services (ACTIA RFP No. 10-01)**
- 6.3.3 Measure B Capital Projects – I-880/Mission Boulevard (Route 262) Interchange Reconstruction (MB196) and I-880 to Mission Boulevard East-West Connector (MB226) – Update on Funding Plans**
- 6.4.1 Approval of Final Countywide Safe Routes to Schools Program**
- 6.4.2 Approval of Contract Extension for Executive Director**
- 6.4.3 Year-End Detail of Investments for ACTA and ACTIA Funds**
- 6.5.1 Transportation and Land Use Program - Approval of Transit Oriented Development (TOD) Quarterly Update**
- 6.5.2 Approval of Safe Routes to School (SR2S) Final Program**
- 6.6.1 Quarterly Investment Report**
- 6.6.2 Quarterly SBE, LBE, and DBE Reports**
- 6.6.3 Route 84/ Ardenwood Boulevard Park and Ride Lot Project (Regional Measure 2 Project 29.5) – Acceptance of Construction Contract**
- 6.6.4 I-680 Express Lane Project - Authorization for ACCMA Director to Negotiate and Execute Professional Services and Co-Location Contracts**

Supervisor Haggerty moved for the approval of the consent calendar; Councilmember Henson made a second. The motion passed 25-0.

## **INFORMATION AND ACTION ITEMS**

### **7.0 ACTIA COMMUNITY ADVISORY COMMITTEE REPORTS**

#### **7.1 Bicycle and Pedestrian Advisory Committee (BPAC)**

Midori Tabata, BPAC Chair, stated that BPAC hasn't met since June and she has no update to provide at this time. She said that BPAC will continue to work on maximizing funds available for projects and programs and continue to work with staff.

#### **7.2 Citizens Advisory Committee (CAC)**

Barry Ferrier, CAC Chair, stated that CAC last met in Union City on July 15<sup>th</sup>. He added that CAC have had discussions on the Alameda County Transportation Commission and they look forward to working with the new agency. He also said that one of the major goals of CAC is to increase the number of subscribers to the website, newsletter, and e-notifiers service so members can be contacted by email individually to invite them to upcoming events and announcements. Their target is to have at least 1,000 subscribers and as of July they have 968 subscribers.



### **7.3 Citizens Watchdog Committee (CWC)**

James Paxon, CWC Chair was unable to come to the meeting and requested Tess Lengyel to give his report. The CWC have drafted their final annual report. They have reviewed all financials of the agency and audits of the jurisdictions and they have no findings. The CWC are forming an ad hoc committee too review issues on measure B funds. They will initially review the Cities of Oakland and Fremont to review their end of year balances.

### **7.4 Paratransit Advisory and Planning Committee (PAPCO)**

Sylvia Stadmire, Chair of PAPCO, reported that on June 28 PAPCO held its annual business meeting and elected their officers. She is pleased to be elected again as Chair. She discussed PAPCO's applications to the Countywide Transportation Plan and Expenditure Plan Development Community Advisory Working Group. In June they forwarded their recommendation for FY 10/11 and solicited the Board's support. She invited the board members to the 7<sup>th</sup> Annual Senior and Disabled Mobility Workshop on July 30<sup>th</sup> at the MTC Auditorium and provided an overview of the program. She was pleased to report that PAPCO has currently 23 appointees.

## **8.0 ACTIA Work Program Committee Reports**

On consent and in closed session.

## **9.0 ACTIA Administration, Legislation & Finance Committee Reports**

### **9.1 Legislative Program Update**

Tess Lengyel stated although this item is an information only she would like to inform the Board that AB 2147 has been amended and recommended that the Board change its position from support if amended to support. A motion to support AB2147 was made by Supervisor Lai-Bitker; a second was made by Mayor Hosterman. The motion passed 25-0.

## **10.0 ACCMA Plans and Programs Committee Report**

### **10.1 New Federal Act Program: Approval of Final CMA Block Grant Program**

Todd recommended approval of the final CMA Block Grant program (Local Streets and Roads, Regional Bicycle Program, and County Transportation for Livable Communities). Councilmember Henson made a motion to approve staff recommendation; a second was made by Mayor Kamena. The motion passed 25-0.

### **10.2 Approval of Transportation Fund for Clean Air (TFCA): FY 2010/11 Final Program**

Todd recommended to approve the TFCA FY 2010/11 final program and to authorize the Executive Director to execute any necessary agreements related to this programming. He added that the Alameda CTC is designated as the overall Program Manager for Alameda County. The TFCA FY 2010/00 final program recommends twelve projects for a total of \$1,874,701 in TFCA County Program Manager Funds. Vice Mayor Wieckowski made a motion to approve staff recommendation; a second was made by Councilmember Freitas. The motion passed 25-0.

#### **10.3.1 Approval of Amendment Request: Transportation Enhancement (TE) funds for the LAVTA Rideo Bus Project**

Bhat recommended to approve the programming of \$200,000 in STIP TE funds for LAVTA's Rideo Bus Project . Mayor Kamena made a motion to approve staff recommendation; Supervisor Haggerty

made a second. The motion passed as follows: (25 – aye, 1 – nay, 1 – absent, 0 – abstain) AC Transit (1) – nay; Alameda County (6) – aye; City of Alameda (1) – aye; City of Albany (1) – aye; BART (1) – absent; City of Berkeley (1) – aye; City of Dublin (1) – aye; City of Emeryville (1) – aye; City of Fremont (2) – aye; City of Hayward (2) – aye; City of Livermore (1) – aye; City of Newark (1) – aye; City of Oakland (4) – aye; City of Piedmont (1) – aye; City of Pleasanton (1) – aye; City of San Leandro (1) – aye; City of Union City (1) – aye

### **10.3.2 Approval of 2010 STIP Update: BART Oakland Airport Connector Project**

Todd recommended that the following amendments to the Alameda County STIP project list: (1) Reprogram #10 million in STIP funds from the I-880 Safety and Operational Improvements at 23<sup>rd</sup>/29<sup>th</sup> project to the BART Oakland Airport Connector (OAC) project. (2) Reprogram \$10 million in STIP funds from the I-880 Mission Blvd. I/C project to the BART OAC project. Todd added that Caltrans has committed to program \$10 million in SHOPP funds to the I-880 Safety and Operational Improvements at 23<sup>rd</sup>/29<sup>th</sup> project to backfill the reprogrammed STIP funds. He also said that CTC and Caltrans staff are open to programming CMIA funds to the I-880/Mission Blvd. I/C project to backfill the reprogrammed STIP funds, however this programming action is not scheduled to take place until the fall and is subject to approval by the full CTC. Councilmember Reid made a motion to approve staff recommendation; a second was made by Supervisor Haggerty. The motion passed as follows: (25 – aye, 1 – nay, 1 – absent, 0 – abstain) AC Transit (1) – aye; Alameda County (6) – aye; City of Alameda (1) – aye; City of Albany (1) – aye; BART (1) – absent; City of Berkeley (1) – aye; City of Dublin (1) – aye; City of Emeryville (1) – aye; City of Fremont (2) – aye; City of Hayward (2) – aye; City of Livermore (1) – aye; City of Newark (1) – aye; City of Oakland (3) – aye by Reid and (1) nay by Kaplan; City of Piedmont (1) – aye; City of Pleasanton (1) – aye; City of San Leandro (1) – aye; City of Union City (1) – aye

### **11.0 ACCMA Administration & Legislation Committee Reports**

There was no report this month.

### **12.0 Update on Altamont Corridor Rail Project**

Brent Ogden of California High-Speed Rail Authority presented an update on Altamont Corridor Rail Project. This item is for information only.

### **13.1 Closed Session**

Chair Green called a closed session at

### **13.2 Report on Closed Session**

Zack Wasserman stated there was nothing to report on closed session.

### **14.0 Member Reports**

There was no report.

### **15.0 Staff Reports**

There was no staff report.

**16.0 Adjournment:**

Chair Green adjourned the meeting at 3:55 p.m.. The next meeting is September 23, 2010 at 2:30 p.m.

**Attest by:**

---

Gladys V. Parmelee  
Interim Clerk of the Commission



## ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING ROSTER OF MEETING ATTENDANCE

JULY 22, 2010

ACTIA Board Room

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Beverly Johnson – City of Alameda	<i>[Signature]</i>	Frank Matarrese – City of Alameda	
Scott Haggerty – County of Alameda, District 1	<i>[Signature]</i>	William Harrison – City of Fremont	
Gail Steele – County of Alameda, District 2	<i>[Signature]</i>		
Alice Lai-Bitker – County of Alameda, District 3	<i>[Signature]</i>	Michael Gregory – City of San Leandro	
Nate Miley – County of Alameda, District 4	<i>[Signature]</i>		
Keith Carson – County of Alameda, District 5		Kriss Worthington	<i>[Signature]</i>
Farid Javandel - City of Albany	<i>[Signature]</i>	Peggy Thomsen - City of Albany	
Laurie Capitelli – City of Berkeley	<i>[Signature]</i>	Kriss Worthington – City of Berkeley	
Tim Sbranti- City of Dublin	<i>[Signature]</i>	Kasie Hildenbrand - City of Dublin	
Ruth Atkin – City of Emeryville	<i>[Signature]</i>	Kurt Brinkman – City of Emeryville	
Robert Wieckowski – City of Fremont	<i>[Signature]</i>	Robert Wasserman – City of Fremont	
Olden Henson – City of Hayward	<i>[Signature]</i>		
Marshall Kamena – City of Livermore	<i>[Signature]</i>	Jeff Williams – City of Livermore	
Luis Freitas – City of Newark	<i>[Signature]</i>	Alberto Huezo – City of Newark	
Larry Reid – City of Oakland	<i>[Signature]</i>		
Rebecca Kaplan – City of Oakland	<i>[Signature]</i>		
John Chiang – City of Piedmont	<i>[Signature]</i>	Garrett Keating – City of Piedmont	
Jennifer Hosterman – City of Pleasanton	<i>[Signature]</i>	Cheryl Cook-Kallio – City of Pleasanton	
Joyce R. Starosciak – City of San Leandro	<i>[Signature]</i>	Tony Santos – City of San Leandro	
Greg Harper – AC Transit	<i>[Signature]</i>	Rocky Fernandez - AC Transit	
Thomas Blalock - BART	<i>[Signature]</i>	Robert Franklin - BART	
Mark Green, Chair – City of Union City	<i>[Signature]</i>	Carol Dutra-Vernaci – City of Union City	
<b>LEGAL COUNSEL</b>			
Zack Wasserman – WRBD	<i>[Signature]</i>		
Neal Parish – WRBD	<i>[Signature]</i>		

CMA STAFF	Initials	ACTIA STAFF	Initials
Dennis R. Fay - Executive Director	DRF	Christine Monsen - Executive Director	um
Frank R. Furger - Chief Deputy Director		Art L. Dao - Deputy Director	ad
Dick Swanson - Director of Finance & Admin.		Anees Azad - Manager of Finance & Admin.	
Gladys Parmelee - Executive Assistant & Board Secretary	GP	Tess Lengyel - Programs & Public Affairs Mgr.	TL
Yvonne Chan - Accounting Manager	YC	Lei Lam - Senior Accountant	
Christina Muller - Administrative Manager	CM	Keonnis Taylor - Programs Coordinator	
Cyrus Minoofar - Manager of ITS		Arun Goel - Associate Transportation Engineer	AKG
Matt Todd - Manager of Programming	MT	Linda Adams - Executive Assistant	
Ray Akkawi - Manager of Project Delivery	RA		
Beth Walukas - Manager of Planning	BW		
Bijan Yarjani - Senior Transportation Engineer	BY		
Steve Haas - Senior Transportation Engineer	SH		
John Hemiup - Senior Transportation Engineer			
Saravana Suthanthira, Senior Transportation Planner	SS		
Diane Stark, Senior Transportation Planner	DS		
Gail Payne - Senior Transportation Planner			
Vivek Bhat - Associate Transportation Engr.	VB		
Liz Brazil - Contracts Administrator	LB		
Jacki Taylor - Engineering Staff Assistant			

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Pat Mossburg	Oak/Larry Reid	510.238.7573	pmossburg@oaklandnet
2. Michael R. Blanks, CPA		510-868-5340	mblanks@mbfinancials.com
3. Sylvan Stedman	PARCO		
4. Rochelle Wheeler	ACTIA	510-267-6121	rwheeler@actia2022.com
5. Lou Hexter	MIG	510-845-7549	lhoh@migcom.com
6. Alan Lee	BART	510-464-6121	ALee1@bart.gov
7. LYNN DANTKEER	Management Plus	925.998.6972	
8. NORM MADGE	MENDOZA ASSOC	415 644 0176	NMADGE@MENDOZA-ASSOCIATES,CA
9. Marc Roberts	City of Livermore	925 960-4405	mroberts@ci.livermore.ca.us
Angie Ayers, PMT		510.267.6115	aaayers@actia2022.com

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
10. Don Frascinella	Hayward	510-583-4781	don.frascinella@hayward-ca.gov
11. AKON M Walker	Transform	510 740 3150	akon@transformca.org
12. Nora Cody	Transform	740-3150	nora@transformca.org
13. KATE MILLER	ACTrans	891-4859	kmiller@actrans.org
14. SARAH SYED	BART	464-6426	ssyed@bart.gov
15. Naomi Armenta	ACTC	267-6118	narmenta@actia2022.com
16. Tamara Halbritter	ACTC	267-6135	thalbritter@actia2022.com
17. Mary Beasley	San Leandro		
18. BARRY FERRIER	UNION CITY ACTIA CAC	510 489-4565	BFERRIER2@CS.COM
19. Fabrice Muehle	PAPCO	510 325-0703	Fabrice29@yahoo.com
20. Linda Adams	ACTC	(510) 267-6100	ladams@actia2022.com
21. Brent Ogden	AECOM	(510) 763-2929	brent.ogden@aecom.com
22. Rebecca Kohlstrand	ACTA PC	510.267.6123	rkohlstrand@envirotranssolutive.com
23. LAURA LUSTER	L. Luster & Assoc.	510.282.7769	laura@lusterassociates.com
24. James Ober	APDI	(50) 502-4357	james@advancepdi.com
25. Simon Wong	TCV	510 494 1999	simon@TRICITYVOICE.COM
26. Christina Moller	ACTC	510 8362560	cmoller@accme.ca.gov
27. Alfonso Hernandez	LAVTA		ahernandez@lavta.org
28. Keonnis Taylor	ACTIA	510-267-6120	ktaylor@actia2022.com
29. Dawn Argyle	Ala. Co. EOS#1	925-551-6995	dawn.argyle@acgov.org
30.			
31.			
32.			
33.			
34.			
35.			

***This page intentionally left blank***



ACCMA	■	1333 Broadway, Suite 220	■	Oakland, CA 94612	■	PH: (510) 836-2560
ACTIA	■	1333 Broadway, Suite 300	■	Oakland, CA 94612	■	PH: (510) 893-3347

www.AlamedaCTC.org

**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING  
Minutes of August 9, 2010  
Oakland, California**

**A. JOINT ACTIA, ACCMA AND ALAMEDA CTC BOARD MEETING**

**A.1 Convene joint meeting of the Boards of the Alameda County Congestion Management Agency (ACCMA), the Alameda County Transportation Improvement Authority (ACTIA), and the Alameda County Transportation Commission (Alameda CTC)**

Chair Green called to order the joint meeting of ACTIA, ACCMA and ACTC at 12:00 noon.

**2.0 PLEDGE OF ALLEGIANCE**

**3.0 ROLL CALL**

Parmelee conducted the roll call to confirm quorum. The roll call roster is attached.

**4.0 PUBLIC COMMENT**

There was no public comment.

**5.0 CLOSED SESSION**

Mayor Green convened a closed session at 12:05 PM to confer with legal counsel regarding personnel matters pursuant to Government Code Code §54957, including:

PUBLIC EMPLOYEE APPOINTMENT

Title: Executive Director

**6.0 REPORT ON CLOSED SESSION**

Chair Green reported that the Board has chosen an Executive Director for the Alameda CTC. He was pleased to announce that Arthur Dao was unanimously chosen by the board. Chair Green added that there was a great pool of applicants and it was not an easy decision for the panel and the board.

Arthur Dao happily accepted the appointment. He said that he is grateful for the Board's confidence and he is honored for the appointment. He also stated that he is committed to build on the success of ACCMA and ACTIA to deliver critical transportation and mobility projects across the county.

**7.0 ADJOURNMENT:**

Chair Green adjourned the meeting at 1:00 PM. The next meeting will be held on September 23, 2010 at 2:30 PM.

**Attest By:**

---

Gladys V. Parmelee  
Interim Clerk of the Commission

## ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING ROSTER OF MEETING ATTENDANCE

August 9, 2010

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Beverly Johnson – City of Alameda		Frank Matarrese– City of Alameda	
Scott Haggerty – County of Alameda, District 1	SH	William Harrison – City of Fremont	
Gail Steele – County of Alameda, District 2	GS		
Alice Lai-Bitker – County of Alameda, District 3		Michael Gregory – City of San Leandro	MB
Nate Miley – County of Alameda, District 4	Nam		
Keith Carson – County of Alameda, District 5		Kriss Worthington	Kriss W
Farid Javandel - City of Albany		Peggy Thomsen - City of Albany	
Laurie Capitelli – City of Berkeley		Kriss Worthington – City of Berkeley	
Tim Sbranti- City of Dublin	TS	Kasie Hildenbrand - City of Dublin	
Ruth Atkin – City of Emeryville	RA	Kurt Brinkman – City of Emeryville	
Robert Wieckowski– City of Fremont		Robert Wasserman – City of Fremont	
Olden Henson – City of Hayward	OPH		
Marshall Kamena – City of Livermore		Jeff Williams – City of Livermore	JW
Luis Freitas – City of Newark	LF	Alberto Huezo – City of Newark	
Larry Reid – City of Oakland	LR		
Rebecca Kaplan – City of Oakland	RK		
John Chiang – City of Piedmont	JC	Garrett Keating – City of Piedmont	
Jennifer Hosterman – City of Pleasanton *	JH	Cheryl Cook-Kallio – City of Pleasanton	
Joyce R. Starosciak – City of San Leandro	JS	Tony Santos – City of San Leandro	
Greg Harper – AC Transit		Rocky Fernandez - AC Transit	
Thomas Blalock - BART	TB	Robert Franklin - BART	
Mark Green, Chair – City of Union City	MG	Carol Dutra-Vernaci – City of Union City	
<b>LEGAL COUNSEL</b>			
Zack Wasserman – WRBD	ZW		
Neal Parish – WRBD			
Geoffrey Gibbs - GLG	GTG		

## Memorandum

**DATE:** September 14, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Planning Policy and Legislation Committee

**SUBJECT:** Approval of the 2010 Level of Service Monitoring Study Report

### Recommendations:

It is recommended that the Commission approve the 2010 Level of Service (LOS) Monitoring Study Report. The Executive Summary and final LOS figures are attached. The full report can be found on the ACTC website. The results of the 2010 LOS Monitoring Study were presented to ACTAC and the ACCMA Plans and Programs Committee at their July meetings. The draft report was reviewed by the ACTC Planning Policy and Legislation Committee at its September 9<sup>th</sup> meeting. Based on the select link analysis from the Countywide Travel Demand Model and after applying all applicable exemptions, no CMP roadway segments were found to be deficient.

### Summary:

Data collection was performed for the 2010 LOS Monitoring Study in Spring 2010 on all of the CMP roadway segments for afternoon and morning peak periods. Monitoring in the a.m. peak is for informational purposes only. Preliminary findings from the data collected were presented to ACTAC in May and June respectively, and final results were presented to ACTAC and the ACCMA Plans and Programs Committee in July 2010.

One comment, from the City of Pleasanton, was received regarding the accuracy of data on the I-580/I-680 interchange westbound to southbound for the PM peak period. The data collection consultants verified that the data reflected existing conditions for the segment, that the travel time data presented was the actual data collected, and that the data was collected on two days in March, one day in April and three days in May. Therefore, no changes were made.

The Planning Policy and Legislation Committee considered this item at its meeting on September 9, 2010. Two requests were made to staff: 1) review the LOS F segments on southbound I-880 south of SR 92 in the morning peak period for accuracy; and 2) find out from Caltrans whether their SHOPP program includes pavement rehabilitation for the eastbound I-580 to northbound I-680 connector ramp. In response to the comments, the LOS data was reviewed and it was found that three LOS F segments in the draft report, one in table

4 and two in table 5, contained incorrect LOS letter designations. These segments with the correct LOS designations are:

1. eastbound I-580 between Coolidge and SR 13 Off in the afternoon – 31.4 mph/LOS E;
2. southbound I-880 between Alvarado-Niles and Alvarado in the morning-32.7 mph/LOS E;  
and
3. southbound I-880 between Decoto and Stevenson in the morning - 32.9 mph/ LOS E.

These corrections were made to the respective tables reporting on LOS F data and also reflected in the body of the report. Because of this change, the total number of LOS F segments decreased from 57 to 54.

Regarding the I-580 and I-680 ramp connector pavement rehabilitation, Caltrans has indicated that this ramp connector is identified for pavement rehabilitation work under Caltrans' Minor Program. This program covers projects that cost under one million dollars and where the work is not complex or environmentally sensitive and can be quickly implemented. This project is anticipated to be programmed for implementation in the Summer 2012 depending on the availability of funds for state programs.

The report presents the results of the travel time and speed surveys for 2010. The results indicate that the generally speeds on freeways and arterials have improved, likely due to the continued economic downturn. Based on the select link analysis from the Countywide Travel Demand Model and after applying all applicable exemptions, no CMP roadway segments were found to be deficient.

Changes were made to two sections of the 2010 LOS Monitoring Report compared to previous monitoring reports: Travel Time on the Bay Crossings in Alameda County and Bicycle Counts. The 2010 LOS Monitoring Report includes travel time data for the three Bay bridge crossings connecting to Alameda County from San Francisco and San Mateo County. Data was collected using Toll Tag data from 511.org as directed by the CMA Board in 2009 instead of being collected by Caltrans as was done in previous studies.

Bicycle counts were not collected in Spring 2010. Instead, bicycle counts will be coordinated with an annual bicycle count data collection program being undertaken by Alameda CTC/ACTIA in Fall 2010 for approximately 50 locations in the County. The 12 locations previously counted and monitored in the LOS Monitoring Study are anticipated to be included in the new program. All 50 locations will be included in future LOS Monitoring reports.

### **Background:**

The ACCMA is required to monitor roadway p.m. peak period level of service (LOS) on the Alameda County CMP network per the Congestion Management Program statute passed by the California Legislature in 1990. LOS standards are established and monitored biennially in even numbered years. The study of p.m. peak period travel times has been conducted on the CMP network continuously since 1991. In 1994, the study was expanded to include a.m. peak period runs on selected arterials and freeways. Starting in 2006, all of the CMP roadway segments are monitored in both the p.m. and a.m. peak periods. In 1996, comparative travel times between auto and transit, and in one case, bicycle, was included for five selected origin-destination (O-D) pairs that reflect typical work trips in Alameda County. Over the years,



additional O-D pairs were added, resulting in 10 home-work pairs being studied since 2006. In 2002, three O-D pairs representing the three Bay Area bridges that connect to Alameda County and bicycle counts were added.

**Fiscal Impact:**

No fiscal impact.

***This page intentionally left blank***

## SUMMARY

This report presents the results of the travel time and speed surveys for the Alameda County Congestion Management Program (CMP) designated roadway system (“CMP network”) for the year 2010. The results indicate that in general speeds on freeways and arterials have improved, likely due to the continued economic downturn. The survey program included the following elements:

- “Floating car” travel time surveys on all Alameda County freeways (151 survey segments) and designated CMP arterial roads (221 survey segments) during the 4:00 to 6:00 P.M. peak period and 7:00 to 9:00 A.M. peak period. Based on the direction of the CMA Board in 2004, all of the segments are being monitored for afternoon and morning peak periods starting 2006. Monitoring in the A.M. peak is for informational purposes only.
- Travel time surveys on selected ramp movements and “special segments” (23 survey segments) during the P.M. and A.M. peak periods.
- Travel time surveys using both auto and transit travel between ten pairs of origins and destinations.
- Bicycle Counts at twelve intersections using count data supplied by the local jurisdictions.

The following table lists the locations of figures in this report, which illustrate the levels of service on each CMP road segment in each area of the county.

Figure	Area	LOS	Time Period	Page
2	Countywide	“F” Only	A.M. and P.M.	27
3	Northern	All	P.M. Peak Hour	41
4	Upper Central	All	P.M. Peak Hour	43
5	Lower Central	All	P.M. Peak Hour	45
6	Southeastern	All	P.M. Peak Hour	47
7	Northern	All	A.M. Peak Hour	49
8	Upper Central	All	A.M. Peak Hour	51
9	Lower Central	All	A.M. Peak Hour	53
10	Southeastern	All	A.M. Peak Hour	55

## **2010 LOS MONITORING RESULTS - SYSTEM PERFORMANCE**

### **Observations on Corridor Performance**

Based on the 2010 monitoring results, speeds on freeways and arterials generally appear to have improved, likely due to continued economic downturn. The following are the highlights of the roadways performance in comparison with the LOS results in 2008:

- While overall average speeds on the system appeared to have improved. Roadway construction and seismic retrofit activities on major roadways and bridges across Alameda County seemed to have created pockets of congestion on Alameda County roadways. Also, reduced gas prices compared to 2008 could have increased the number of people driving who were previously using other modes such as transit or carpooling.
- Notable construction activities on the major roadways that likely created congestion are: Bay Bridge construction, I-880/5<sup>th</sup> Avenue Retrofit, I-880/High Street Retrofit, I-880/SR 92 Interchange reconstruction, southbound I-680 Express Lane, I-580 eastbound HOV/HOT Lane, I-580 Isabel Interchange improvements and Caldecott Tunnel 4<sup>th</sup> Bore Project.
- An increased number of improved LOS F segments from the previous monitoring year was observed in 2010. Improvement in speed on I-238 and SR 262 Mission are likely due to completion of I-238 widening and completion of SR 262/ I-880 interchange improvements.

### **LEVEL OF SERVICE “F” SEGMENTS**

The 2010 surveys revealed that thirty five (35) segments are operating at Level of Service “F” during the P.M. peak period. Of these segments, twenty four (25) are on the freeway system, nine (9) are located on arterial routes, and two (2) segments are on freeway-to-freeway ramps. During the A.M. peak period, Nineteen (19) segments operated at LOS “F”, of which fifteen (15) are freeway segments, three (3) are arterials and one (1) freeway-to-freeway ramp. The number of segments operating at LOS F stayed the same in the P.M. peak period and increased by one (1) in the A.M. peak period from 2008.

### **LOS “F” Segments in the P.M. Peak Period (non-grandfathered)**

A total of twenty four (24), fifteen (15) freeway segments, seven (7) arterial segments and two (2) freeway-to-freeway connectors operated at LOS “F” during the P.M. peak period in 2010 in this category. Four (4) of these twenty three (23) segments are operating at LOS F for the first time. The details are shown in the following table:

### Freeways and Ramps

	CMP Route	Segment Limits	Jurisdiction	Comments
1	I-80 - WB	Jct I-580 to University	Berkeley-Albany	New LOS F
2	I-580 EB	San Ramon/ Foothill to I-680	County - Pleasanton	Construction
3	I-580 EB	I-680 to Hopyard	Pleasanton	Construction
4	I-580 EB	Hopyard	Pleasanton	Construction
5	I-580 EB	Santa Rita to El Charro	County - Pleasanton	Construction
6	I-580 EB	Harrison to Lakeshore	Oakland	
7	I-680 - NB	Rt 262/ Mission to Durham Rd	Fremont	Construction/ New LOS F
8	I-680 - NB	Durham Rd to Washington Blvd	Fremont	Construction/ New LOS F
9	I-680 - NB	Vargas Rd to Andrade Rd	County	New LOS F
10	I-880 - NB	Decoto to Alvarado Blvd	Fremont -Union City	
11	I-880 - NB	Alvarado Blvd to Alvarado-Niles Blvd	Fremont -Union City	
12	I-880 - NB	Alv-Niles to Tennyson	Union City - Hayward	Construction
13	SR 13 - SB	Moraga Ave to Hiller (Sig)	Oakland	
14	SR 13 - SB	Redwood to Jct I-580 (EB Merge)	Oakland	
15	SR 84 - EB	Newark Blvd/Arder to I-880 NB (off)	Newark	
16	I-880/SR 260 Connection	SR-260 EB to I-880 NB	Oakland	Construction
17	SR 13/SR 24 Interchange	SR-13 NB to SR 24 EB	Oakland	Construction

### Arterial

	CMP Route	Segment Limits	Jurisdiction	Comments
18	Hesperian - NB	Grant to Lewelling	County	Construction
29	Hesperian - SB	Springlake to Lewelling	County	
20	Hesperian - SB	SH 92 - WB to Tennyson	Hayward	Construction
21	SR 84 - EB	Sunol Rd to Plea-Sunol Rd	Fremont	
22	SR 84 - EB	SR 84 (off)/I-680 to Vallecitos Ln	County	Construction
23	SR 123 San Pablo - NB	Allston to University	Berkeley	
24	SR 185 (14th) - NB	46th St. to 42nd	Oakland	Construction

### LOS "F" Segments Included in 1991 CMP Baseline ("Grandfathered")

The remaining eleven (11) segments operated at LOS “F” during the 2010 P.M. peak period were also at LOS “F” during the 1991 CMP baseline year (and are therefore grandfathered). The details are below:

	CMP Route	Segment Limits	Jurisdiction
1	I-80 - EB	I-80/I-580 (Merge) to Powell	Emeryville - Berkeley
2	I-80 - EB	Powell to Ashby	Emeryville - Berkeley
3	I-80 - WB	University to Ashby	Emeryville - Berkeley
4	I-80 - WB	Ashby to Powell	Emeryville - Berkeley
5	I-580 EB	I-80 to I-980	Oakland
6	I-980 - EB	I-880 to SR 24 @ 580	Oakland
7	SR 24 - EB	Jct I-580 (on) to Broadway/SR 13	Oakland
8	SR 24 - EB	Broadway/ SR 13 to Caldecott (enter)	Oakland
9	SR 92 - EB	Clawiter to I-880	Hayward
10	Hesperian - NB	La Playa to W. Winton Ave	Hayward
11	SR 13 Ashby - EB	College to Domingo	Berkeley

### LOS “F” Segments in A.M. Peak Period

There are total 19 segments, 15 freeway segments, 3 arterial segments and one freeway to freeway connector, which are operating at LOS F. Of these 19 segments, 12 segments performed at LOS F previously. Of the remaining 7 segments that are operating at LOS F for the first time, 4 of them appeared to have been impacted by construction activities.

### *Freeways and Ramps*

	CMP Route	Segment Limits		Jurisdiction	Comments
		From	To		
1	I-80 - WB	I-580 Split to	Toll Plaza	Oakland	Construction
2	I-80 - WB	Toll Plaza	SF County	Oakland	Construction
3	I-580 - WB	SH 13 Off	Fruitvale	Oakland	
4	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oakland	
5	I-580 - WB	Greenville Rd	1st St	Livermore-County	Construction
6	I-580 - WB	1st St	Portola Ave.	Livermore	Construction
7	I-880 - NB	Alv-Niles	Tennyson	Union City-Hayward	Construction
8	I-880 - NB	Marina Blvd	SR 112/Davis	Oakland	New LOS F
9	I-880 - NB	Hegenberger	High/42	Oakland	New LOS F /Construction
10	I-880 - NB	High/42	23rd (1st on)	Oakland	New LOS F /Construction
11	I-880 - SB	I-238 (Marina before 06)	A St	San Leandro-County	Construction
12	I-880 - SB	A St	Rt 92	Hayward	Construction
13	SR 13 - NB	Morage Ave	Hiller (sig)	Oakland	New LOS F
14	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oakland	Construction
15	SR 84 - WB	Paseo Padre Pkwy	Toll Gate	Newark	
16	SR-13/SR-24	SR-13 NB	SR-24 EB	Oakland	Construction

### Arterials

	CMP Route	Segment Limits		Jurisdiction	Comments
		From	To		
17	Hesperian - NB	Grant	Lewelling	County	New LOS F /Construction
18	SR 84/Fremont (Fre) - WB	Peralta	Thorton	Fremont	New LOS F
19	SR 185 (14th) - NB	46th St	42nd	Oakland	New LOS F /Construction

## IMPROVED SEGMENTS

Table 1 lists nineteen segments that operated at LOS “F” during the 2008 surveys but operated at an improved Level of Service in the 2010 surveys. Improvements on I-238 and SR 262 Mission are likely due to completion of I-238 widening and completion of SR 262/ I-880 interchange improvements. The number of improved LOS F segments from the previous monitoring year increased from 15 in 2008 to 19 in 2010.

**Table 1: Segments at LOS "F" in 2008 and not in 2010**

	CMP Route	Direction	Segment Limits		2008 LOS (Speed)	2010 LOS (Speed)	Prior LOS F
			From	To			
P.M. PEAK PERIOD							
1	I-80	EB	Toll Plaza	I-580 SB Merge	F (28.6)	C (54.2)	93-'02, 06-08
2	I-80	EB	Ashby	University	F(20)	E(31.7)	91-95,97-08
3	I-80	EB	Jct I-580 (off)	Central (on)	F(26.7)	E(39.1)	91-92,96-97,02,06-08
4	I-238	WB	I-580	I-880	F(24.8)	A(61.8)	97-08
5	I-880	SB	Hegenberger	SR 112/Davis	F (24.5)	E(37.6)	91-92,08
6	SR 84	EB	Thornton	Newark Blvd/ Ardenwood Blvd	F(25.5)	A(65.8)	08
7	I-580/I-680	Connector	I-580 WB	I-680 NB	F(19.2)	B(31.3)	08
8	Hesperian	NB	Tennyson	SH 92-WB	F(8.6)	E(15.0)	06-08
9	Hesperian	SB	14th	Fairmont	F(8.6)	E(12.4)	91,95,97,08
10	SR 123 San Pablo	NB	Marin	Washington	F(6.2)	B(24.1)	08
A.M. PEAK PERIOD							
11	I-80	WB	Central	Jct -I580	F(24.6 )	E(37.0)	97,00-02,06-08
12	I-80	WB	Jct I-580	University	F(25.6 )	E(33.3)	97,00-02,06-08
13	I-238	WB	I-580	I-880	F(15.9 )	E(32.1)	97-08
14	I-580	WB	Portola	SR 84/Airway Blvd.	F(29.4 )	D(42.4)	04,08
15	I-880	SB	Automall Pkwy	Rte 262/Mission	F(22.0 )	C(54.3)	04-08
16	SR 260/I-880	Connector	SR 260 EB	I-880 NB	F(12.6 )	E(18.8)	
17	Hesperian	NB	14 <sup>th</sup>	Fairmont	F(9.7)	E(12.9)	
18	SR 84	EB	Sunol Rd	Plea-Sunol Rd	F(5.5)	D(19.2)	
19	SR 262 Mission	WB	I-680 NB	I-880 SB	F(11.0 )	D(21.3)	

### Overall Average Speed

The overall average speeds have been improving since 2006 both on freeways and arterials. The travel time surveys showed an increase of 0.8 miles per hour on the freeway system and 3.0 miles per hour on the arterials during the p.m. peak period between 2008 and 2010.



## **ORIGIN-DESTINATION SURVEYS**

The Origin and Destination (O-D) pair data was collected for 10 pairs for auto and 9 for transit. Transit travel times have improved on 6 pairs and worsened on 2 (one transit travel has unqualified data and is not being reported for this cycle). The largest transit travel time improvement was between Oakland and Pleasanton where the travel time dropped by 31% (107 minutes to 74 minutes). This could be due to a direct Wheels bus connection available at the BART station this year as opposed to having to transfer twice to get to the destination in previous cycles. In early Spring 2010, AC Transit had implemented system wide changes to their bus schedules. The effect, if any, of these changes on travel times is not yet known.

Auto travel time either increased or remained the same, with the exception of travel between Hayward and Livermore where the travel time decreased by 6%. The largest increase was between Fremont and Pleasanton where the auto travel time increased by 42 percent or 11 minutes.

For the 10 pairs measured, travel times by both auto and transit increased on two pairs: Fremont-Pleasanton and Alameda-Oakland. As before, the worst transit commute was between Fremont and Pleasanton (154 minutes). For the O-D pairs studied, transit travel times range between 2-4 times longer than auto travel, slightly improved over 2008 results where transit travel times ranged between 2-5 times longer than travel by auto.

## **Bicycle Counts**

Beginning with the 2010 LOS Monitoring cycle, the collection of bicycle counts is being coordinated with Alameda CTC/ACTIA, who is pursuing an annual bicycle count data collection program starting in Fall 2010 for approximately 50 locations across the County. The 12 locations where the Alameda CTC/CMA had been reporting bicycle counts are anticipated to be included in the program's count locations. In order to monitor trends in bicycling, future LOS Monitoring reports will include bike counts beginning in the Fall instead of in the Spring for all the 50 locations including the 12 locations monitored in previous LOS Monitoring Reports.



**Legend**

- Interstate/Freeway
- Other State Highway
- Principal Arterial
- Major cross streets

Contra Costa County

A l a m e d a

Alameda County CMP


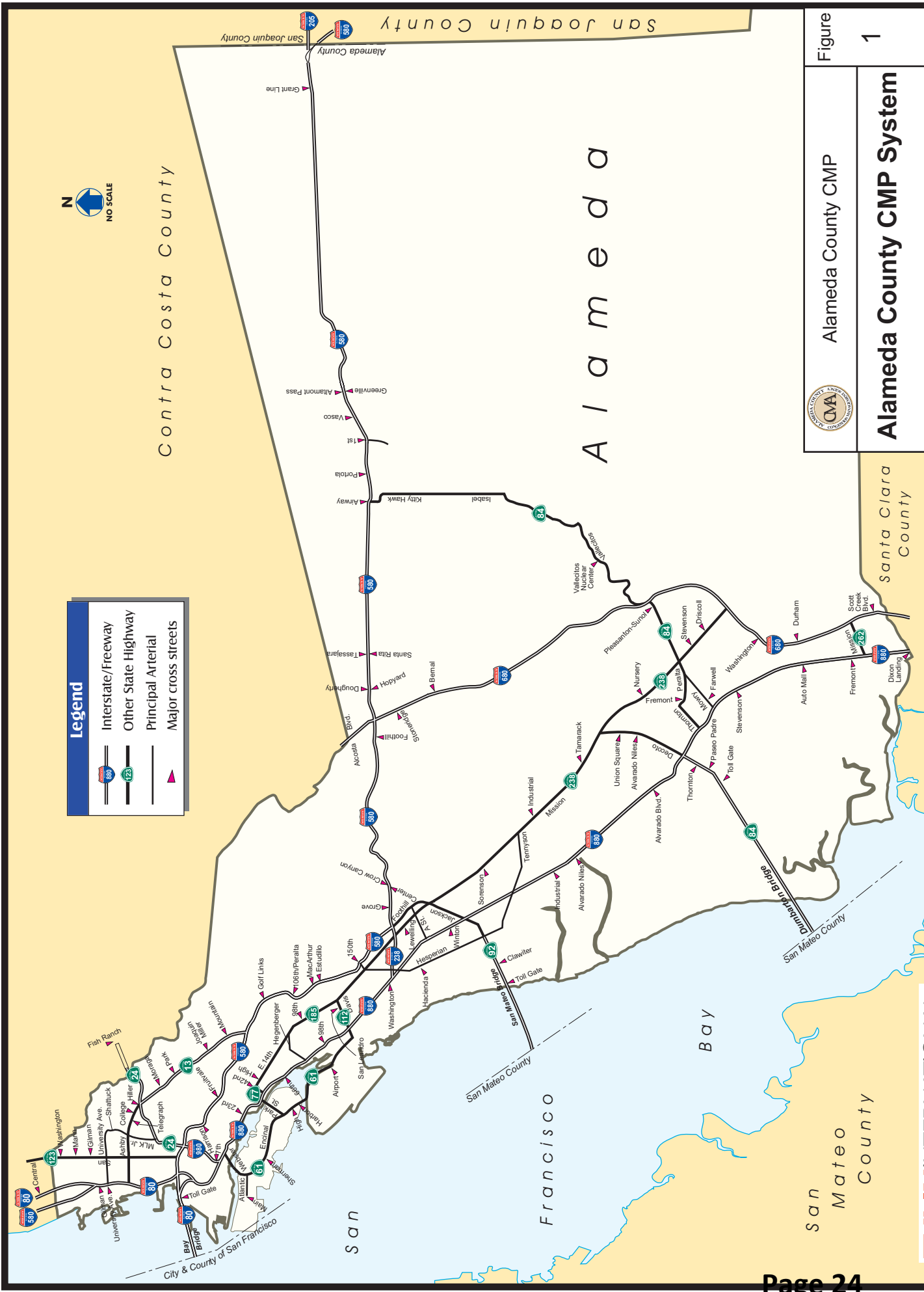
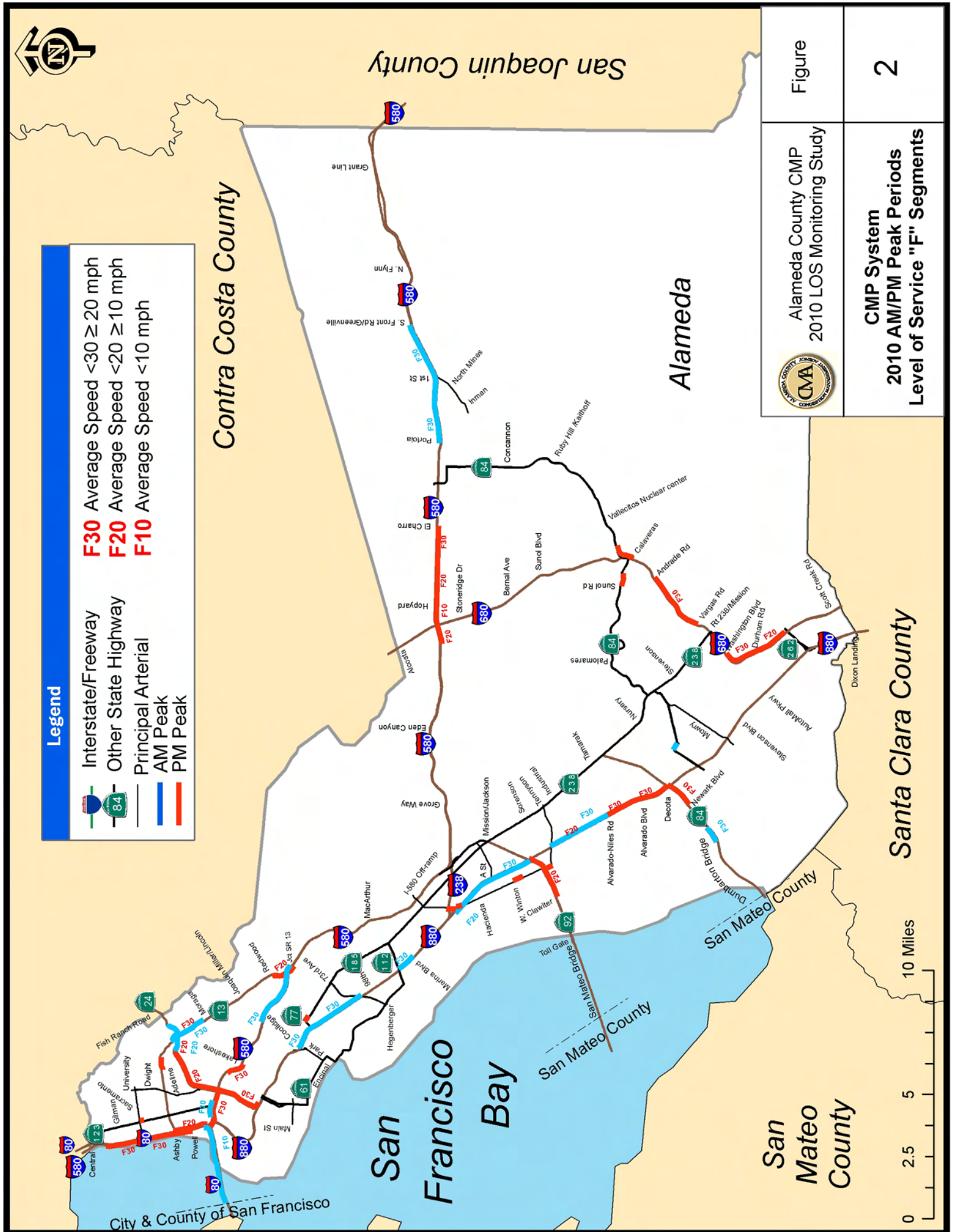



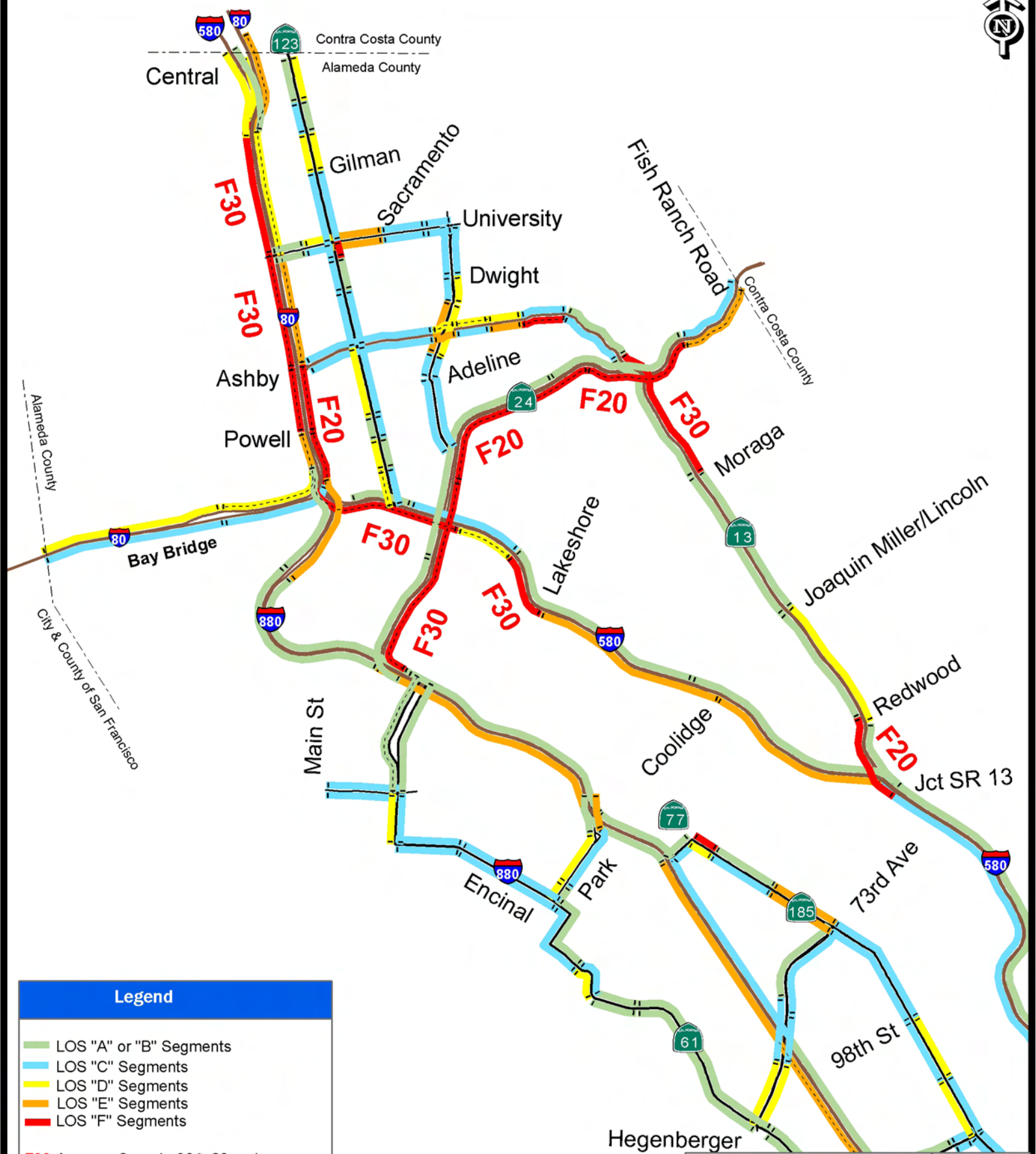
Figure 1

Alameda County CMP System

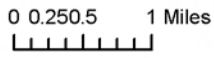





 <p>Alameda County CMP 2010 LOS Monitoring Study</p>	<p>Figure</p> <p>2</p>
<p>CMP System 2010 AM/PM Peak Periods Level of Service "F" Segments</p>	

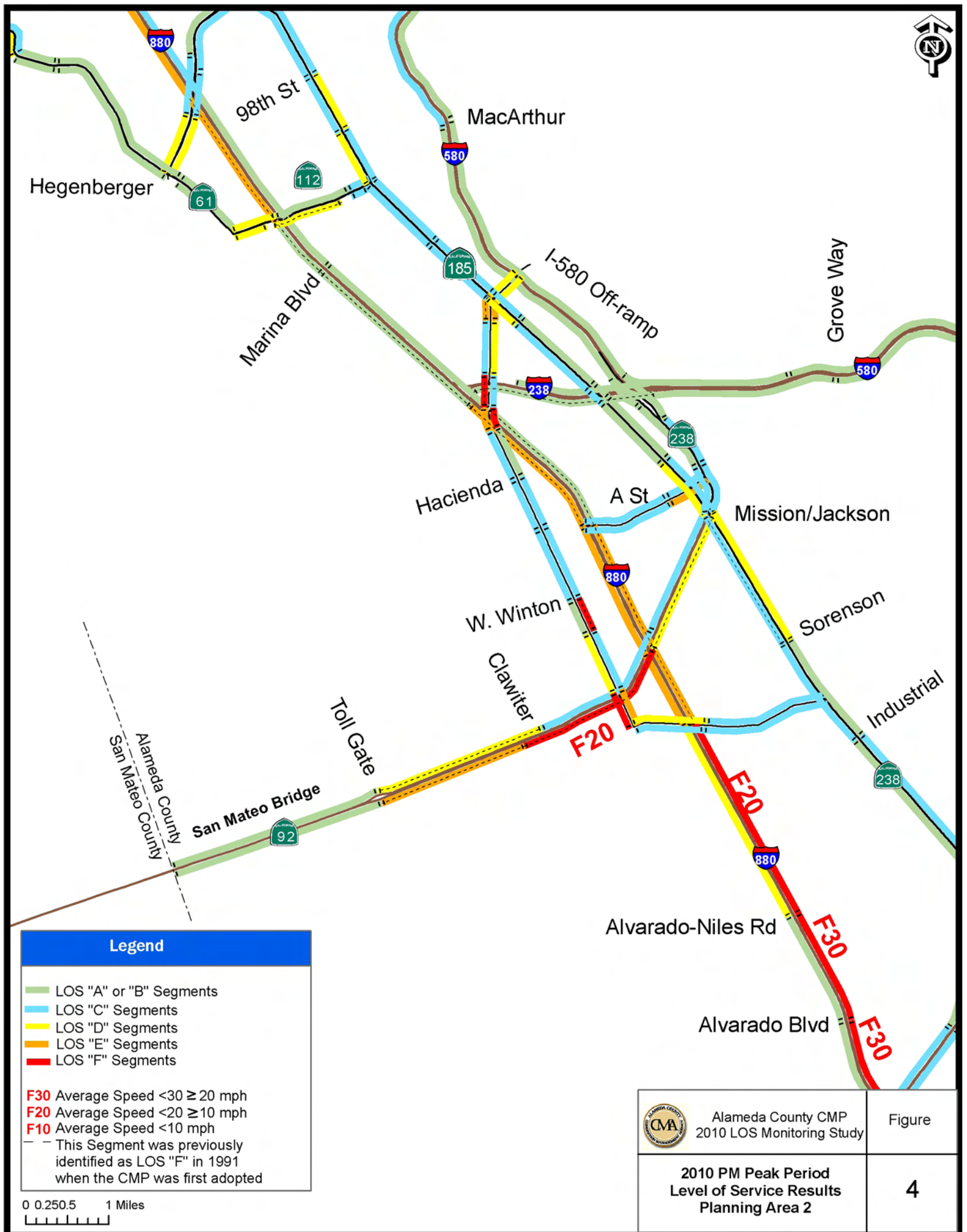


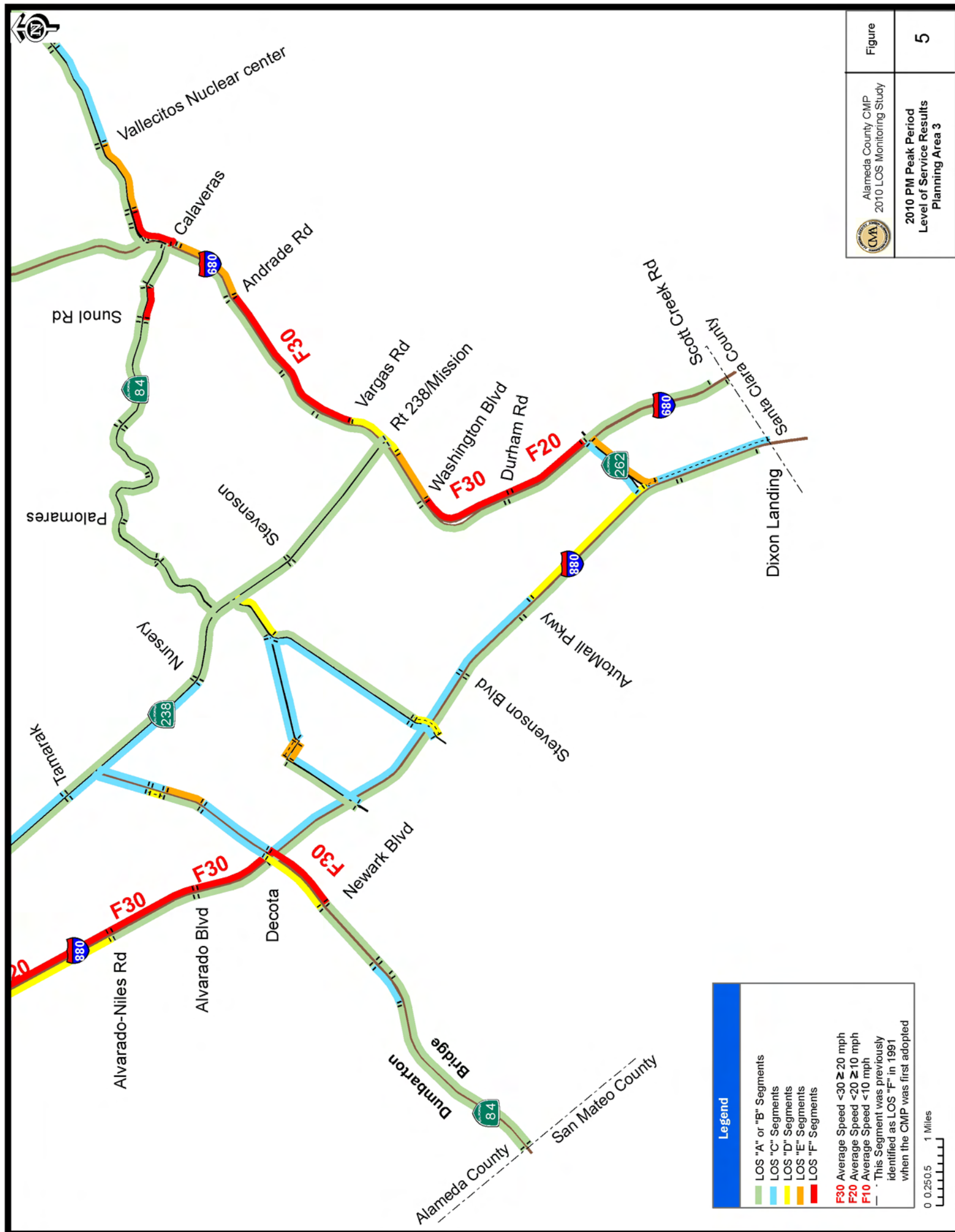
Legend	
	LOS "A" or "B" Segments
	LOS "C" Segments
	LOS "D" Segments
	LOS "E" Segments
	LOS "F" Segments
<b>F30</b>	Average Speed $<30 \geq 20$ mph
<b>F20</b>	Average Speed $<20 \geq 10$ mph
<b>F10</b>	Average Speed $<10$ mph
	This Segment was previously identified as LOS "F" in 1991 when the CMP was first adopted

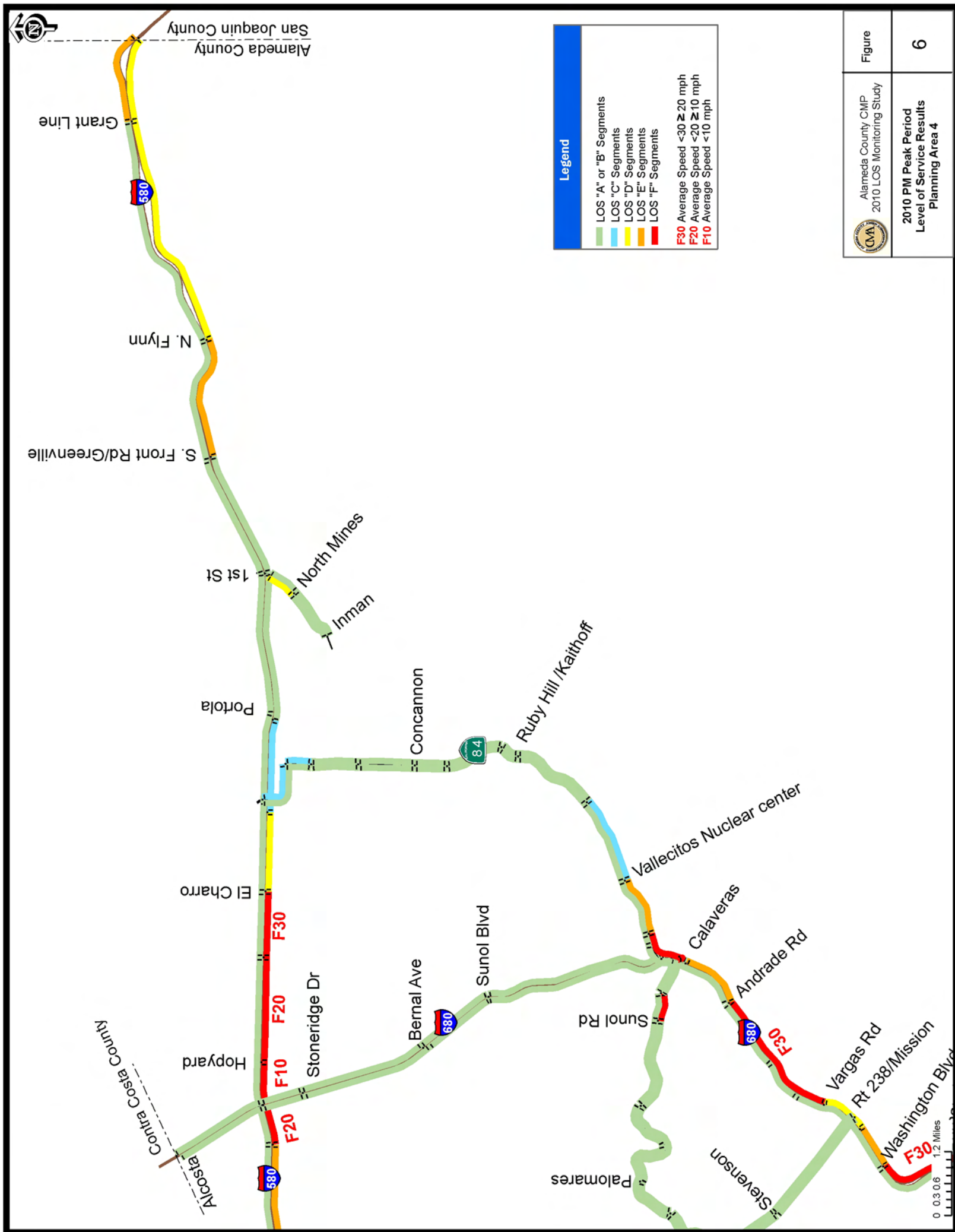


 Alameda County CMP 2010 LOS Monitoring Study	Figure
2010 PM Peak Period Level of Service Results Planning Area 1	3

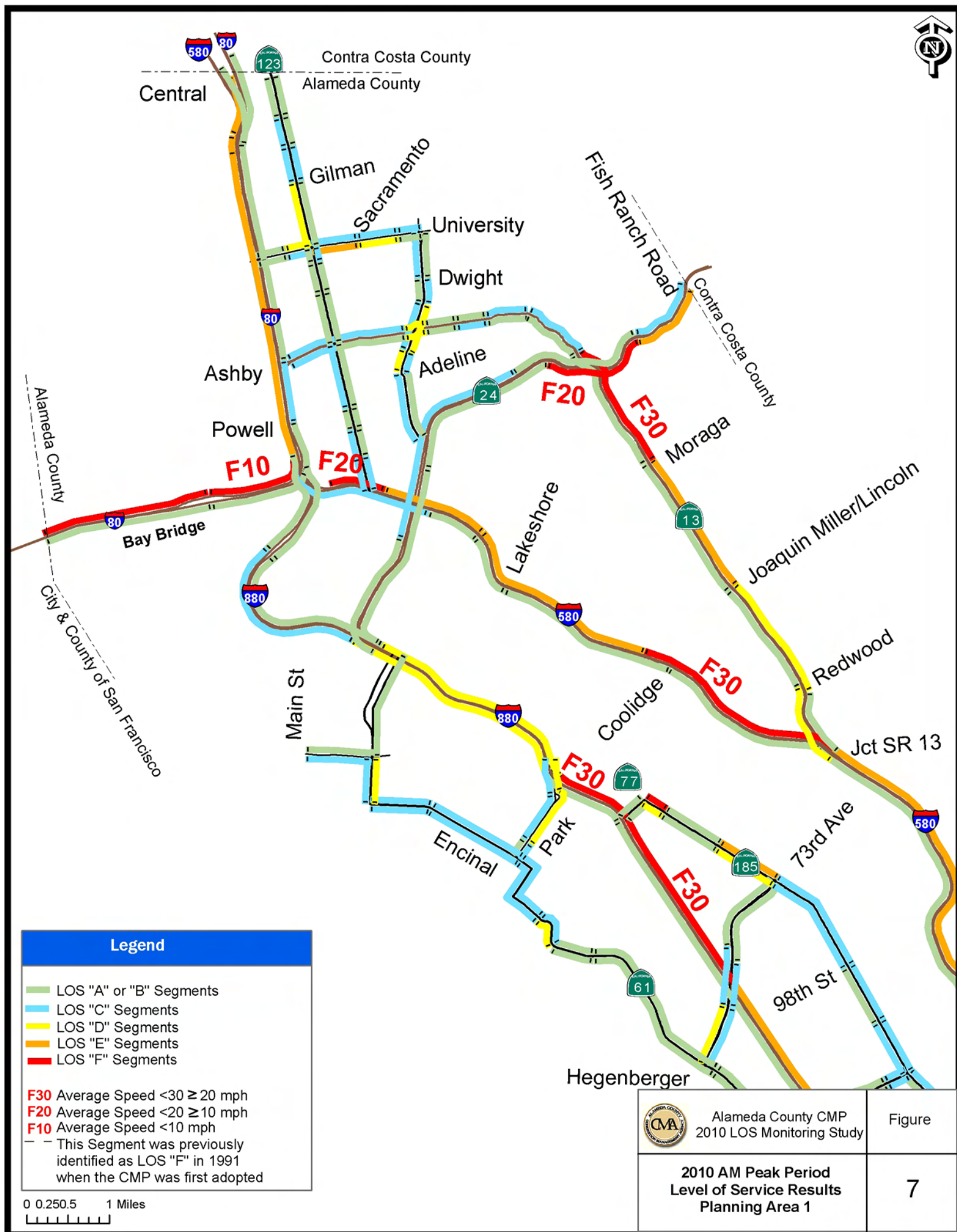




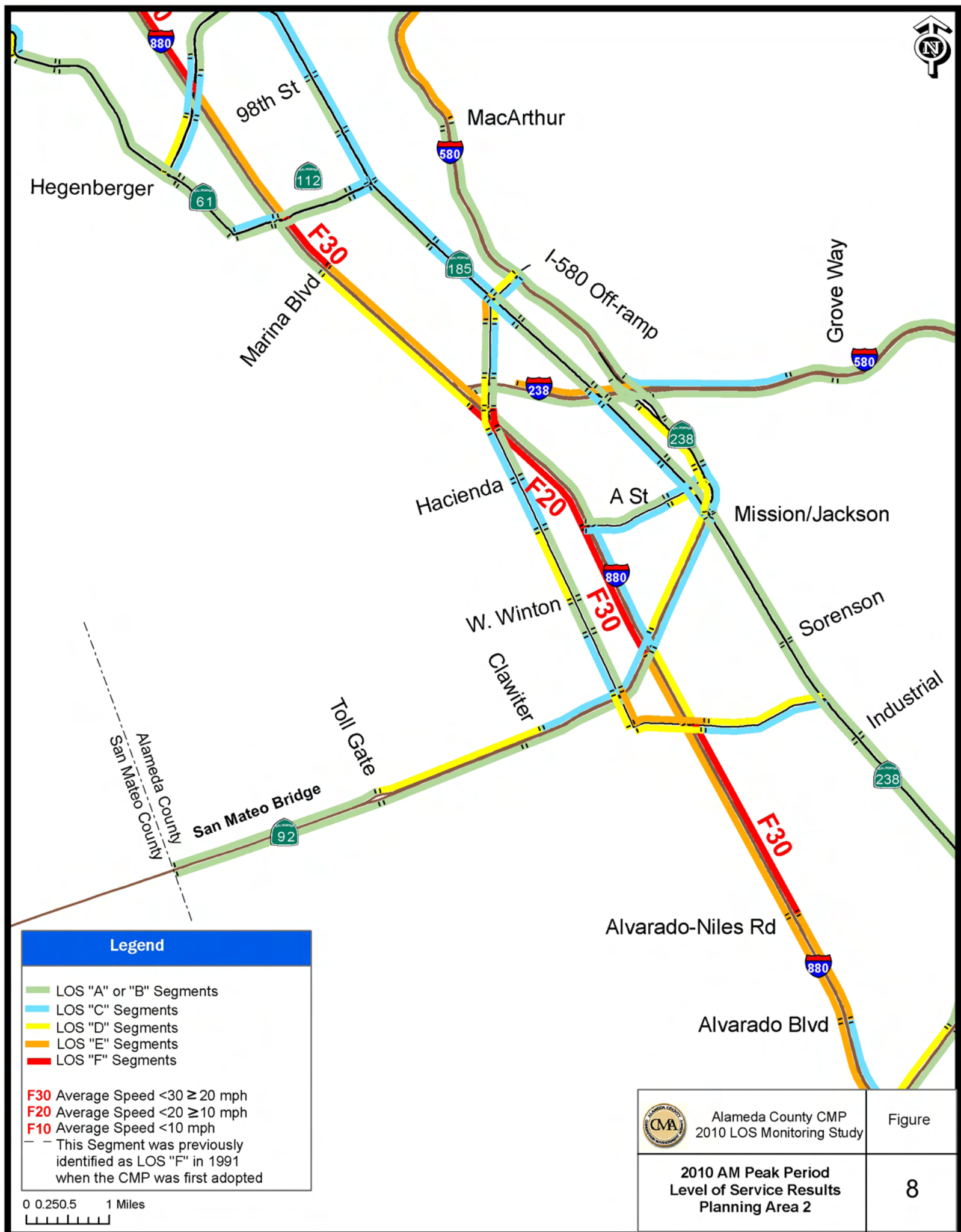












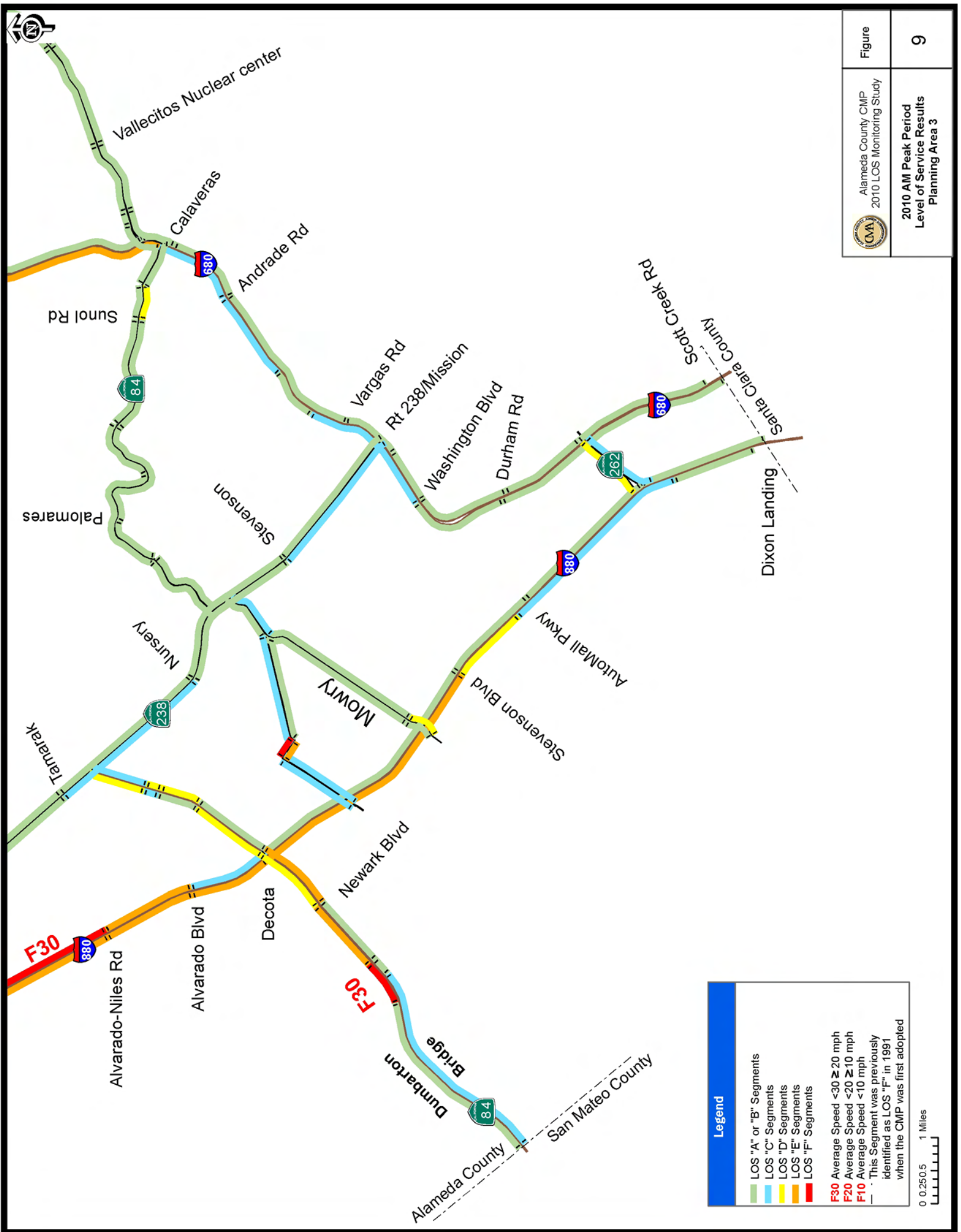
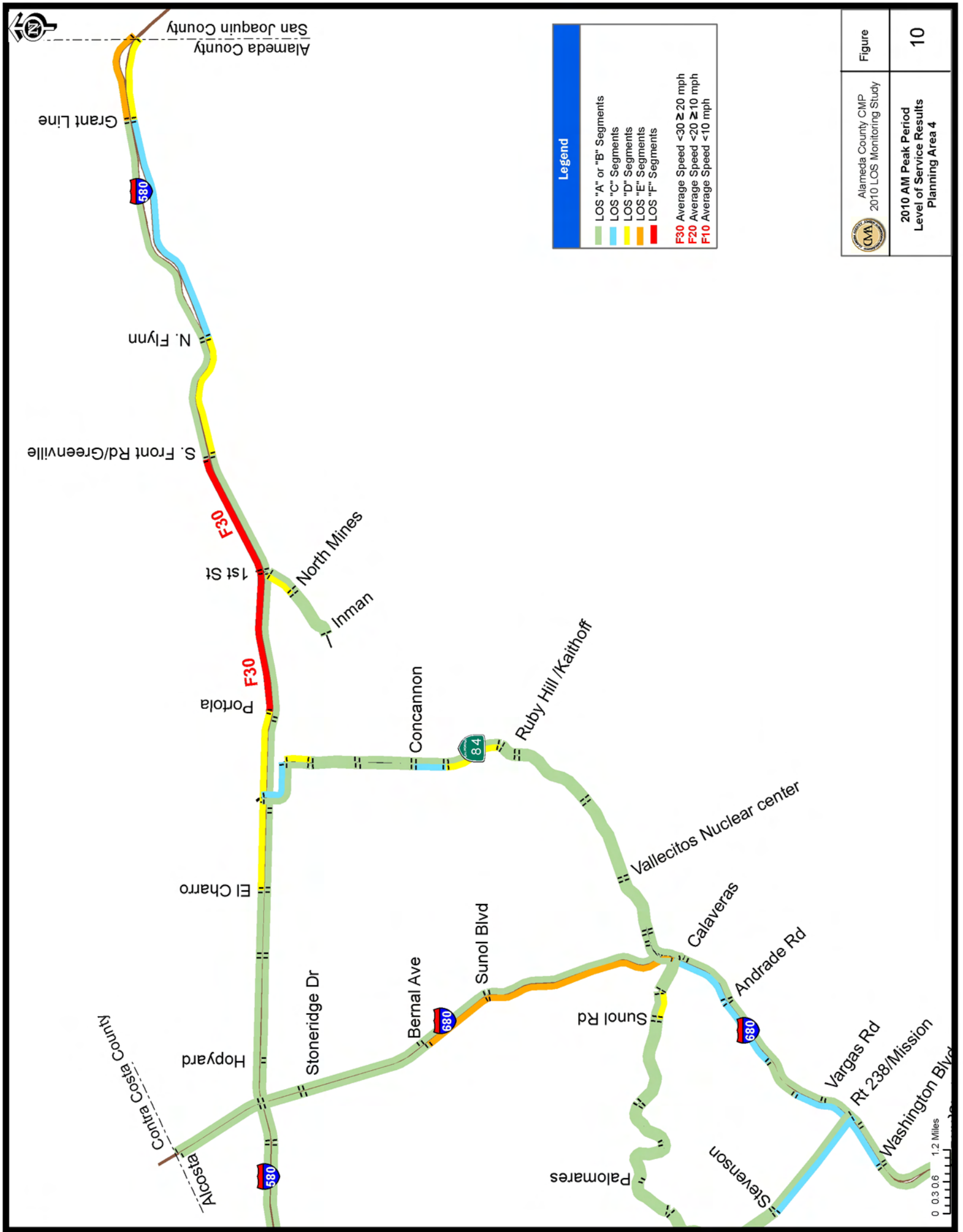


Figure	9
Alameda County CMP 2010 LOS Monitoring Study	2010 AM Peak Period Level of Service Results Planning Area 3



***This page intentionally left blank***



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560  
 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## Memorandum

**DATE:** September 9, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Planning, Policy and Legislation Committee

**SUBJECT:** **I-80 Integrated Corridor Mobility (ICM) Project - Review of the I-80 Corridor System Management Plan (CSMP)**

### Recommendations:

It is recommended that the Commission review the I-80 Corridor System Management Plan (CSMP). This is an information item and no action is requested.

The development of the CSMP is a requirement of the California Transportation Commission (CTC) for the allocation of state funds to projects programmed in the Corridor Mobility Improvement Account (CMIA) of Proposition 1B.

### Summary:

At its meeting in April 2010, the ACCMA Board reviewed the CSMP for the I-580 East Corridor. At this same meeting, the ACCMA Board also authorized the Executive Director to sign the CSMP for the I-580 East Corridor as well as CSMPs for three other freeway corridors in Alameda County where there are projects funded with CMIA funds: I-880, State Route 24, and I-80.

In July 2010, the ACCMA Board reviewed and accepted the CSMP for the SR-24 Corridor. This month, staff is bringing to the Committee and the Commission the CSMP for the I-80 and I-880 Corridors, under Agenda Item 1D and Item 1E respectively. Thus would complete the required development of all four CSMPs in the County.

### Background:

The California Transportation Commission required Corridor System Management Plans (CSMP) for corridors in which Corridor Mobility Improvement Account funded projects are programmed. The plans identify a corridor management strategy that all jurisdictions, regional agencies, and modal operators along the corridor agree to and that will guide corridor development, operation, and investment from all sources. The CSMP development process is led by Caltrans, MTC and ACCMA for four corridors in Alameda County: I-80, I-880, I-580 East and SR-24. Caltrans is requesting that CSMPs be signed by the Executive Officer of each of the partner agencies for the I-580 East, I-880, SR-24 and I-80 final plans as documents to be used in the regional transportation planning process. The Board reviewed the I-580 East CSMP and SR-24 CSMP at its April and July 2010 meetings respectively. The CSMP for the I-80 and I-880 Corridors are under Agenda Items 1D and 1E being presented to the Committees and Commission, in September 2010 concurrently.

The CSMP focuses on highway mobility within the context of the State's most congested urban corridors. While the CSMP describes the arterials and other modes in the corridor, the focus of the recommended strategies is on maximizing the existing infrastructure through coordinated application of system management technologies such as ramp metering, coordinated traffic signals, changeable message signs for traveler information and incident management. It describes the current land use, transit, bicycle/pedestrian facilities, and the FOCUS regional blueprint Priority Development and Conservation Areas. These are provided as a backdrop for understanding how the highway corridor works. The result is a system planning document that will serve as a tool to assist in the regional transportation planning process. The ACCMA/ACTC intends will use the recommendations of the CSMP and any future CSMP to inform the development of the Countywide Transportation Plan (CWTP), which in turn informs the Regional Transportation Plan (RTP).

The I-80 CSMP has been completed. This corridor is a North-South route located in Alameda and Contra Costa Counties on a 20.5-mile segment of Interstate 80 (I-80) from the 80/580/880 Distribution Structure to the Carquinez Bridge, and on State Route (SR) 123 (San Pablo Avenue) and other local arterials along the corridor that interconnect I-80 and San Pablo Avenue.

The I-80 CSMP development process was a joint effort of Caltrans, MTC, and ACCMA/ACTC. This Core Stakeholder Group worked with local planning agencies through a Technical Advisory Committee (TAC) to develop this plan. The goal was to propose strategies to achieve the highest mobility benefits to travelers across all jurisdictions and modes along the I-80 CSMP Corridor

**Fiscal Impacts:**

No fiscal impact.

**Attachments:**

Attachment A – I-80 Fact Sheet

Attachment B - I-80 Executive Summary





# I-80 ICM Fact Sheet

Interstate 80 ICM corridor system management plan



## Steps in I-80 CSMP Development Process

- Identify Stakeholder Team and Describe Corridor
- Identify Existing Corridor Performance and Current Corridor Management Strategies
- Complete Corridor Performance Assessment and Identify Potential Strategies
- Complete Draft Traffic Operations Analysis Report
- Complete Evaluation of ICM Strategies
- Complete Draft CSMP (July 2010)
- Complete Final CSMP (September 2010)

## Interstate 80 CSMP

Interstate 80 is a major east-west freeway connecting San Francisco to Solano County (and beyond), passing through Alameda County and Contra Costa County. The corridor has ranked as the most congested corridor in the entire San Francisco Bay Area since the mid 1990s. Currently, the demand on the freeway exceeds the roadway capacity, causing unreliable travel times, inconsistent operating speeds, breakdowns, as well as diversion to the local arterials. The congestion on the roadway network contributes to an increase in incident rates, including rear-end accidents on both freeway and local arterials. These contribute to delays for transit services operating along the corridors. The combined effect of the incidents and the congestion hinders efficient response times and creates additional secondary incidents.

Building additional freeway capacity is not feasible on the I-80 corridor due to right of way, financial, environmental, and political constraints. Corridor System Management Plan (CSMP) solutions therefore focus on strategies that:

- Maximize the efficiency of the existing roadway system.
- Encourage increased use of other modes.
- Reduce the occurrence and impact of incidents.
- Reduce or manage peak period vehicle travel demand.

## Understanding CSMPs

A CSMP responds to the following questions:

- **How is a corridor performing?**
- **Why is it performing that way?**
- **What strategies and improvements best address the problems?**

The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs. Each CSMP will address highways, local parallel roadways, regional transit services and other regional modes pertinent to corridor mobility.

The California Transportation Commission (CTC) required Corridor System Management Plans (CSMPs) be developed for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA - created by the passage of Proposition 1B in Nov. 2006).

## Corridor Area and Partner Agencies

Alameda County Congestion Management Agency (ACCMA) has been working in partnership with regional and local agencies and other stakeholder groups to develop a Corridor System Management Plan (CSMP) for the I-80 Corridor, covering the freeway and major arterials (San Pablo Avenue) from the Carquinez Bridge in Contra Costa County to San Francisco Bay Bridge in Alameda County.

The I-80 CSMP is expected to be completed by September 2010. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans, ACCMA, the Contra Costa Transportation Authority (CCTA) and all of the agencies that are responsible for planning, funding and implementing regional and interregional transportation projects.

# Fact Sheet

Interstate 80 ICM corridor system management plan

## Congested Locations (2008) on Interstate 80

### Morning Peak-Period

- ① Westbound I-80 from Pinole Valley/Appian Way to SR 4
- ② Westbound I-80 from San Pablo Dam Road to Richmond Parkway.
- ③ Westbound I-80 from Gilman Street to I-580 merge.
- ④ Westbound I-80 from Powell Street to University Avenue.

### Evening Peak-Period

- ⑤ Eastbound I-80 from I-580/Gilman Street to University Avenue.
- ⑥ Carlson Boulevard to Central Avenue.
- ⑦ Eastbound I-80 from San Pablo Avenue to Carlson Boulevard.
- ⑧ Eastbound I-80 from SR4/Pinole Valley Road to Hilltop Drive.



The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement project on the I-80 corridor:

- I-80 Integrated Freeway/Local Road Management - Carquinez to Bay Bridge

Alameda County Congestion Management Agency (ACCMA)/Alameda County Transportation Commission (ACTC) is the lead on CSMP for the I-80 ICM project in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.

## Corridor Specific Issues

- Major commuter route for people in Solano, Contra Costa, and Alameda counties to jobs in San Francisco and Oakland and other major economic centers.
- Major special trip generating/producing activity centers of Port of Oakland, Oakland International Airport and Coliseum.
- Consequently ranked as the most congested corridor in the Bay Area since the mid 1990s.
- The demand on the freeway exceeds the capacity.
- No right-of-way available to build additional freeway capacity.
- High volume of regional and interregional commuter/freight traffic create operational challenges.

## I-80 Integrated Corridor Mobility (I-80 ICM) Project

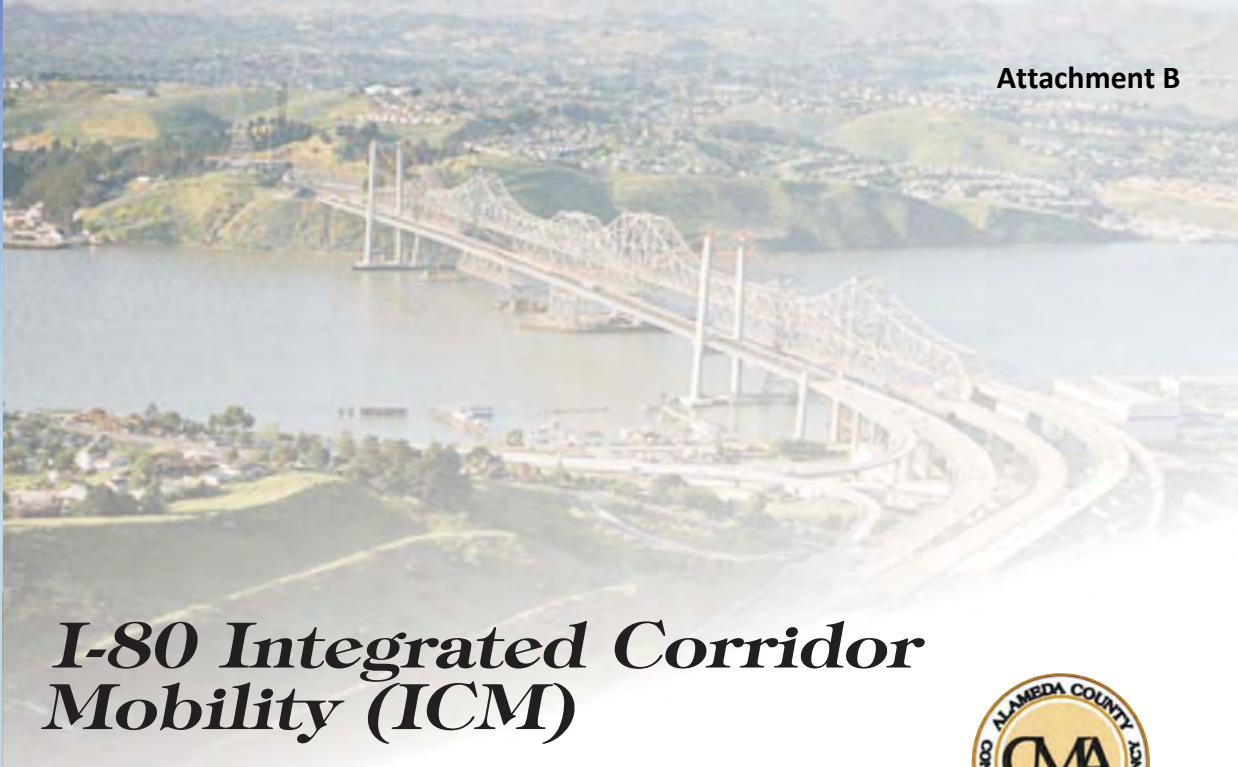
The primary goal of the I-80 ICM Project is to enhance the current Transportation Management System along the I-80 corridor. The project will utilize State-of-the-Practice ITS technologies to enhance the effectiveness of the existing transportation network in both freeway and parallel arterials in Alameda and Contra Costa Counties. At a cost of \$87.7 million, the project includes the following sub-systems:

- Freeway Management System
- Arterial Management System
- Transit Management System
- Traveler Information System
- Commercial Vehicle Operations (CVO)
- Traffic Surveillance and Monitoring System
- Incident Management System

For questions regarding the CSMP, please contact

- Bijan Yarjani, Senior Transportation Planner at 510-350-2328 or email at byarjani@accma.ca.gov
- John Hemiup, Senior Transportation Engineer at 510-350-2332 or email at jhemiup@accma.ca.gov





# ***I-80 Integrated Corridor Mobility (ICM)***



## ***Corridor System Management Plan***

### ***Executive Summary***

*Prepared by*

***DKS Associates***  
TRANSPORTATION SOLUTIONS

***August 25, 2010***



# Interstate 80 Integrated Corridor Mobility Project

## Corridor System Management Plan Executive Summary

**DRAFT FINAL**



*By*

***DKS Associates***

*1000 Broadway, Suite 450  
Oakland, CA 94607  
(510) 763-2061*

August 25, 2010

## Table of Contents

<b>1. CSMP OVERVIEW.....</b>	<b>1</b>
Purpose and Need Statement.....	1
Consistency With Other Plans.....	2
<b>2. THE I-80 CSMP CORRIDOR.....</b>	<b>2</b>
<b>3. OPERATIONS CONDITIONS .....</b>	<b>3</b>
Existing Conditions .....	3
Near Term Conditions (2015) .....	4
Long Term Conditions (2035).....	5
<b>4. CANDIDATE STRATEGIES.....</b>	<b>5</b>
Near Term Strategies.....	8
Intermediate Term Strategies .....	9
Long Term Strategies .....	11
<b>5. RECOMMENDATIONS.....</b>	<b>17</b>
Near Term .....	17
Intermediate Term .....	17
Long Term.....	18
<b>6. LIMITATIONS OF THE I-80 CSMP STUDY .....</b>	<b>18</b>

## List of Figures

Figure 1 Key Elements of Strategic Growth Plan.....	2
Figure 2 I-80 CSMP Corridor .....	3
Figure 3 Existing I-80 Bottleneck Locations .....	4
Figure 4 I-80 Integrated Corridor Mobility Project Concept .....	6

## List of Tables

Table 1 Potential Intermediate Term Improvement Projects/Scenarios .....	10
--	----

## **1. CSMP OVERVIEW**

A Corridor System Management Plan (CSMP) is a transportation planning document that provides for the safe, efficient and effective mobility of people and goods within the most congested transportation corridors. Each CSMP presents an analysis of existing and future traffic conditions and proposes traffic management strategies and capital improvements to maintain and enhance mobility within each corridor. The corridor management planning strategy is based on the integration of system planning and system management. The CSMP transportation network is defined to include, but is not limited to, State Highways, major arterials, intercity and regional rail service, regional transit services, and other regional modes pertinent to corridor mobility.

CSMPs are being developed throughout the State for corridors within which funding is being used from the Corridor Mobility Improvement Account (CMIA) and Highway 99 Bond Programs created by the passage of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in November 2006. The intent is to eventually develop CSMPs for all urban freeway corridors.

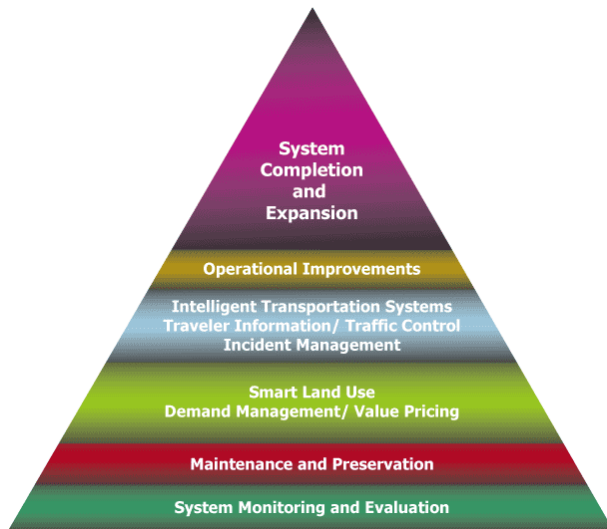
### **Purpose and Need Statement**

The immediate purpose of preparing CSMPs is to satisfy the requirements to qualify for funding highway improvements under the CMIA and Highway 99 Bond programs. The California Transportation Commission (CTC) adopted guidelines and a program of projects for funding. On March 15, 2007, the CTC adopted Resolution CMIS-P-0607-02. In Sections 2.12 and 2.13 of this resolution, the CTC resolved that "...the Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time that will be described in CSMPs, which may include the installations of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate..." and "...the nominating agencies including the installations of detection equipment and other supporting elements, to the project delivery council on a semiannual basis...". CSMPs are prepared based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs.

The ultimate purpose of the CSMP is to serve as a tool for efficiently and effectively optimizing the safety, mobility, productivity and reliability of the existing system. The CSMP allows the State, regional agencies, and local jurisdictions to manage and operate the transportation corridor to maintain the highest sustained productivity and reliability based on the assessment and evaluation of performance measures. The CSMP assesses current performance, identifies casual factors for congestion and proposes the best mix of improvements, strategies, and actions to optimize corridor performance.



## Consistency With Other Plans



The CSMP approach is consistent with the goals and objectives of the Governor's Strategic Growth Plan. The objectives of the plan are to decrease congestion, improve travel time and safety. Key elements of the strategy are illustrated in **Figure 1**. The foundation of transportation system management, which is the base of the pyramid, is system monitoring and evaluation. It is critical to understand what is occurring on the transportation network so that the value of any investment decision made at a higher level in the pyramid is not limited. The next layers up the pyramid are focused on making the best use of existing resource and reducing the demand for new transportation facilities.

**Figure 1 Key Elements of Strategic Growth Plan**

The CSMP is also consistent with the Regional Transportation Plan (RTP), city and county general plans, and multi-modal plans. In addition, the CSMP will assist in fulfilling the goals of recently enacted legislation such as Assembly Bill 32 that addressed air quality and green house gas emissions and Senate Bill 375 that addressed the land use by:

- Improving mobility on the state highway system to more optimum speeds to reduce vehicle emissions.
- Providing viable transportation alternatives and accessibility across modes to encourage transit and bicycling and decrease single occupant auto use.

## 2. THE I-80 CSMP CORRIDOR

This CSMP covers the segment of I-80 between the San Francisco Bay Bridge in Alameda County and the Carquinez Bridge in Contra Costa County (see **Figure 2**).

I-80 is a major east-west freeway connecting San Francisco and Sacramento, passing through Alameda County and Contra Costa County. The I-80 corridor has ranked as the most congested corridor in the entire San Francisco Bay Area since the mid-1990s. For more than forty years, congestion has been present in the I-80 corridor. Even after past major investments in freeway capacity, segments of the corridor remain congested for up to ten hours a day.



**Figure 2 I-80 CSMP Corridor**

Currently, the demand on the freeway exceeds the roadway capacity, causing unreliable travel times, erratic operating speeds, breakdowns, as well as diversion to the local arterials. The congestion on the roadway network contributes to an increase in incidents, including rear-end accidents on both the freeway and local arterials. The frequency of incidents also contributes to delays for transit services operating along the corridor. The combined effect of the incidents and the congestion hinders efficient response times and creates potential for additional secondary incidents.

### **3. OPERATIONS CONDITIONS**

#### **Existing Conditions**

In general, I-80 has three mixed flow lanes between the Carquinez Bridge and Interstate 580 (I-580 in Albany) West and five mixed flow lanes between I-580 West (Albany) and Powell Street (Emeryville). Several I-80 freeway segments include an auxiliary lane. In addition, High Occupancy Vehicle (HOV) lanes are accessible in the corridor for three or more people during the hours of 5:00AM to 10:00AM and 3:00PM to 7:00PM.

Volumes in the I-80 corridor range from 117,000 to 288,000 vehicles per day. Truck volumes account for 1.8% to 5.4%. The morning peak is westbound and the evening peak is eastbound. HOV vehicles represent 20% of the auto trips in the AM and 15% in the PM. Accidents in the Berkeley/Emeryville segment are nearly double the statewide average.

Transit accounts for 10 to 20 percent of the person trips within the corridor. Average weekday ridership at 9 BART stations within the corridor is 54,000. Average weekday bus ridership within the corridor on AC Transit and WestCAT is 25,000 and 4,000 respectively.

The following is the list of bottlenecks that occur in the corridor by direction and peak period of occurrence:

1. Westbound I-80 at Appian Way on-ramp (AM peak)
2. Westbound I-80 at San Pablo Dam Road on-ramp (AM peak)
3. Westbound I-80 at Gilman Street on-ramp (AM peak)
4. Westbound I-80 at Powell Street on-ramp (AM peak)
5. Westbound I-80 at I-80/I-580/I-880 diverge (PM peak)
6. Eastbound I-80 at I-580 off-ramp (AM and PM peak)
7. Eastbound I-80 at Carlson Boulevard on-ramp (PM peak)
8. Eastbound I-80 at San Pablo Ave (PM peak)
9. Eastbound I-80 at SR 4 off-ramp (PM peak)

These bottleneck locations are illustrated in **Figure 3**.



**Figure 3 Existing I-80 Bottleneck Locations**

### **Near Term Conditions (2015)**

In the near term (2015), it is forecasted that freeway volumes will increase over existing conditions by approximately 16%. Transit ridership in the corridor will increase by 12%. Corridor Vehicle Miles Traveled (VMT) will increase by approximately 12% and Vehicle Hours Traveled (VHT) will increase by approximately 20%. Because of the instability in the system in the future, freeway Vehicle Hours of Delay (VHD) is projected to increase by 50% in the AM and 100% in the PM. Existing bottlenecks will still be present but with longer queues and longer times to clear the queues.

### **Long Term Conditions (2035)**

Households are expected to increase in Alameda County and Contra Costa County by 28.4% between 2005 and 2035. For the I-80 corridor, households will increase 20.9% from 113,407 in 2005 to 137,154 in 2035. Employment in Alameda and Contra Costa Counties will increase by 49.5% between 2005 and 2035, rising from 1,123,521 to 1,679,458. Within the I-80 corridor, 2005 employment is 126,335 and would increase by 44.8% to 182,942 by 2035.

Based on this increase in population and employment, I-80 peak hour demand is forecasted to increase between 21% and 67% for the AM peak hour and between 16% and 35% for the PM peak hour between 2005 and 2035. Total freeway demand within the corridor, defined as the total vehicle demand that uses a section of Interstate 80 within the study corridor, is forecasted to increase by 51.9% during the AM peak hour and 47.4% during the PM peak hour by 2035. This includes vehicle trips with an origin and/or destination within the corridor and through trips where both the origin and destination of the trips exist outside the corridor.

As demands are forecasted to increase, travel times will increase, delays will increase significantly, and speeds will decrease significantly under the baseline trend conditions (no further improvements to corridor after 2015). In 2035, the I-80 corridor's VMT increases by approximately 37% and 32% during the respective AM and PM peak hours while the VHT increases by approximately 109% and 77% during the respective AM and PM peak hours.

## **4. CANDIDATE STRATEGIES**

Existing traffic demand on I-80 exceeds the capacity on several segments during both peak periods. The congestion on the freeway causes the traffic queues on the on-ramps to back up onto the local arterial network increasing the overall system congestion. In the future years, without congestion mitigation/management strategies and improvements, the traffic condition in the I-80 corridor would be significantly much worse as traffic growths continues in both peak periods., based on the regional travel demand models forecast output.

One direct approach for mitigating these impacts, and to improve mobility and reliability within the corridor, is to add or expand freeway capacity by adding lanes. However, the potential for expansion is constrained physically (on both sides by water and development) institutionally and politically. The majority of stakeholders do not support roadway widening due to the:

1. High cost associated with right of way acquisition, roadway construction and roadway operation and maintenance.
2. Significant environmental impacts associated with the roadway construction and roadway operation and maintenance.
3. Potential for the increased capacity to lead to an increase in vehicles using the corridor.

Given this limitation, and the magnitude of projected growth, it is expected that some of the demand will shift to other times (expand the peak period) and some forecasted trips will not occur. However, it is still expected that the demand will grow beyond what the baseline roadway



system, plus minor improvements, can accommodate. Therefore there is a need to focus on strategies that:

1. Maximize the efficiency of the existing roadway system.
2. Encourage increased use of other modes.
3. Reduce the occurrence and impact of incidents.
4. Reduce or manage peak period vehicle travel demand.

The types of strategies can be applied in the I-80 corridor to address existing and forecasted deficiencies include: Freeway and Arterial Geometric Improvements, Freeway and Arterial Management and Operations Improvements, Transit Improvements, Non-Motorized Mode Improvements, Demand Management Strategies, Traveler Information Improvements, Goods Movement Policies, ITS Improvements.

The primary objective of System Management improvements is to get maximum benefit out of the existing system. Examples of System Management improvements or strategies include ramp metering, managed lanes, shoulder use, variable speed limit signs, congestion pricing, traffic signal improvements, freeway/ramp/surface street signal coordination, incident management, and reversible lane control.

The proposed I-80 ICM Project (see **Figure 4**) is focused on the implementation of several of these System Management strategies, plus systems that can support the implementation of additional or expanded strategies in the future. The project also includes integration with the East Bay SMART Corridors Program (a joint Alameda and Contra Costa County ITS program) and the Caltrans District 4 Transportation Management Center (TMC).



**Figure 4 I-80 Intergrated Corridor Mobility Project Concept**

The strategies encompassed as part of the I-80 ICM Project include:

### 1. Freeway Management System

- ATMS (Variable Advisory Speed Limits and Lane Use Signals)
- Adaptive Ramp Metering
- Changeable Message Signs
- Highway Advisory Radio
- Travel Time Information
- Traffic Monitoring (CCTV System)



### 2. Incident Management System

- Incident Response plan
- Lane Management
- End-of-the-queue warning
- System Vehicle detection system
- Speed Harmonization (SH);

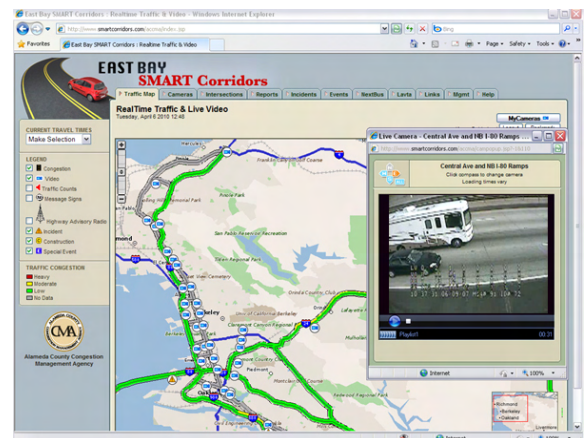


### 3. Arterial Management System

- Traffic Signal Synchronizations
- Traffic Signal Interconnect
- Emergency Vehicle Preemption
- Transit Signal Priority
- Trailblazer Signs
- Traffic Monitoring (CCTV System)

### 4. Transit Management System

- Transit Signal Priority (TSP)

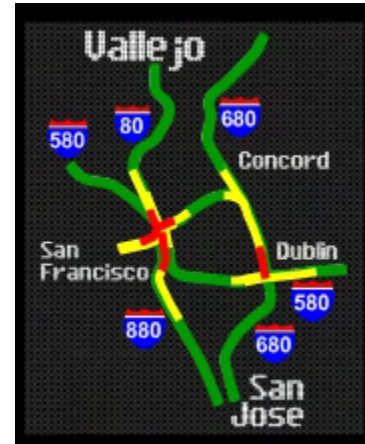


**5. Traveler Information System**

- Changeable Message Signs
- Highway Advisory Radio
- Personalized 511 System
- Comparative Travel Times
- Parking Information System

**6. Traffic Surveillance and Control System**

- Traffic Detection
- Traffic Monitoring



**Near Term Strategies**

The primary improvements recommended in the near-term for the I-80 corridor are System Management Improvements. The primary objective of System Management improvements is to get maximum benefit out of the existing system. Examples of System Management improvements or strategies include ramp metering, managed lanes, shoulder use, variable speed limit signs, congestion pricing, traffic signal improvements, freeway/ramp/surface street signal coordination, incident management, and reversible lane control.

The proposed I-80 ICM Project is focused on the implementation of several of these System Management Strategies, plus systems that can support the implementation of additional or expanded strategies in the future. The project also includes integration with the East Bay SMART Corridors Program (a joint Alameda and Contra Costa County ITS program) and the Caltrans District 4 Transportation Management Center (TMC). The strategies include:

1. Adaptive Ramp Metering
2. Variable Advisory Speed Limits (VASL)
3. Lane Management

The analysis conducted as part of the *I-80 ICM Project Traffic Operations Analysis Report* indicates that the proposed combination of ICM strategies (Ramp Metering, VASL, and Lane Management) is projected to provide significant operational and safety benefits under both recurring and non-recurring conditions.

Under recurring conditions, the proposed I-80 ICM Project is projected to provide significant operational benefits to freeway operations, especially in the westbound direction, and an overall benefit to operations in the corridor. While the freeway benefits would be partially offset by increased delay at the on-ramps and the arterial approaches, the I-80 ICM Project is projected to still yield an overall reduction in network delay during both the AM and PM peak periods. The I-80 ICM Project is expected to have a generally minimal impact on trips originating within Contra Costa or Alameda Counties. A sampling of such trips indicates that in most cases ramp meter delay is offset by mainline speed improvement resulting in negligible change in overall travel time. Another important benefit of the I-80 ICM Project is the potential reduction in

accident rates. In areas where metering has been implemented, accident rate reductions have been reported. The I-80 ICM Project can also produce greenhouse benefits in the form of reduced emissions and fuel consumption by improving freeway and network-wide performance.

The 2015 AM and PM peak period system performance results are measured by vehicle hours of delay and average speeds. In the AM peak period, the recommended project produces a significant improvement to freeway operation under recurring conditions with 26% reduction in freeway delay and 7% increase in average speed compared to the No Build alternative. During the PM peak, the I-80 ICM Project is expected to produce a 9% reduction in network delay and 11% reduction in freeway delay compared to the No Build alternative.

Under non-recurring conditions, the proposed I-80 ICM Project is expected to provide significant network and freeway benefits. While the exact benefits of the proposed full Incident Management alternative (Ramp Metering + VASL + Lane Management) will vary depending upon the location, duration, and severity of the incident, the analysis of a sample accident during the AM peak period within the segment of westbound I-80 where Lane Management capabilities are proposed was found to yield a 12% reduction in westbound I-80 hours of delay reduced by 12%, including a 19% reduction within segment from Central to the 580/880 Split. For eastbound I-80, lane management capabilities are not included as part of the current I-80 ICM Project. However, a test analysis of an eastbound accident during the PM peak period showed that the combination of the three ICM strategies yields significant benefit in terms of reduced delay in the Central to SR 4 segment (-10%), total delay on eastbound I-80 (-5%). Furthermore, all of the proposed ICM strategies provide safety benefits. Depending on the extent and combination of strategies deployed, the potential safety benefits include not only a decrease in primary incidents of 3% to 30%, but also a decrease in secondary incidents of 40% to 50%<sup>1</sup>.

### **Intermediate Term Strategies**

While the I-80 ICM Project and the extension of the eastbound HOV lane on I-80 are expected to provide significant operational and safety benefits on I-80 in the near-term (2015) timeframe, significant congestion affecting the freeway, ramps and arterials is projected to remain. A detailed review of the 2015 simulation models revealed several projected problem locations including several on- and off-ramps, interchanges, mainline merging and weaving areas, and arterials under 2015 demands. These findings, plus design considerations, were used to define a set of potential interim improvements defined as those that could be implemented in the next five to ten years. The interim improvements include a number of operational and low or moderate cost capital improvements. Some of the potential improvements studied are concepts that have previously been proposed as part of other efforts. Others were defined based on an assessment of freeway, ramp and arterial bottlenecks observed in the 2015 Build – ICM simulation models. The interim improvements were packaged into three scenarios for analysis.

The first two involve singular, operational improvements intended to address mainline operations on I-80 ICM corridor, while the third includes a package of freeway, ramp and arterial capital improvements. In each case, the scenarios build upon the I-80 ICM project improvements programmed for the corridor. While the metering of the I-580 Westbound connector to westbound

---

<sup>1</sup> Freeway Management and Operations Handbook, FHWA, 2003 (revised 2006)



I-80 was shown to yield a reduction in delays on I-80 westbound, local ramps and the arterials compared to the 2015 Build – ICM scenario, these delay reductions are offset by increased delay on the eastbound I-580 freeway segment. This leads to slight increase in network-wide vehicle hours of delay compared to the 2015 Build – ICM scenario. Furthermore, under the assumed design, forecasted AM peak period demands on this connector will exceed the maximum flow rate through the meter resulting in the cumulative build-up of queues. The analysis also suggests that the re-striping of westbound I-80 approaching the split to I-580/I-880 will generate significant increases in network and freeway delay during both peak periods. Compared to the 2015 Build – ICM Project alternative. The interim improvements and scenarios examined are summarized in Table 1.

**Table 1 Potential Intermediate Term Improvement Projects/Scenarios**

Type	Location	Improvement Scenario		
		1	2	3
<b>System Management</b>	Westbound 80: Meter the EB I-580 connector near the Central Avenue interchange; provide 3 GP lanes	X		
<b>Mainline Modifications</b>	Westbound 80: restripe WB 80 to 580/880 connector to 4 lanes (currently three)		X	X
<b>Ramp Modifications</b>	<i>Add GP lanes:</i>			
	• WB SR 4: reconstruct bridge to allow for 3 <sup>rd</sup> GP lane and moving meter limit line downstream			X
	• WB Buchanan Street: widen to add 2 <sup>nd</sup> general purpose lane			X
	<i>Add Storage/widen:</i>			
	• WB Richmond off-ramp: add 2 <sup>nd</sup> Thru lane			X
	• WB Central off-ramp: add 3 <sup>rd</sup> lane			X
	• WB Gilman off-ramp: add 3 <sup>rd</sup> lane			X
	• EB Powell off-ramp: add 4 <sup>th</sup> lane			X
	• EB San Pablo Dam Road off-ramp: add 4 <sup>th</sup> lane			X
<b>Interchange Improvements</b>	• Powell Street: modify Powell/frontage intersection - Allow westbound left turn and southbound through to use westbound I-80/Bay Bridge on-ramp			X
<b>Auxiliary Lanes</b>	• WB San Pablo Dam Road on-ramp to San Pablo Avenue off-ramp – extend current aux lane between San Pablo Dam Rd and Edwards/McBryde Ave			X
	• WB Potrero Avenue on-ramp to Carlson Boulevard off-ramp			X
	• EB Ashby Avenue on-ramp to University Avenue off-ramp			X
	• EB San Pablo Ave on-ramp to San Pablo Dam Road off-ramp – extend current aux lane			X
	• EB San Pablo Dam Road on-ramp to El Portal Drive off-ramp			X
<b>Arterial Geometric Improvements</b>	• SB San Pablo Avenue at Richmond Parkway – widen to provide 2 <sup>nd</sup> LT bay			X
	• SB San Pablo Avenue at San Pablo Dam Road – extend LT bay			X

Source: DKS Associates, 2010

This increased delay is generally associated with the additional weaving required to access the lanes for eastbound I-580, especially for those coming on at the Powell on-ramp. This traffic must now get completely across 4 lanes of traffic rather than just 3. This additional “turbulence” results in a worsening of conditions approaching the split.

The package of improvements included as Interim Improvement Scenario 3 provide for the greatest benefit in terms of network delay reduction. Compared to the No Build alternative, this scenario yields a reduction of approximately 1900 vehicles hours of delay (14%) during the AM peak period, and approximately 4200 hours (11%) during the PM peak period. This represents a reduction of 840 and 1060 hours of delay during the AM and PM peak periods, respectively, compared to the Build – ICM project alternative.

These benefits are achieved despite the fact that this package of improvements includes the re-striping of westbound I-80 approaching the split to I-580/I-880 that, as described above, appears to produce additional delay during both peak periods. The disbenefit of the re-striping is offset by improved operations associated with the other proposed improvements.

While the results indicate feasibility of the proposed interim improvements, two further studies are recommended: (a) I-580E to I-80W Ramp Metering Plan and (b) I-580/I-80/SR-24 Maze Area Design Plan. These studies should expand the simulation corridor limit to cover a broader area to account for queues and congestion outside of the current corridor limit. Also, estimating cost in addition to benefit in monetary values would be very helpful to decision-makers to compare scenarios and prioritize capital investment.

### **Long Term Strategies**

By 2035, demands on some segments of I-80 in the study corridor are forecasted by up to 60%. With this level of growth, conditions along I-80 are expected to worsen considerably. This will result in not only the increased severity of congestion associated with existing bottlenecks, but also congestion occurring in more areas and in the off-peak direction. Conditions on the arterials in the corridor are also expected to worsen.

As noted previously, major capacity expansion along I-80 is unlikely due to physical and institutional constraints. Given this limitation, and the magnitude of projected growth, plans for the corridor must include a combination of more localized improvements plus strategies that further maximize the efficiency of the existing roadway system, reduce the occurrence and impact of incidents, encourage increased use of other modes, and reduce or manage peak period vehicle travel demand. The types of strategies can be applied in the I-80 corridor to address existing and forecasted deficiencies include: Freeway and Arterial Geometric Improvements, Freeway and Arterial Management and Operations Improvements, Transit Improvements, Non-Motorized Mode Improvements, Demand Management Strategies, Traveler Information Improvements, Goods Movement Policies, ITS Improvements.

In general, longer-term projects includes those requiring more significant physical work and thus funding, and those that require considerable consensus-building and may face more significant institutional issues. Key projects include major public transportation expansion, additional roadway capacity, revised goods movement strategies, and large-scale ITS improvements. The following sections identify a number of specific improvement projects and strategies as derived from existing planning and programming documents, plus the results from the 2015 traffic analysis

simulation results and 2035 travel demand forecasts. These represent a financially unconstrained listing of potential improvements. An analysis of these individual improvements was not conducted as part of this CSMP. Thus, further study of these improvements, individually or as packages, is required.

### **Roadway Geometric Improvements**

While major capacity expansion in the I-80 corridor is unlikely, smaller improvements are possible that may address localized deficiencies. Potential freeway improvements include auxiliary lanes, ramp modifications and ramp intersection modifications. Surface streets improvements could include adding new roadways in the eastern end of the corridor where higher growth is projected in future years. Potential improvements may also include the widening of existing roadway and intersections. Potential roadway geometric improvement projects include the following:

#### **Ramp Modifications:**

1. Buchanan Street: Modify westbound on-ramp to I-80 WB from HOV lane to general purpose lane
2. El Portal Drive: Convert proposed eastbound on-ramp HOV priority lane to general purpose lane or widen ramp to provide second general purpose lane.
3. Richmond Parkway: Convert proposed eastbound on-ramp HOV lane to a general purpose lane
4. Ashby Avenue: Modify eastbound on-ramp to EB I-80 to allow traffic from Ashby to use both metered lanes.
5. San Pablo Avenue: Reconfigure eastbound on-ramp to increase storage length.
6. SR 4: Construct direct connectors between westbound I-80 and eastbound SR 4
7. Powell Street: Widen eastbound off-ramp and on-ramp
8. University Avenue: Modify eastbound on-ramp to provide a second general-purpose lane at the meter.
9. Cutting Boulevard: Construct new connector ramps to the Del Norte BART station
10. Cumming Skyway: Modify westbound on-ramp to provide a second general-purpose lane or an HOV lane
11. Solano Avenue: Modify westbound on-ramp to provide a second general-purpose lane

#### **Interchange Improvements:**

1. Powell Street: Allow westbound left turn and southbound through for the westbound off-ramp
2. Gilman Street: Convert interchange to roundabout (Planned Project)
3. Central Avenue: Shift a portion of on-ramp and off-ramp traffic to the I-580 interchange with Central Ave
4. Pinole Valley Road: Provide a right turn lane on eastbound on-ramp and bus turnout/shelter on westbound ramp
5. SR 4: Construct direct connectors between westbound I-80 and eastbound SR 4
6. McBryde Avenue: Upgrade and improve
7. San Pablo Dam Road: Upgrade and improve
8. El Portal Drive: Upgrade and improve
9. Cutting Boulevard: Construct new connector ramps to the Del Norte BART station
10. Hilltop Drive: Upgrade and improve

#### **Mainline auxiliary lanes:**

1. San Pablo Dam Road off-ramp to El Portal Drive on-ramp in the eastbound direction
2. Hilltop Drive off-ramp to Richmond Parkway on-ramp in the eastbound direction
3. Potrero Avenue off-ramp to Carlson Boulevard on-ramp in the westbound direction

## **System Management Improvements**

The primary objective of System Management improvements is to get maximum benefit out of the existing system. Examples of System Management improvements or strategies include ramp metering, managed lanes, shoulder use, variable speed limit signs, congestion pricing, traffic signal improvements, freeway/ramp/surface street signal coordination, incident management, and reversible lane control. The proposed I-80 ICM Project is focused on the implementation of several System Management strategies, plus systems that can support the implementation of additional or expanded strategies in the future. The project also includes integration with the East Bay SMART Corridors Program (a joint Alameda and Contra Costa County ITS program) and the Caltrans District 4 Transportation Management Center (TMC). However, some System Management strategies were not included in the I-80 ICM project due to funding, timing and institutional constraints. The strategies that were not included in the I-80 ICM project can be considered as possible future improvements.

The following system management projects and strategies are the recommended for future consideration in the I-80 corridor:

### **Freeway Management**

1. Cummings Skyway to Cutting Boulevard: Shoulder utilization in the westbound direction for incident management and transit vehicles
2. Corridor-wide: I-80 ICM Project-Freeway Elements
3. Corridor-wide: connector metering at I-580 eastbound interchange
4. Corridor-wide: Freeway shoulder use to add additional capacity during periods of congestion and /or during an incident
5. Corridor-wide: Implement lane management in eastbound direction for non-recurring conditions
6. Corridor-wide: Convert HOV lanes to Express Lanes

### **Arterial Management**

1. I-80 ICM Project-Arterial Elements
2. Carlson Boulevard: Signalize I-80 ramp intersections
3. Gilman Street: Signalize I-80 ramp intersections
4. San Pablo Avenue: Extend SMART Corridor
5. Corridor-wide: Enhance/implement freeway/ramp meter/surface street signal coordination

## **Transit Improvements**

The travel demand forecasts suggest that transit demand will increase by 20% by the year 2015, and more than double by 2035. Even with this growth, auto travel demand is also expected to grow leading to more severe congestion in the corridor. There are currently a number of transit and facilities in the corridor. To accommodate the forecasted growth and, ideally, promote even greater transit mode share to help reduce congestion on the roadway network, improvements to the transit system will be necessary.

Several transit improvements are already included in the programmed/planned projects in the corridor. Potential I-80 improvements include:

### **Ferry:**

1. Provide service between Berkeley/Albany and San Francisco
2. Provide service between Richmond and San Francisco



3. Provide service between Hercules and San Francisco

**Rail:**

1. Hercules: Construct Capitol Corridor train station

**BART:**

1. Berkeley: Improve Ashby Station to support Ed Roberts Campus and future TOD
2. Richmond: Provide transportation improvements on the east side of the Richmond Station to accommodate TOD
3. El Cerrito: Provide real-time transit information displays
4. El Cerrito Del Norte: Provide transportation improvement to support TOD
5. System-wide: Provide additional or new parking capacity
6. Extend BART to Richmond Hilltop and Hercules

**Bus**

1. Northern Alameda County: Improve AC transit facilities including new operating system
2. Expand WestCAT service including purchase of vehicles
3. Install WestCAT-furnished real-time transit information displays
4. Purchase new express buses for I-80 express service to be provided by AC transit, Vallejo Transit, and WestCAT
5. Expand Bus Rapid Transit from Richmond Parkway Transit Center to Hercules

**Transit Centers**

1. New Hercules Transit Center, including relocation of park and ride facility and construction of express bus facilities
2. Construct Phase 2 of Hercules Inter-modal Station
3. Expand Richmond Parkway Transit Center

**Other Measures**

1. I-80 ICM Project-Transit elements

**Non-Motorized Mode Improvements**

Non-motorized mode of travel is an alternative to both auto and transit modes. The I-80 freeway corridor exceeds the maximum trip length for bicycle trips and pedestrian travel. Non-motorized travel is more appropriate for short trips and may reduce surface street traffic. Proposed non-motorized mode improvements within the I-80 corridor include:

**Pedestrian**

1. Richmond: Install pedestrian count-down signals, improve sidewalk conditions, construct mid-block lighted crossings, and landscape Nevin Avenue, Barrett Ave & other areas
2. El Cerrito: Develop pedestrian, transit stop and streetscape improvements along San Pablo Avenue
3. Improve pedestrian access and safety for transit access routes.
4. Close the Bay Trail gaps along Richmond Parkway between Pennsylvania Avenue and Gertude Avenue, north of Freethy Blvd to Payne Drive, from Payne to Cypress, and from Pinole Shores to Parker Ave

**Bicycle**

1. Richmond: Construct Class I Bicycle Trail from Carlson Blvd to I-80 along abandoned railroad property and Richmond-Ohlone Greenway Gap Closure was currently designed.
2. Improve bike detection in the corridor at signalized intersections.

3. Provide exclusive right-of-way for bikes wherever feasible to enhance bike safety.
4. Provide more room for bikes on BART. This will facilitate in the extension of hours that bike riders can use BART services and reduce the parking demand at BART stations.
5. Increase the availability of bike lockers and bike parking at BART stations.

**Other**

1. Berkeley: Improve Ashby/I-80 interchange/Aquatic Park Access streetscape, bicycle, and pedestrian Facilities

**Demand Management Strategies**

Federal Highway Administration (FHWA) recognizes that managing demand can no longer stop at encouraging travelers to change their travel mode from driving alone to choosing a carpool, public transit, or other commute alternative. Managing demand today is about providing all travelers, regardless of whether they drive alone, with choices of location, route, and time, not just mode of travel. The contemporary concept of travel demand management encompasses broader set of transportation goals due to need to manage demand in multiple situations and conditions as well as the influence of information and the technologies to deliver it. The I-80 corridor has no right of way to increase capacity to the roadway network. Therefore, it is more critical to pay attention to the strategies to shift the demand to other modes, to non-peak hours and possible means to reduce the demand.

The possible strategies for the I-80 corridor include:

1. Worksite flextime allows employees to set their own arrival and departure time to/from work – within established time boundaries agreed to by their employer. In congested areas like I-80 corridor, it may encourage employees to avoid the most congested travel times, reducing the demand on roadway and/or transit systems during peak-demand periods.
2. Telecommuting: Telework programs and policies at the worksite from structured, formally-implemented telework programs and policies to more informal telework arrangements established between individual employees and their direct supervisors
3. Transit-Oriented and Pedestrian Oriented Design: Focusing a mix of land uses, such as employment, housing, restaurants, services, retail and more in well designed, pedestrian friendly and/or near transit connections can reduce demand for vehicle travel and reduce trip distances.
4. Live Near Work Incentive Programs: Live near work programs provide incentives for employees to live near their place of employment. Examples include down payment assistance, location efficient mortgages and rent subsidies. By providing housing close to employment, this program can lower the costs of commuting, lessen the pressure on infrastructure, and generate more pedestrian traffic in business districts.
5. Live Near Transit Mortgage Incentives: Live near transit programs offer mortgage incentives to encourage residential location near transit facilities. The programs recognize that household transportation expenses can be lower for residences well served by public transportation, and allow homebuyers to use these transportation savings as additional borrower income in qualifying for a home mortgage. These options are well recognized

by stakeholder agencies in the corridor and they are already pursuing to the extent feasible.

### **Traveler Information**

Currently, traveler information on I-80 corridor is provided via Changeable Message Signs (CMS), Highway Advisory Radios (HAR), telephone and the internet. CMS and HAR systems are used to provide real time information and directions to the driver, plus they are used to advise about upcoming events. These systems are controlled from Caltrans District 4 Transportation Management Center. The internet is used to provide more detailed information to the public. The primary method of sharing information on the Internet and the telephone is via the Bay Area 511 system. The 511 system receives real time information from detectors, Closed-Circuit Television (CCTV) cameras and from some management applications. This information is then analyzed and used to display meaningful, up to the minute information. The I-80 ICM project will provide more ITS devices to disseminate the information to travelers in the near-term.

The long-term recommendations for the I-80 corridor is to extend the capability of traveler information to emerging personalized devices and in-vehicle navigation system to influence traveling choices in selecting departure times, destinations, and routes in addition to modes of transportation. Necessary devices will be provided at bus transit and rail stations to disseminate the traveler and transit information.

### **Goods Movement Policies**

Trucks and other heavy vehicles use I-80 to move goods within the Bay Area to and from northern and southern California, and points beyond. The Port of Oakland and other important industrial and commercial facilities are located along the corridor or are linked by the I-80 freeway. During the peak periods, heavy truck traffic can consume road capacity which contributes significantly to congestion. Because of the importance of efficient freight movement to the economy, the needs of this group will be factored into the solution; moreover, the solution must be consistent with the Bay Area good movements' strategies while still allowing the corridor to meet its congestion and safety goals. Improving the commercial vehicle operators' safety, efficiency, mobility and travel times are the most important goals for this group of users.

Some of possible solutions are described below:

1. Roadway Time of Day Restrictions – Due to the severe congestion on I-80 freeway during morning and afternoon peak period, commercial vehicles can be restricted to use the road network at some busy hours at some congested sections of the freeway. Trucks can choose not to be restricted by paying a certain fee to obtain a special ticker/license for driving during the restricted hour. The institutional issues and the fee should be studied in more details to make this solution feasible.
2. Lane Restrictions – Because trucks and passenger cars are significantly different in terms of performance and operation pattern, when possible trucks should be separated from passenger vehicles. For I-80, the following options can be considered:
  - a. Exclusive lanes – designate lanes exclusively for trucks use. Passenger cars are not allowed using the truck lanes while trucks can only use the truck lanes.

- b. Suggested exclusive lanes – trucks can only use the designated truck lane while passenger cars do not have restriction.
- c. Mixed lane – only trucks are allowed to use the designated truck lanes, and only passenger cars are allowed to use the designated passenger car lanes. The other lanes in the middle can be used by both trucks and passenger cars.

The selection of the lane designation options should be studied in more details with a benefit/cost model that accounts for truck volumes, passenger car volumes, highway characteristics, and incident history.

- 3. Remote Transfer Sites - Remote transfer sites can be considered where the commercial vehicles can hold the load until the traffic conditions on road and conditions at port are favorable for load transfer.

## **5. RECOMMENDATIONS**

For the purposes of this CSMP, near-term is defined as 0 to 5 years, intermediate term is defined as 5 to 10 years, and long-term is defined as 10 to 25 years.

### **Near Term**

Projects and strategies recommended for implementation in the near-term include those that have secured funding, obtained environmental clearance, are under design, or do not require significant physical work or funding. Based on these criteria, the recommended near-term improvements include:

- Complete construction of the eastbound I-80 HOV lane from SR 4 to the Carquinez Bridge;
- Implement the I-80 ICM Project, including the system management and transit improvements.

In addition to these projects, it is recommended that the following activities be pursued in the near-term:

- establish an I-80 Corridor Management Committee,
- conduct a before-and-after study of the I-80 ICM Project,
- develop corridor wide land use policies,
- conduct a Maze Study,
- conduct an I-580 Ramp Metering Study,
- analyze effectiveness of the individual interim projects identified in the CSMP, and
- analyze weekend conditions.

The objective of these last five activities is to further assess potential intermediate and long-term improvements and strategies for the corridor.

### **Intermediate Term**

Those projects and strategies recommended for intermediate term implementation are those which have support but have not acquired funding, have on-going environmental clearance or design, or do not require significant physical work or funding. Proposed projects include expanded or enhanced deployment of ICM capabilities within the corridor, minor to moderate

geometric improvements to both the freeway and arterial network, improved connectors between roadways, signalization of un-signalized interchange intersections, and an increase in public transit service.

Other efforts recommended for the intermediate term include improving automatic data collection reliability, and undertaking studies needed to facilitate the implementation of long-term improvements and strategies. Specific studies include those related to BART extensions including multimodal access improvements, analysis of Commercial Vehicle policies to reduce peak hour traffic, and an assessment of the benefits of converting the HOV Lanes to Express Lanes.

### **Long Term**

Longer-term projects includes those requiring more significant physical work and thus funding, and those that require considerable consensus-building and may face more significant institutional issues. Key projects include major public transportation expansion, additional roadway capacity, revised goods movement strategies, and large-scale ITS improvements. The latter may include the implementation of full ATM strategies within the corridor including new technologies such as Intellidrive. These projects should be programmed for study to determine cost, benefits and the expected level of public support.

## **6. LIMITATIONS OF THE I-80 CSMP STUDY**

The I-80 ICM corridor is a very long, congested, and high incident corridor passing through Alameda and Contra Costa Counties. As a result of the highly saturated conditions and frequent occurrence of incidents, conditions within the corridor can vary significantly day-to-day and even within a single peak period making it very difficult to define a “typical day” for modeling. The best available data and modeling tools were used in the I-80 ICM CSMP study. It should be recognized that to overcome the reliability of available data, a variety of data sources were used. This, however, introduced issues regarding consistency between these sources and the days or periods when the different data was collected. While significant effort was taken to overcome these data reliability and consistency issues, it is important to recognize the variability of conditions that exists in this corridor.

The analysis conducted for the I-80 CSMP involved a combination of applying travel demand models and micro-simulation models. Travel demand models were used to generate projections of base and future demands and assess long-term strategies. Micro-simulation models were used to conduct detailed operational analysis for various alternatives under 2015 demand conditions. In the case of the micro-simulation model, the testing of the various I-80 ICM system management elements (adaptive ramp metering, VASL, and incident lane management) pushed the limits of the software and required the development of new software modules. While both tools were invaluable to the conduct of this effort, it is important to recognize the limitations of these tools and the need to exercise professional judgment when interpreting the results and making recommendations or decisions based on the model outputs.

***This page intentionally left blank***



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560  
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## Memorandum

**DATE:** September 9, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Planning, Policy and Legislation Committee (PPLC)

**SUBJECT: Review of the I-880 Corridor System Management Plan (CSMP)**

### Recommendations:

It is recommended that the Commission review the I-880 Corridor System Management Plan (CSMP). This is an information item and no action is requested.

The development of the CSMP is a requirement of the California Transportation Commission (CTC) for the allocation of state funds to projects programmed in the Corridor Mobility Improvement Account (CMIA) of Proposition B.

### Summary:

At its meeting in April 2010, the ACCA Board reviewed the CSMP for the I-580 East Corridor. At this same meeting, the ACCMA Board also authorized the Executive Director to sign the CSMP for the I-580 East Corridor as well as CSMPs for three other freeway corridors in Alameda County where there are projects funded with CMIA funds: I-880, State Route 24, and I-80.

In July 2010, the ACCMA Board reviewed and accepted the CSMP for the SR-24 Corridor. This month, staff is bringing to the Committee and the Commission the CSMP for the I-80 and I-880 Corridors, under Agenda Item 1D and Item 1E, respectively. Thus would complete the required development of all four CSMPs in the County.

### Discussion or Background:

The California Transportation Commission required Corridor System Management Plans (CSMP) for corridors in which Corridor Mobility Improvement Account funded projects are programmed. The plans identify a corridor management strategy that all jurisdictions, regional agencies, and modal operators along the corridor agree to and that will guide corridor development, operation, and investment from all sources. The CSMP development process is led by Caltrans, MTC and ACCMA for four corridors in Alameda County: I-80, I-880, I-580 East and SR-24. Caltrans is requesting that CSMPs be signed by the Executive Officer of each of the partner agencies for the I-580 East, I-880, SR-24 and I-80 final plans as documents to be used in the regional transportation planning process. The ACCMA Board reviewed the I-580 East CSMP and SR-24 CSMP at its April and July 2010

meetings respectively. The CSMP for the I-80 and I-880 Corridors are under Agenda Items 1D and 1E being presented to the Committees and Commission, in September 2010 concurrently.

The CSMP focuses on highway mobility within the context of the State's most congested urban corridors. While the CSMP describes the arterials and other modes in the corridor, the focus of the recommended strategies is on maximizing the existing infrastructure through coordinated application of system management technologies such as ramp metering, coordinated traffic signals, changeable message signs for traveler information and incident management. It describes the current land use, transit, bicycle/pedestrian facilities, and the FOCUS regional blueprint Priority Development and Conservation Areas. These are provided as a backdrop for understanding how the highway corridor works. The result is a system planning document that will serve as a tool to assist in the regional transportation planning process. The ACCMA intends to use the recommendations of the CSMP and any future CSMP to inform the development of the Countywide Transportation Plan (CWTP), which in turn informs the Regional Transportation Plan (RTP).

The I-880 CSMP has been completed. This corridor is a North-South route, approximately 42 miles long, and runs through portions of Santa Clara and Alameda Counties. It begins at I-880/I-280 interchange in the City of Campbell and terminates in the City of Oakland at 7<sup>th</sup> Street/Grand Avenue. The I-880 CSMP development process was a joint effort of Caltrans, MTC, and ACCMA. This Core Stakeholder Group worked with local planning agencies through a Technical Advisory Committee (TAC) to develop this plan. The goal was to propose strategies to achieve the highest mobility benefits to travelers across all jurisdictions and modes along the I-880 CSMP Corridor.

**Fiscal Impacts:**

No fiscal impact.

**Attachments:**

Attachment A – I-880 FACT Sheet

Attachment B - I-880 Executive Summary





# 880 Fact Sheet

INTERSTATE 880 corridor system management plan



## Steps in I-880 CSMP Development Process

- Identify Stakeholder Team and Describe Corridor
- Identify Existing Corridor Performance and Current Corridor Management Strategies
- Complete Corridor Performance Assessment & Identify Potential Strategies
- Complete Evaluation of Potential Strategies
- Complete Draft CSMP (June 2010)
- Adopt Final CSMP (Sept. 2010)

## Interstate 880 CSMP: Connecting the Bay Area

Interstate 880 connects the San Francisco-Oakland Bay Bridge with Silicon Valley, serving the Port of Oakland, Oakland International Airport, Mineta International Airport in San José, and about ten eastern Bay Area cities. I-880 also provides a critical link for the movement of goods between the Central Valley and the Port of Oakland north of the I-238/580 Corridor interchange. On its southern end, the I-880 corridor carries commuters to and from work in the “high-tech capital of the world.”

## Understanding CSMPs

A Corridor System Management Plan (CSMP) responds to the following questions:

- How is a corridor performing?
- Why is it performing that way?
- What strategies and improvements best address the problems?

The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs. Each CSMP will address highways, local parallel roadways, regional transit services and other regional modes pertinent to corridor mobility.

The California Transportation Commission (CTC) requires CSMPs be developed for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA – created by the passage of Proposition 1B in November 2006).

## Corridor Area and Partner Agencies

Caltrans is working in partnership with local agencies and groups to develop a CSMP for the 42-mile long I-880 Corridor, whose limits are the I-280 interchange in Campbell to Oakland near the San Francisco-Oakland Bay Bridge.

The I-880 CSMP is expected to be completed by September 2010. Its recommendations will then be considered in the transportation planning processes that are conducted by Caltrans, the Metropolitan Transportation Commission (MTC), the Alameda County Congestion Management Agency (ACCOMA), and the Santa Clara Valley Transportation Authority (VTA); all agencies that are responsible for funding and implementing regional and interregional transportation projects.

# Fact Sheet

## INTERSTATE 880 corridor system management plan

### Top 10 Congested Locations (2007) for Interstate 880

#### Morning Peak-Period

- 1 Southbound Marina Boulevard to south of Industrial Parkway — 3,790 VHD\*
- 2 Southbound Thornton Ave. to Mission Blvd. — 2,640 VHD\*
- 3 Southbound North of West Grand Avenue to Maritime Street — 2,450 VHD\*
- 4 Northbound Fremont Blvd. North to Tennyson Road — 1,200 VHD\*
- 5 Northbound Hesperian Blvd. to Davis St. — 590 VHD\*

#### Evening Peak-Period

- 6 Northbound Decoto Road to Tennyson Road — 2,880 VHD\*
- 7 Northbound South of Dixon Landing Road to north of Mission Blvd. — 2,330 VHD\*
- 8 Southbound SR-237 to Brokaw Road — 1,270 VHD\*
- 9 Southbound Brokaw Road to Bascom Ave — 960 VHD\*
- 10 Southbound Industrial Blvd. to Fremont Blvd — 640 VHD\*

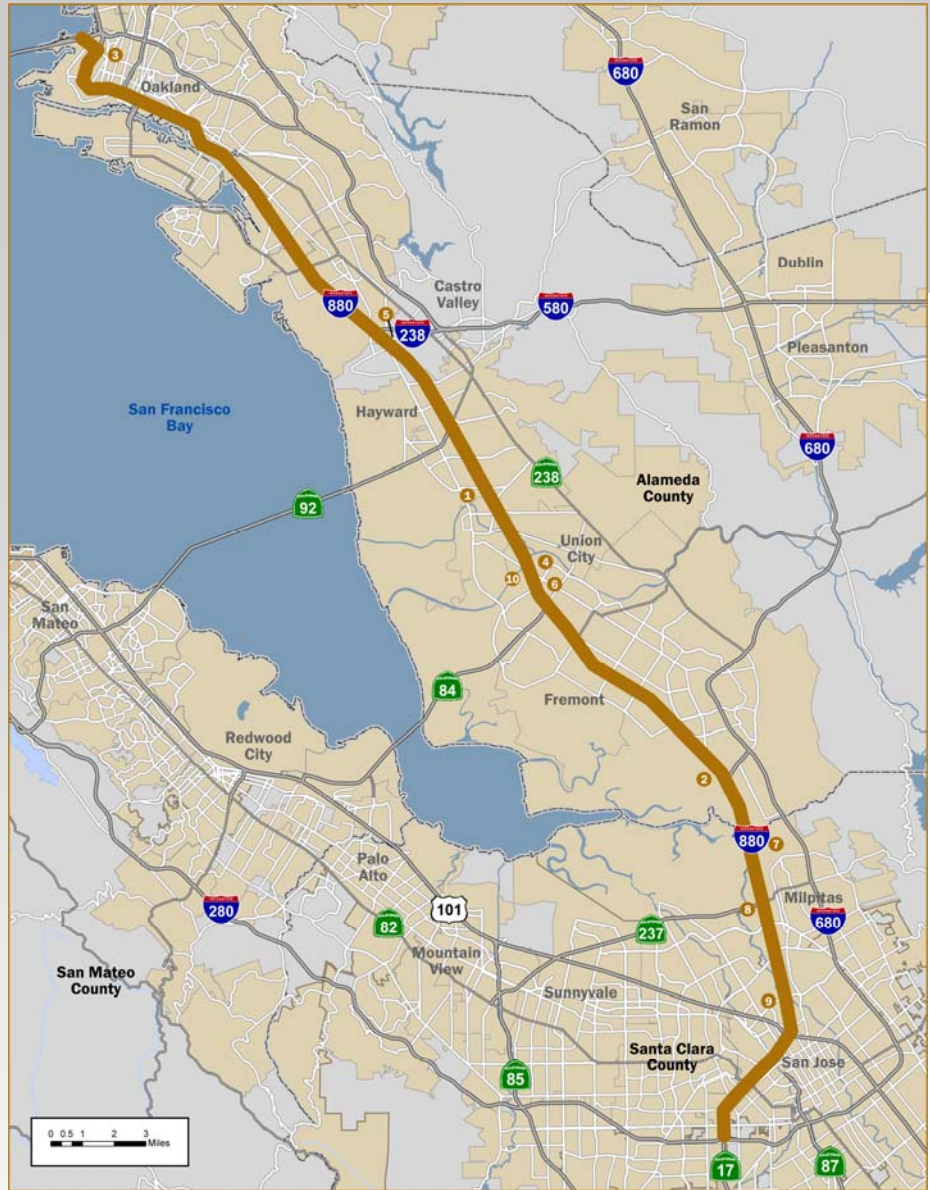
Source: State of the System 2008

\* VHD stands for Daily Vehicle Hours of Delay. Delay occurs when average travel speed falls below 35 mph for 15 minutes or more.

The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement projects on the I-880 Corridor:

- SB HOV Lane from Marina to Hegenberger
- HOV Lanes SR-237 to US-101
- I-880/280/Stevens Creek Interchange

Caltrans District 4 is the lead agency on CSMP development in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.



### Corridor Specific Issues

- Truly intermodal corridor including freeways, major arterials, rail, bus transit and ferry service
- Key international trade corridor (Port of Oakland and commercial airports in Oakland and San José)
- Trucks comprise between 4-11% of daily traffic
- Urban freeway with major traffic generators corridor-wide: event/retail venues, commercial, industrial and residential centers
- Central Business Districts for two of the largest cities in California at either end (Oakland and San José)
- Transbay collector from three bridges: Bay Bridge (I-80), San Mateo Bridge (SR-92), and Dumbarton Bridge (SR-84)
- Transportation management technology widely deployed

For questions regarding the CSMP, please contact D4 Senior Transportation Planner Erik Alm at 510-286-6053 or email at [erik\\_alm@dot.ca.gov](mailto:erik_alm@dot.ca.gov)



# CORRIDOR SYSTEM MANAGEMENT PLAN

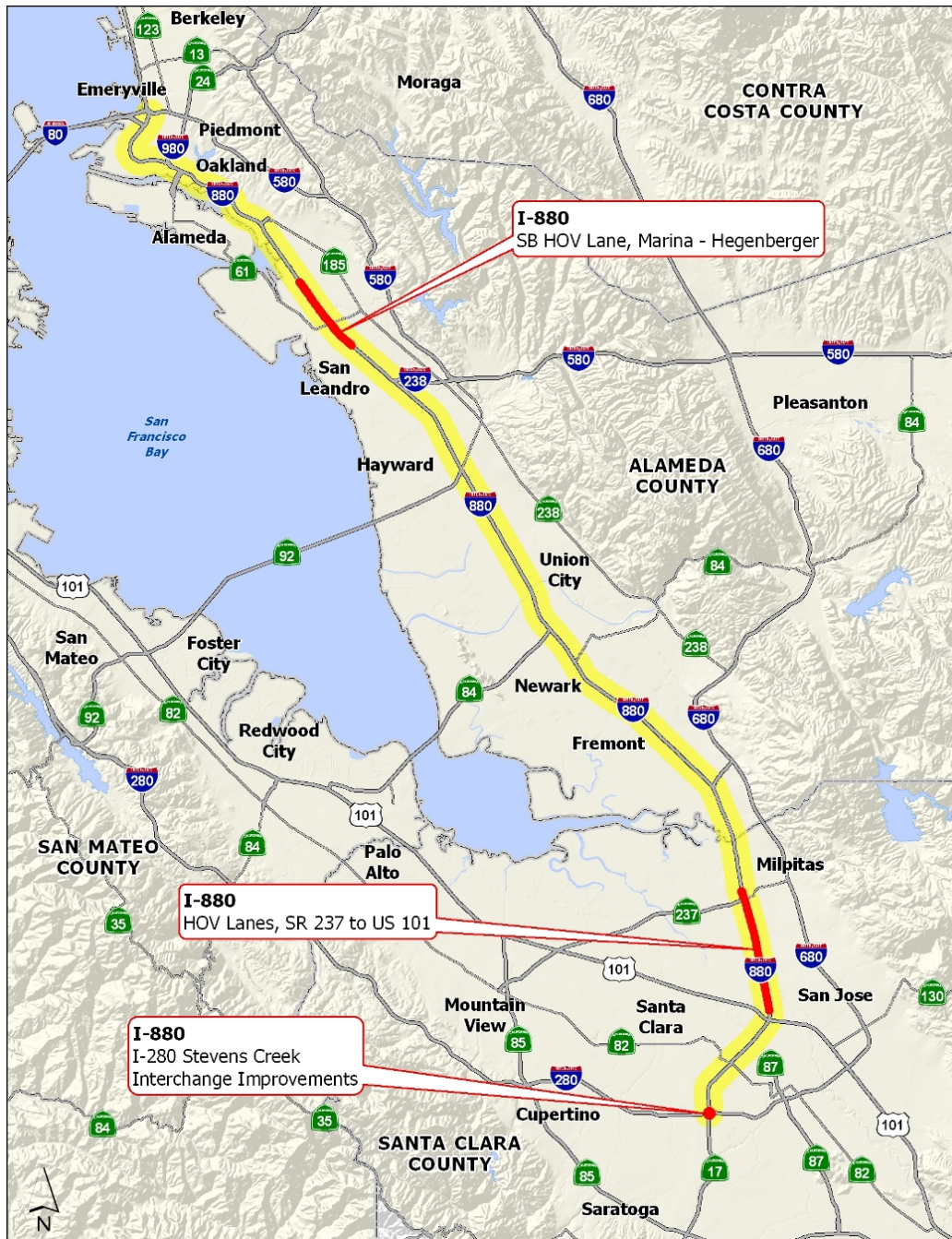
## INTERSTATE 880 CSMP SUMMARY

**DRAFT  
FINAL**

**8/11/10**

### CSMP Corridor Limits

*The Interstate 880 Corridor in the San Francisco Bay Area is a north/south route beginning at I-280 traversing northward terminating at 7th street in Oakland.*



# I-880 Corridor System Management Plan

## APPROVED BY:

_____ BIJAN SARTIPI, District 4 Director California Department of Transportation	_____ Date
---	---------------

*I accept this Corridor System Management Plan for the I-880 Corridor as a document informing the regional transportation planning process.*

## ACCEPTED BY:

## ACCEPTED BY:

_____ STEVE HEMINGER, Executive Director Metropolitan Transportation Commission	_____ Date
---	---------------

_____ DENNIS FAY, Executive Director Alameda County Congestion Management Agency	_____ Date
--	---------------

_____ JOHN RISTOW, Chief CMA Officer Santa Clara Valley Transportation Authority	_____ Date
--	---------------

# I-880 Corridor System Management Plan

Approval Recommended by:

---

Lee Taubeneck, Deputy District Director  
Division of Transportation Planning & Local Assistance

---

Katie Benouar, Chief  
Office of System Planning

---

Juliana Gum, Chief  
Traffic Operations Strategies

---

Document Prepared by:

---

Erik Alm, Chief  
Office of System Planning, East Branch

---

Robert E. Rosevear, Associate Transportation Planner  
Office of System Planning, East Branch

## Stakeholder Acknowledgement

District 4 wishes to acknowledge the time and contributions of stakeholder groups and partner agencies. Current and continuing Corridor System Management Plan (CSMP) development is dependent upon the close participation and cooperation of its key stakeholders. This CSMP represents a cooperative commitment to develop a corridor management vision for the I-880 Corridor. The strategies evaluated have the potential to impact the local arterial system and the regional and local planning agencies that have the corridor within their jurisdiction. These representatives participated in the I-880 Corridor Technical Advisory Committee (TAC) and provided essential information, advice and feedback for the preparation of the I-880 Corridor Management Plan Demonstration and this CSMP. The stakeholders/partners include:

- Metropolitan Transportation Commission
- Alameda County Congestion Management Agency\*
- Alameda County Transportation Improvement Authority\*
- AC Transit
- Bay Area Rapid Transit District
- City of Oakland
- City of Alameda
- City of San Leandro
- City of Hayward
- City of Union City
- City of Fremont
- Alameda County
- Santa Clara Valley Transportation Authority

A website, [www.corridormobility.org](http://www.corridormobility.org) has been created to support the development of the CSMPs and to provide stakeholders and the public with more information and an opportunity to provide input and review documents.

Disclaimer: The information, opinions, commitments, policies and strategies detailed in this document are those of Caltrans District 4 and do not necessarily represent the information, opinions, commitments, policies and strategies of partner agencies or other organizations identified in this document.

\*ACCMA and ACTIA combined to form the Alameda County Transportation Commission in July 2010.



## Dedication

To Patricia “Pat” Weston  
(1951 - 2009)

Caltrans District 4 Planners dedicate this Corridor System Management Plan (CSMP) to the memory of Pat Weston, Chief, Caltrans Office of Advance System Planning, whose seemingly limitless energy and passion for transportation system planning in California has been an inspiration to countless transportation planners and engineers within Caltrans and its partner agencies. Pat's efforts elevated the importance of corridor-based system planning, performance measurement for system monitoring, and the blending of long-range planning with near-term operational strategies. This has resulted in stronger planning partnerships with Traffic Operations in Caltrans and led directly to the requirement to conduct comprehensive corridor planning through CSMP documents. This is but one of a long list of major achievements in Pat's lengthy Caltrans career. She generously shared her knowledge, wisdom and guidance with us over the years. She will be sorely missed as a planner, mentor and friend.

## I-880 CSMP INTRODUCTION

This Corridor System Management Plan (CSMP) represents a cooperative commitment to develop a corridor management vision for the Interstate 880 (I-880) corridor. The CSMP development process was a joint effort of the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), the Alameda County Congestion Management Agency (ACCMA) and the Santa Clara Valley Transportation Authority (VTA). This Core Stakeholder Group worked with local planning agencies, through an (I-880) Corridor Technical Advisory Committee (TAC) and an I-880 CSMP Working Group to develop this plan. The goal is to propose strategies to achieve the highest mobility benefits to travelers along the I-880 CSMP Corridor.

### ***Planning and Policy Framework***

Since passage of the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, known as Proposition 1B, in November 2006, Caltrans has implemented the CSMP process statewide for all corridors with projects funded by the Corridor Mobility Improvement Account (CMIA). The California Transportation Commission (CTC) requires that all corridors with a CMIA-funded project have a CSMP that is developed with regional and local partners. The CSMP recommends how the congestion-reduction gains from the CMIA projects will be maintained with supporting system management strategies. The CTC has also provided guidance in the 2008 and 2010 Regional Transportation Plan (RTP) Guidelines that CSMPs are an important input to the development of an RTP.

In the San Francisco Bay Area, Caltrans is completing nine CSMPs, with a tenth added in July 2010. This I-880 CSMP reflects data and projects from MTC's current Regional Transportation Plan (RTP), *Change in Motion, Transportation 2035 Plan*, adopted April 2009. The CSMP recommends strategies for consideration in the regional transportation planning process. In the Alameda County portion of the corridor, the CSMP development process has taken place in coordination with University of California (UC) Berkeley's California Center for Innovative Transportation (CCIT). Analysis of the Santa Clara County segment of the Corridor was done in part through MTC's Freeway Performance Initiative (FPI). This work has been tied together through the efforts of an I-880 CSMP Working Group.

### ***The I-880 CSMP***

This CSMP focuses on highway mobility within the context of one of the State's most congested urban corridors. While the CSMP describes the arterials and other modes in the corridor, the focus of the recommended strategies is to enable better system management of the highway. It also describes the current land use, transit, bicycle/pedestrian facilities, and Priority Development Areas (PDAs) identified from the Bay Area's FOCUS regional blueprint program. These are provided as a backdrop for understanding how the highway corridor works. By focusing on more efficient operation of the highway network, the CSMP moves toward optimizing current infrastructure, improving our ability to analyze and identify what leads to congestion in a corridor, and strengthening interagency partnerships to ensure that all parts of the transportation system work together well.

The objectives of the I-880 CSMP are to reduce delay within the corridor (mobility), reduce variation of travel time (reliability), reduce accident and injury rates (safety), restore lost lane miles (productivity) and reduce distressed lane miles (system preservation).

The limits of the I-880 CSMP were determined, in collaboration with MTC, by identifying the key travel corridor in which CMIA-funded projects are located. The CMIA-funded projects are:

- I-880 High Occupancy Vehicle (HOV) Lane Widening Project, SR-237 to US-101
- I-880 Southbound HOV Lane Extension, Hegenberger to Marina Boulevard
- I-880 I-280 Stevens Creek Interchange Improvements

In addition, the I-880 Mission Boulevard Interchange Completion project is seeking CMIA funding.

## ***Methodology***

A corridor performance assessment and technical analysis of the I-880 CSMP Corridor was conducted on the Alameda County portion of the Corridor by UC Berkeley CCIT through the I-880 Corridor Management Plan Demonstration. A similar performance assessment of the Santa Clara County segment of the Corridor was done through MTC's FPI program. The performance assessment evaluated the current highway performance along the corridor and determined causes of performance problems.

The results of these two I-880 corridor analysis efforts (as well as the CMIA project analyses) have been incorporated into the I-880 CSMP through the efforts of the I-880 CSMP Working Group. This working group included members of the Core Stakeholder Group of agency partners, whose primary task was to coordinate activities and material necessary for the development of the I-880 CSMP following the completion of the I-880 Corridor Management Plan Demonstration in January 2010. The Working Group members met regularly to review and comment on the synthesis of technical documents, analyses, recommendations and other material necessary to produce the CSMP.

The I-880 Corridor Management Plan Demonstration work took place between 2005 and 2009, engaging stakeholder agencies through the Alameda County Congestion Management Agency's (ACCMA) I-880 Corridor TAC. The TAC has met at irregular intervals since 2005 to provide input on existing and future performance as well as conclusions and recommendations for short and long-term corridor management improvement strategies. Simulation modeling was used to identify future bottlenecks and analyze the impacts of future travel conditions along the corridor under different operational strategies and investment scenarios. The results of the comprehensive corridor analysis were first discussed at the TAC in November 2008.

The CSMP also builds upon the I-880 project recommendations of ACCMA's 2008 Central County Freeway Study (also known as the Central County Local Alternative Transportation Improvement Program (LATIP)), the 2009 Southern Alameda County SR-84 Historic Parkway LATIP, VTA's 2008 I-880 Corridor Study and the Santa Clara Valley Transportation Plan (VTP2035). These recommendations add system management and other strategies to provide additional benefit and efficiencies.

The proposed short-term and long-term improvement strategies include:

- Intelligent Transportation System (ITS) improvements
- Corridor-wide ramp metering
- Construct HOV lanes
- Extend and Construct Auxiliary Lanes
- Additional transit and Travel Demand Management (TDM) improvements

## ***First Generation CSMP***

This CSMP represents the "*first generation*" of corridor system management plans informing the Transportation Planning process. This CSMP identifies corridor management strategies applied on a network wide basis. The selected strategies address existing and forecasted mobility, lost productivity, bottlenecks, and reliability problems. The CSMP recognizes that transit services and goods movement are also adversely affected by the same problems. To implement some of these strategies, key capital projects are identified. This list is not meant to be inclusive of all potential projects in the corridor.

Since Caltrans and the regions launched this first cycle of corridor system management planning in 2007 (called *first generation CSMPs*), the statewide planning policy context has evolved significantly. AB 32 policy on reducing greenhouse gas emissions has moved into implementation with passage of SB 375, landmark legislation requiring the regions to meet state-designated greenhouse gas emissions reduction targets. The CTC has developed guidance on how the regions will develop Sustainable Community Strategies (SCS) in their next RTP cycle; MTC's next RTP is slated for completion in 2013. The SCS will promote strategies to reduce green house gas emissions through more efficient land use patterns, reduce

vehicle travel, support transit, bicycle and pedestrian mode choices, and improve supply and affordability of housing within the Bay Area to reduce commuting into the region.

The *second generation CSMPs* will reflect the SCS and the 2013 RTP, and will grapple with the issue of providing mobility and reducing highway congestion within the context of a new regional planning framework. The *second generation CSMP* scope will expand to include integrated land-use and transportation, in the context of Sustainable Community Strategy (SCS) required by SB 375, and a more comprehensive look at transit and non-motorized travel strategies and options.

### ***Stakeholder Issues and Concerns***

Through the CSMP development process, stakeholder concerns focused on how non-highway strategies factor into the CSMP analysis scope, SB 375 requirements and how the CSMP recommendations are expected to be used. Stakeholders commented that recommended improvements in the CSMP do not yet emerge from a multi-modal and integrated transportation land use planning effort, such as integrating transit, bicycle and pedestrian networks, and demand management. Stakeholders also noted that the statewide planning policy context has evolved significantly since the CSMP has been developed; the CTC has in its 2010 RTP Guidelines provided guidance on how the regions will develop a SCS in response to SB 375 requirements. In response to questions on how CSMP recommendations will be used, Caltrans noted the role of the CSMP is both as a CMIA funding requirement and as a document informing the transportation planning process. We hope that the results of this collaborative corridor planning effort will help inform future investment choices made through the traditional planning and programming processes. This represents a summary of the issues and concerns shared by stakeholders during the CSMP process.

### ***CSMP Document***

The full I-880 CSMP document is organized into three key areas. First is the CSMP Summary, which provides corridor facts and description summaries, as well as key findings and recommended improvements from the technical analysis. The second key area is the main CSMP document, which includes The CSMP Overview, Corridor Description and summaries of the technical analyses. The CSMP technical analyses present existing and future conditions and trends, corridor management issues and strategies, and a prioritized list of short and long term recommendations based on these analyses. The third key area is the Appendices, containing additional corridor information (corridor segment data, freeway agreements, CMIA projects, maintenance plans, and corridor concept) and supporting documents.

The I-880 Corridor system will be monitored using identified performance measures and Traffic Operations Systems (TOS) data and will be reported in subsequent CSMP updates. This information will be used to continually improve system performance. As discussed above, new strategies may emerge as the SCS is implemented to reflect new development and travel patterns that impact the operations of the highway corridor.

# I-880 CSMP EXECUTIVE SUMMARY

This Corridor System Management Plan (CSMP) represents a cooperative commitment to develop a corridor management vision for the I-880 Corridor. The CSMP development process was a joint effort of the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), the Alameda County Congestion Management Agency (ACCMA) and the Santa Clara Valley Transportation Authority (VTA). This Core Stakeholder Group worked with local planning agencies, through an Interstate 880 (I-880) Corridor Technical Advisory Committee (TAC) and an I-880 CSMP Working Group to develop this plan. The goal is to propose strategies to achieve the highest mobility benefits to travelers along the I-880 CSMP Corridor.

## **1. Corridor Management Strategy / Recommended Corridor Improvement Projects**

The common theme, and resulting recommended strategy for I-880 is **to implement and enhance advanced / adaptive ramp metering throughout the corridor**. This strategy promises to substantially increase freeway efficiency and throughput. From the I-880 Corridor Management Plan Demonstration report “if implemented correctly, this improvement (ramp metering) will provide the highest benefits relative to its costs.” The Central Alameda County Freeway Study ranks adaptive ramp metering as its highest project priority. In Santa Clara County, the Valley Transportation Plan (VTP) 2035 states that I-880 Ramp Metering at various interchanges is an important Freeway Performance Initiative (FPI) project included in VTP 2035. Currently, local traffic-responsive metering has already been implemented to some degree on I-880 in both Alameda and Santa Clara County, and commitments exist to further implement this strategy.

The list of recommended improvements shown in Table ES1 will improve operational efficiency to address issues related to identified performance problems. Figure ES1 illustrates the corridor studies utilized linked to their recommended improvements and existing bottleneck locations.

The large list of interchange improvements and auxiliary lanes will provide a reasonable return on investment, along with delay reductions. It will also be necessary to do additional project-specific analysis to provide more specific benefits assessments through the traditional project development process. In addition, the High Occupancy Vehicle (HOV) extensions funded through the Corridor Mobility Improvement Account (CMIA) program should generate a higher return on investment than expected when an expected increase in ridesharing and transit use takes place.

The full benefit of the CMIA funded projects and the CSMP recommended projects will not be realized without ongoing cooperative system management in the I-880 corridor. The CSMP development process has brought the major transportation planning agencies in the corridor (Caltrans, MTC, ACCMA and VTA) together to develop this set of recommendations. The next step should be a continuous improvement process to work together on corridor management, further incorporation of other modes, and enhanced collaboration to develop the Sustainable Community Strategy (SCS) and Priority Development Areas (PDA) in the corridor. This will provide the foundation for the next generation CSMP and future Regional Transportation Plan (RTP) and FPI updates.

### Summary of Recommended Projects in I-880 CSMP Corridor

<b>I-880 Corridor Management Plan Demonstration (ALA 880):</b>	<b>Est. Cost (\$M)</b>	<b>Existing Commitment to Implement (note 1)</b>
<b><i>Short Range Recommended (2012)</i></b>		
Advanced Ramp Metering	25.0	X
Advanced Traveler Information	(note 2)	X
<b><i>Long Term Planned (2013-2020)</i></b>		
TCIF Project (Inc. 23rd and 29th St. Overcrossings)	85.0	
SB HOV Extension from Hegenberger Rd. to Marina Blvd. (CMIA Project)	108.0	
<b>Central County Freeway Study LATIP (I-880 only, in order of priority):</b>	<b>(note 3)</b>	
ICM / Adaptive Ramp Metering	32.5	X
I-880 Aux. Lanes, Paseo Grande to Winton Avenue *	32.5	
I-880 Aux. Lanes, Whipple Rd. to Industrial Pkwy. West *	19.5	
I-880 Industrial Pkwy. Interchange	41.0	
I-880 Davis St. Interchange	11.1	
I-880 Marina Blvd. Interchange	24.4	
I-880 / Whipple Road Interchange *	13.5	
I-880 / West A Street Interchange *	27.0	
I-880 / West Winton Avenue Interchange *	25.0	
Extend Northbound HOV Lane	155.5	
I-880 / Washington Interchange	31.0	
<b>SR-84 Study LATIP (I-880 only, in order of priority):</b>	<b>(note 3)</b>	
I-880 / Mission Blvd. Interchange Completion (CMIA project candidate)	42.4	
I-880 Aux. Lanes, Dixon Landing to Alvarado-Niles	5.0	
ICM / TOS, I-880 South of SR-92	10.0	X
<b>Valley Transportation Plan 2035 (I-880 only):</b>		
I-880 HOT Lanes, ALA County Line to US-101	20.0	
I-880 / Montague Expressway Interchange Improvement	12.0	
I-880 / I-280 / Stevens Creek Blvd. Interchange Improvement (CMIA Project)	64.0	
I-880 Widening for HOV Lanes, SR-237 to Old Bayshore (CMIA Project)	95.0	X
I-880 NB Aux. Lane, Coleman Ave. to First St.	13.0	
I-880 Ramp Metering, Various Interchanges (FPI)	(note 4)	X
<b>Valley Transportation Authority I-880 Corridor Study:</b>		
<b><i>Near-Term Projects</i></b>		
NB Stevens Creek Interchange Reconfiguration	(note 5)	
SB Stevens Creek Interchange Reconfiguration		
<b><i>Long-Term Improvements</i></b>		
NB I-280 to NB I-880 Direct Connector	(note 5)	
I-880 HOV Lane Extension, US-101 to I-280	150.0	

\* Also listed in I-880 Corridor Management Plan Demonstration

Table ES1. Short and Long Term Recommended Projects in I-880 CSMP Corridor.

Note 1) Existing Commitment to Implement is defined a programmed project or similar funding commitment.

Note 2) Advanced Traveler Information considered 511, Travel Times on CMS, and other emerging technologies.

Note 3) LATIP projects are listed with current estimated funding need, not necessarily total cost.

Note 4) Estimated cost for SCL 880 Ramp Metering (capital and operating) not precisely quantified in VTP2035; costs often included as part of larger capital projects.

Note 5) Cost included as part of 880/280/Stevens Creek project in VTP2035.



## I-880 Corridor Analyses with Recommended Projects and Existing Bottlenecks

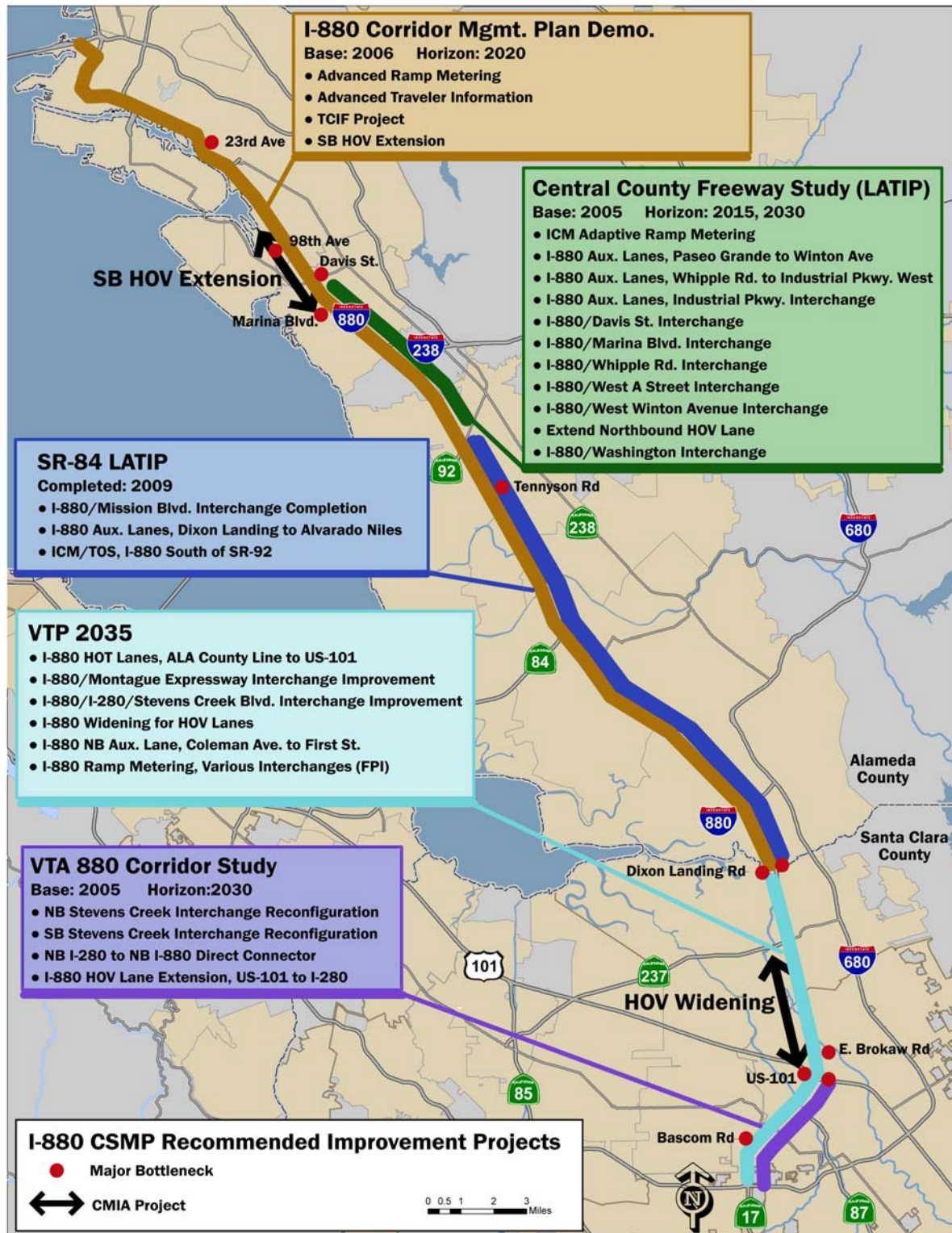


Figure ES1. I-880 Corridor Analyses with Recommended Projects and Existing Bottlenecks.

## **2. Areas for Further Study**

Despite expected corridor performance improvements (should all of the recommended projects and strategies be implemented), some performance problems are expected to continue in the future. The following areas deserve additional study to determine how they would impact corridor performance over and above the CMIA funded projects and CSMP recommended improvements:

- ***Goods Movement*** - The high significance of truck traffic on the I-880 corridor requires continual study and monitoring of this vital activity. Of particular interest will be monitoring the effect on corridor mobility by constructing the recommended Trade Corridor Improvement Fund (TCIF) project. Both the Regional Goods Movement Study (2004) and the statewide Goods Movement Action Plan (2007) provide guidance for immediate and future actions related to goods movement efficiency and environmental improvement.
- ***High Occupancy Toll (HOT)/Express Lanes*** - MTC's 2009 RTP proposes a Regional Express Lane Network for the Bay Area, which includes Express Lanes on I-880 corridor. Should enabling legislation be signed into law at some point in the future, significant further analysis and consultation with jurisdictions along the corridor will be required to determine the feasibility, cost-effectiveness and appropriateness of converting the HOV lanes to Express Lanes.
- ***I-880 / US-101 Interchange Enhancements*** - Improvements to this interchange have been analyzed as part of previous studies, as it is consistently identified as a controlling bottleneck both now and in the future with CSMP recommended improvements. While significant benefits may be achieved through improvements to this major interchange, costs and right-of-way impacts were found to be prohibitive. Additional study will be required to identify feasible solutions.
- ***Bay Area Rapid Transit (BART) Extension to San Jose*** - BART's Silicon Valley extension will begin south of the future BART Warm Springs Station in Fremont and proceed alongside the Union Pacific Railroad (UPRR) through Milpitas to San Jose and Santa Clara. The project's purpose is to improve transit service in the Silicon Valley corridor to address growth in corridor travel over the next twenty years. Specific benefits to I-880 include a reduction in travel demand, vehicle miles traveled, improved transit travel times, and a reduction in emissions. Future corridor planning efforts should review opportunities for this transit project to integrate with the broader transportation network.
- ***California High-Speed Rail (CHSR)*** - When this project is built, high speed trains capable of 220 MPH will link San Francisco and Los Angeles in two and one half hours. The planned system would also serve Sacramento, San Jose, Fresno, Bakersfield, Anaheim, Riverside and San Diego. When CHSR is completed and linked to BART, Altamont Commuter Express (ACE) and the VTA light rail system in San Jose, the impact on I-880 should be a reduction in travel demand, coupled with related benefits. Future corridor planning efforts should review integration opportunities of CHSR among the elements of the larger transportation network.

### 3. I-880 CSMP Corridor Facts

**Corridor Limits:** I-880 at the I-880/I-280 I/C in Santa Clara County to the I-880/7<sup>th</sup> Street Exit in Oakland

#### **Corridor Description:**

The Interstate 880 Corridor as defined for this Corridor System Management Plan (CSMP) is approximately 42 miles long, beginning at the I-280 interchange in Campbell, and ending in the north at 7<sup>th</sup> Street in Oakland near the San Francisco-Oakland Bay Bridge approaches. This Corridor is an urban freeway that intersects State Routes 61, 82, 84, 87, 92, 237, 262, US-101, I-238, I-580 and I-980. The existing facility ranges from four to ten mixed flow lanes with bidirectional High Occupancy Vehicle (HOV) lanes in certain segments. There is a robust network of transit services and parallel arterial routes.

#### **Route Designation & Regional Setting:**

Functional Classification	Urban Principal Arterial – Freeway
Trucking Designations	STAA Route: Yes Terminal Access Route: Yes SHELL Route: No
Other Designations	Interstate Highway
Interregional Road System	No
Life Line	No
Metropolitan Planning Organization (MPO)	Metropolitan Transportation Commission (MTC)
Air Quality District	Bay Area Air Quality Management District
Commuting Mode Split (City averages)	69% SOV, 11% Rideshare, 11% Transit, 3% Walk, 3% Bike, 3% Other Means

*(Mode Split Source: American Community Survey 2007)*

#### **Multimodal Service:**

Primary bus and rail providers are Alameda-Contra Costa (AC) Transit, Altamont Commuter Express (ACE), Amtrak *Capitol Corridor*, Bay Area Rapid Transit (BART), and the Santa Clara Valley Transportation Authority (VTA).

#### **Interregional Significance:**

Interstate 880 connects the San Francisco-Oakland Bay Bridge with Silicon Valley, serving Port of Oakland, Oakland International Airport, Mineta International Airport in San José, and about ten east Bay Area cities. I-880 also provides a critical link for the movement of goods between the Central Valley and Port of Oakland through its connection to the I-580 corridor at the I-238/880 interchange. The corridor is also a major commuter link between major employment centers in Silicon Valley and East Bay.

#### **Corridor Specific Issues:**

- Key international trade corridor (Port of Oakland and commercial airports in Oakland & San José)
- Regionally highest 5-axle truck volume
- Commuter link between major employment centers in Silicon Valley/East Bay.
- Urban freeway with corridor-wide traffic generators: event/retail venues, industry and residential areas
- Connects Central Business Districts for two of the largest cities in California at each end
- Transbay traffic collector from three bridges: the Bay (I-80), San Mateo (SR-92), and Dumbarton (SR-84)

#### **Current Performance:**

##### **Top Three Congested Locations (2008)**

<i>Time/Direction/Location</i>	<i>VHD</i>
PM: North – Decoto Road to Tennyson Road	1,990
AM: South –Marina Blvd. to south of Industrial Parkway	1,760
PM: North – Route 237 to south of Auto Mall Parkway	1,410

## Bottlenecks and Congestion Queues on I-880 Corridor

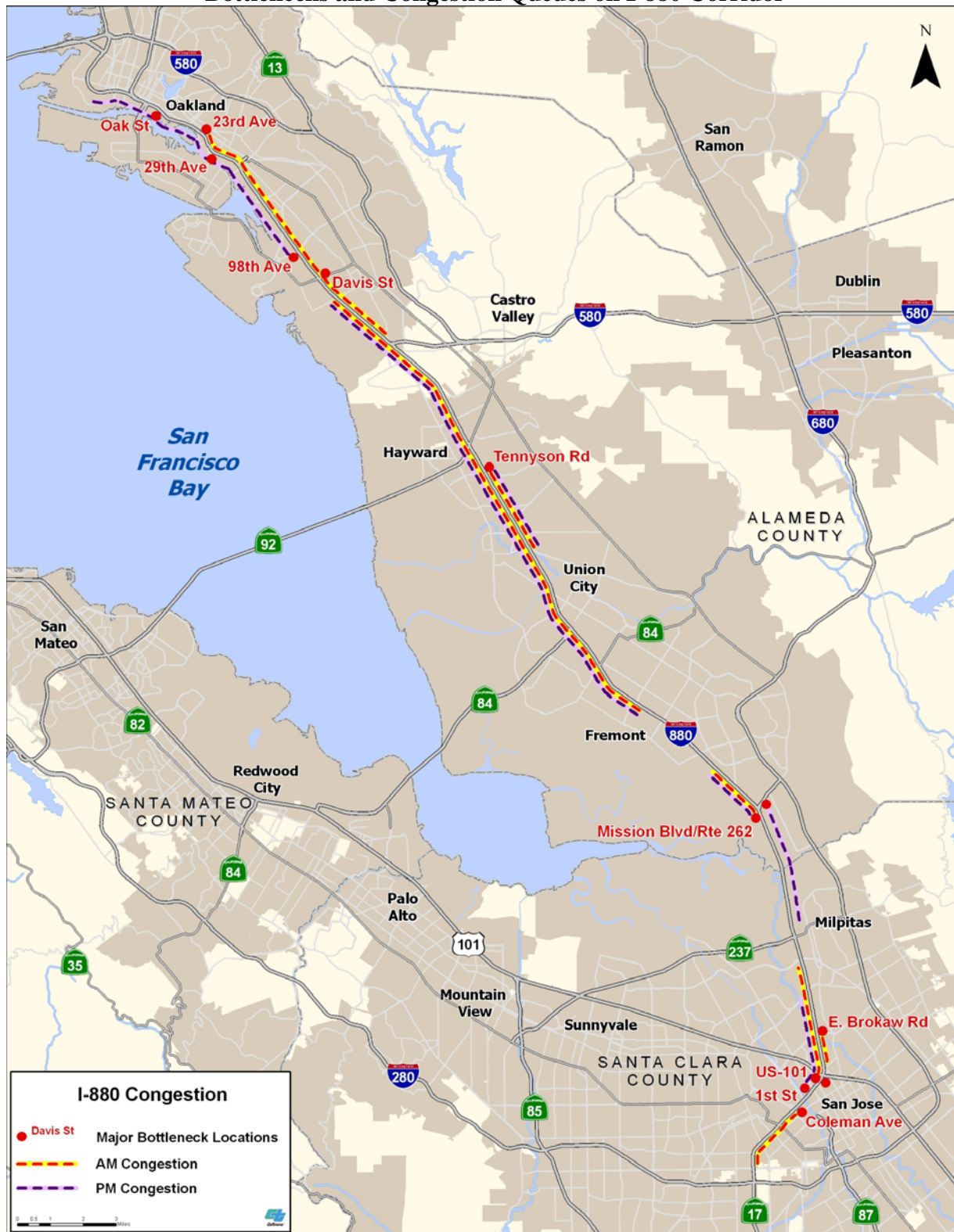


Figure ES2. Bottlenecks and Congestion Queues on I-880 Corridor (2004-07).



## Memorandum

**DATE:** September 10, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Planning Policy and Legislation Committee

**SUBJECT:** **Approval of Transportation and Land Use Program: Revised Priority Development Area (PDA) Reporting**

### Recommendations:

It is recommended that the Commission approve the revised quarterly progress and fund monitoring reports for Alameda County Priority Development Areas (PDAs) (formerly referred to as Transit Oriented Developments (TODs)). The changes would add quarterly monitoring of the progress of up to 35 Priority Development Area (PDA) projects, which are active and included in the Countywide Transportation Plan (CWTP), and for which jurisdictions are able to provide updates. It would also include monitoring programmed funds for PDA projects that are funded through the Transportation for Livable Communities (TLC) Program.

### Summary:

Staff is recommending expanding quarterly reporting of Priority Development Area projects to the Commission to include up to 35 PDAs in the CWTP that are active and for which the jurisdictions are willing to provide quarterly updates. Updates would include whether any progress has occurred in planning, permits, environmental review, funding or construction. Updates would require input from the project sponsors.

It is also recommended that staff provide quarterly fund monitoring reports to the Commission reporting on PDAs that receive funding through Alameda CTC and MTC's Transportation for Livable Communities (TLC) Program. Presently, this includes the following projects: 1) Oakland Coliseum, 2) West Oakland BART, 3) MacArthur BART, 4) Fruitvale District Foothill Boulevard Streetscape Improvements, Oakland, 5) Livermore Iron Horse trail connection to Railroad Avenue/Livermore Avenue, 6) Livermore retrofit of downtown light fixtures, 7) Downtown Berkeley BART, 8) Fremont Midtown Catalyst, 9) San Leandro BART pedestrian interface, 10) Union City, and 11) Ashby/Ed Roberts, Berkeley. This list would be adjusted as projects are completed or as additional PDAs receive TLC funding. Staff will also continue to work directly with PDA project sponsors, as needed, to help ensure funding obligations are understood and met in a timely fashion to advance PDA projects in Alameda County.

**Background:**

Thirty-five Priority Development Areas, where high density development is planned within easy access to transit hubs, are among the transportation investments identified in the 2008 CWTP, and further supported within Measure B Expenditure funds.

PDAs are included in the Countywide Transportation Plan as a means of identifying transportation investments that encourage new or infill development with access to transit. Encouraging connections between land use and transportation is a way to reduce traffic congestion, vehicle miles traveled and air emissions. Reducing greenhouse gas emissions is one of the CWTP goals, which is responsive to the State's Climate Action Legislation (SB 375 and AB 32).

The Association of Bay Area Governments (ABAG) designated areas in Alameda County as PDAs based on a review of applications from jurisdictions. PDAs are areas within existing developed communities, near existing or planned fixed transit (i.e., rail or ferry) or comparable bus service, which have plans to add more housing. PDAs are a more comprehensive way of defining Transit Oriented Developments (TODs).

Staff has been submitting quarterly reports to the ACCMA Board since 2005 to provide updates on funding, plans and development of the eight TOD sites in the 2004 CWTP, and an additional two active TODs (South Hayward and Fruitvale Phase II), as requested by Hayward and Oakland. Together, the TOD projects that have been monitored are located at the following BART stations: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, Dublin/Pleasanton, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II. With the adoption of the 2008 Countywide Transportation Plan, the TODs were replaced by 35 planned and potential Priority Development Areas (PDAs). (See Attachment A, listing Alameda County PDAs). Of these sites, the City of Berkeley did not submit a PDA application for Ashby/Ed Roberts Campus because it is under construction. The City of Fremont is in the process of completing a PDA application for Warm Springs.

Of the 35 PDAs in the current Countywide Transportation Plan, 24 are designated as "planned," one is partially planned and partially potential, and the remainder are "potential". (See Attachment A, list of planned and potential PDAs in Alameda County.) Those that are planned have completed a local planning process and are closer to being ready to go forward with development than those designated as potential PDAs. Attachment A includes a comparison of the PDAs in the CWTP with the TOD projects that were the subject of previous quarterly update reports.

**Fund Monitoring**

Since 2005, staff has been monitoring funds that pass through ACCMA for the following TODs: MacArthur, Coliseum, West Oakland, San Leandro, Union City, Dublin/Pleasanton (project and monitoring completed), Ashby/Ed Roberts, and Warm Springs. Two of these projects are not being monitored now because they are complete (Dublin/Pleasanton) or in planning (Warm Springs). Monitoring funds has been a way to help provide information to jurisdictions to assist them in meeting deadlines to ensure that funding for the projects remain intact. It also assists jurisdictions in advancing projects that have a mixture of fund sources and required activities related to the programming, allocation and expenditure of transportation funding at TOD sites. The monitoring system provides adequate lead time for sponsors to react and ensure that the required activities are performed in time to meet funding deadlines and programming of project funding.



In addition to quarterly reports to the ACCMA, fund monitoring has included staff facilitating meetings with cities, transit operators and public or private partners, to ensure funding obligations are met. This has included collaborating to meet funding requirements for the Ashby/Ed Roberts Campus, which is now under construction, and Coliseum BART plaza improvements, which are now in design.

The success of the TOD fund monitoring system has depended, in large part, on the cooperation of project sponsors in providing project information. Project sponsors have provided comprehensive cost/funding plan for the projects showing the total costs and funding detailed by phase. They also provided programming information, such as fund source, year programmed, and amount, for all funding.

**Fiscal Impact:**

The cost of providing quarterly fund monitoring of PDAs with approved TLC funding would be \$20,000 per year. This would be funded by MTC's Transportation and Land Use (T Plus) Program within the existing budget. The cost of providing additional assistance to facilitate allocating funds would be included as staff time for the MTC TPlus Work Program.

**Attachments:**

Attachment A: Priority Development Areas (PDAs) and Transit Oriented Developments (TODs) in Alameda County

***This page intentionally left blank***

**Priority Development Areas (PDAs) and Transit Oriented Developments (TODs),  
Alameda County**

1. Alameda County: <i>Urban Unincorporated Area</i>	Potential
2. City of Alameda: <i>Alameda Naval Air Station</i>	Planned/Potential <sup>1</sup>
3. City of Berkeley: <i>Adeline Street</i>	Potential
4. City of Berkeley: <i>Downtown</i>	Planned
5. City of Berkeley: <i>San Pablo Avenue</i>	Planned
6. City of Berkeley: <i>South Shattuck</i>	Planned
7. City of Berkeley: <i>Telegraph Avenue</i>	Potential
8. City of Berkeley: <i>University Avenue</i>	Planned
<b>9. City of Berkeley: Ashby/Ed Roberts Campus</b>	<b>Under Construction<sup>2</sup></b>
<b>10. City of Dublin: Transit Center</b>	Planned
11. City of Dublin: <i>Town Center</i>	Planned
12. City of Dublin: <i>West Dublin BART Station</i>	Planned
13. City of Emeryville: <i>Mixed Use Core</i>	Planned
14. City of Fremont: <i>Centerville</i>	Planned
15. City of Fremont: <i>Central Business District</i>	Planned
16. City of Fremont: <i>Irvington District</i>	Planned
<b>17. City of Fremont: Warm Springs</b>	<b>Being Planned<sup>3</sup></b>
18. City of Hayward: <i>Downtown</i>	Planned
<b>19. City of Hayward: South Hayward BART Station<sup>4</sup></b>	Planned
20. City of Hayward: <i>The Cannery</i>	Planned
21. City of Livermore: <i>Downtown</i>	Planned
22. City of Newark: <i>Dumbarton Transit Area</i>	Potential
23. City of Newark: <i>Old Town</i>	Potential
<b>24. City of Oakland: Coliseum BART Station Area</b>	Planned
25. City of Oakland: <i>Downtown and Jack London Square</i>	Planned
26. City of Oakland: <i>Eastmont Town Center</i>	Planned
27. City of Oakland: <i>Fruitvale/Diamond Areas</i>	Planned
<b>28. City of Oakland: MacArthur Transit Village</b>	Planned
29. City of Oakland: <i>TOD Corridors</i>	Potential
<b>30. City of Oakland: West Oakland</b>	Planned
31. City of Pleasanton: <i>Hacienda</i>	Potential
32. City of San Leandro: <i>Bay Fair BART Transit Village</i>	Potential
33. City of San Leandro: <i>Downtown</i>	Planned
<b>34. City of San Leandro: East 14th Street</b>	Planned
<b>35. City of Union City: Intermodal Station District</b>	Planned

<sup>1</sup> Part of the Alameda Naval Air Station PDA has an adopted land use plan, part is undergoing planning.

<sup>2</sup> Ashby/Ed Roberts Campus is a TOD that is under construction; therefore a PDA application is not needed.

<sup>3</sup> The City of Fremont is anticipated to submit a PDA application for the Warm Springs site in the near future.

<sup>4</sup> **Bold** indicates Transit Oriented Developments (TODs) in the 2004 Countywide Transportation Plan.

***This page intentionally left blank***



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560  
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## Memorandum

**DATE:** September 10, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Review of Projects Proposed for the FY 2010/11 Transportation Fund for Clean Air (TFCA) Remaining Program Balance**

### Recommendations:

It is recommended the Commission Board review the projects that have been proposed for the FY 2010/11 Transportation Fund for Clean Air (TFCA) remaining program balance.

### Summary:

The Commission Board is requested to review the projects under consideration for the FY 2010/11 TFCA remaining program balance. The FY 2010/11 TFCA program was approved by the Alameda CTC on July 22, 2010. Since that time a project proposed to receive \$319,485 from the FY 2010/11 program has been determined to be ineligible for TFCA funding. Any funds that remain unprogrammed as of December 6, 2010 will be reclaimed by the Air District.

### Information:

The FY 2010/11 TFCA program was approved by the Alameda CTC on July 22, 2010. Since that time Oakland's Broadway Signal Interconnect project that was proposed to receive \$319,485 through the FY 2010/11 program has been determined to be ineligible for TFCA funding. This amount needs to be programmed by December 6, 2010 or it will be reclaimed by the Air District.

On August 18<sup>th</sup> a request was emailed to ACTAC for projects to be submitted for consideration for the available \$319,485 balance. Sponsors were requested to submit projects by August 26th. The received project proposals are being reviewed for TFCA program eligibility and the required TFCA cost-effectiveness. A recommendation for programming the \$319,485 will be presented to the Commission for approval in October 2010.

### Attachments:

Attachment A: Summary of Approved 10/11 TFCA Program and Projects Proposed for the Remaining Balance

***This page intentionally left blank***



## FY 2010-2011 TFCa County Program Manager Fund

**Summary of Approved 10/11 TFCa Program and Projects Proposed for the Remaining Balance** September 23, 2010  
 ACTC Board Agenda Item 1G

## Final Program (Approved by the Alameda CTC Board on July 22, 2010)

70% City/County Share										
TFCa Project	Sponsor	Project Name	Project Description	Total Project Cost	TFCa Requested	FY 10/11 Share of funds	Total TFCa Balance	TFCa Recommended	Cost Effectiveness	Comments
10ALA01	Alameda County	Fairmont Campus to BART Shuttle	Free shuttle service from Bayfair BART station to the Fairmont Campus (Alameda county Medical Center and Juvenile Justice Center) in San Leandro. Shuttle runs 6:30 am -7 pm M-F. Request is for 2nd year of service for TFCa project 09ALA02.	\$ 252,000	\$ 110,000	\$ 107,299	\$ 96,985	\$ 110,000	\$ 59,847	Substitute project. Initial project withdrawn.
10ALA02	ACCMA	I-80 Corridor Arterial Management	I-80 corridor arterial management on San Pablo Ave from Bay Bridge to Carquinez Bridge to reduce delays and congestion and enhance transit operations. The project intends to implement various Intelligent Transportation Systems (ITS) improvements, including Video Detection Systems on arterials (including queue detectors), Transit Signal Priority for Bus Rapid Transit extension, Variable Message Signs at major transit and parking facilities to display transit and parking information, upgraded signal control system and interconnection upgrades.	\$24,300,000	\$ 100,000	NA	NA	\$ 100,000	\$ 62,256	
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	This project will improve arterial operations along two corridors: Paseo Padre Parkway and Auto Mall Parkway. Project will upgrade existing traffic signal system equipment and update existing traffic signal coordination plans for the weekday AM, Midday, and PM peak periods.	\$ 210,000	\$ 210,000	\$ 162,750	\$ 409,180	\$ 210,000	\$ 78,887 \$ 46,918	Project segments: Paseo Padre Auto Mall
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	Provide traffic coordination on Tennyson and Hesperian - critical regional routes through the City of Hayward. Upgrading existing controllers, closing the gap between the existing signal interconnect system.	\$ 562,000	\$ 562,000	\$ 113,874	\$ 377,014	\$ 528,000	\$ 44,898 - \$ 89,342	7 project segments. 3 segments require 2 year post project reporting.
10ALA05	Oakland	Broadway-Interconnect Project	Project to install advanced signal management tools along the Broadway Corridor, such as fiber interconnect, controllers, traffic cameras, and detection equipment along Broadway from 5th St. to 27th St.	\$ 1,561,631	\$ 546,699			\$ 319,485	TBD	Project not eligible for TFCa Program
10ALA06	Oakland	Webster/Franklin Bikeway Project	Project to install bikeway striping on Webster St (14th St - 25th St) and Franklin St (14th St - 22nd St), connecting to the existing bikeway on Broadway. The project will also install bicycle way finding signage on Webster St (14th St - 25th St), Franklin St (14th St - 22nd St), and Broadway (22nd St - 41st St).	\$ 100,000	\$ 90,000	\$ 320,818	\$ 434,670	\$ 90,000	\$ 48,375	
10ALA07	Pleasanton	Pleasanton Trip Reduction Program	The project of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programming. The project also consists of monitoring efforts by conducting transportation surveys to gather data (Request is for one year).	\$ 186,000	\$ 52,000	\$ 52,905	\$ 49,698	\$ 52,000	\$ 49,033	
Subtotal				\$ 27,171,631	\$ 1,670,699		\$ 1,367,547	\$ 1,090,000		

**FY 2010-2011 TFCa County Program Manager Fund**

**Summary of Approved 10/11 TFCa Program and Projects Proposed for the Remaining Balance**

**Final Program (Approved by the Alameda CTC Board on July 22, 2010)**

30% Transit Discretionary Share										
TFCa Project	Sponsor	Project Name	Project Description	Total Project Cost	TFCa Requested	Share of 10/11 funds	Total TFCa Balance	Draft TFCa Recommended	Draft Cost Effectiveness	Comments
10ALA08	AC Transit (on behalf of TransForm)	TravelChoice-New Residents (TCNR)	Pilot program providing personalized outreach, exclusive transportation concierge service and website, and personalized information to 20,000 Alameda County residents over two years. TCNR will contact new residents at large urban/transit oriented developments in walkable, transit-rich areas to encourage new transit use, ridesharing, walking, bicycling, and other options to reduce single occupancy vehicle trips.	\$ 353,000	\$ 165,000			\$ 165,000	\$ 58,273	
10ALA09	LAVTA	Route 8 BART to Downtown Pleasanton	Local feeder bus providing service from the Dublin/Pleasanton BART Station to major employment centers in Downtown Pleasanton, including the Alameda County Fairgrounds (on Saturdays), the Four Points Sheraton, Courtyard Marriott, DMV, and Bernal Business Park (Request is for 1 year of operating funding).	\$ 387,441	\$ 96,860			\$ 96,860	\$ 49,956	
10ALA10	LAVTA	Route 9 BART/Hacienda Business Park Shuttle	Local feeder bus providing service to the Dublin/Pleasanton BART Station and major employment centers within the City of Pleasanton, including Hacienda Business Park, Alameda County Superior Court (Gale-Schenone Hall of Justice), Wal-Mart, Oracle and Carr America (Request is for 1 year of operating funding).	\$ 241,518	\$ 60,380			\$ 60,380	\$ 57,758	
10ALA11	LAVTA	Route 53 ACE Shuttle Service	Local feeder bus providing service to the Altamont Commuter Express (ACE) Pleasanton Station and major employment centers. Some of the notable centers include the Stoneridge Mall, Bernal Business Park and Hacienda Business Park (Request is for 2 years of operating funding).	\$ 282,710	\$ 70,677			\$ 70,677	\$ 56,147	
10ALA12	LAVTA	Route 54 ACE/BART Shuttle Service	Local feeder bus providing service to the Altamont Commuter Express (ACE) Pleasanton Station and the Dublin/Pleasanton BART Station (Request is for 2 years of operating funding).	\$ 289,196	\$ 72,299			\$ 72,299	\$ 18,151	
Subtotal				\$ 1,710,865	\$ 587,216	NA	\$375,865	\$ 465,216		

<b>Summary</b>	<b>Total Requested</b>	<b>TFCa Balance</b>	<b>Draft Recommended</b>	<b>Difference (Remaining Balance)</b>
<b>Total TFCa - 70%</b>	<b>\$ 1,670,699</b>	<b>\$ 1,498,836</b>	<b>\$ 1,090,000</b>	<b>\$ 408,836</b>
<b>Total TFCa - 30%</b>	<b>\$ 587,216</b>	<b>\$ 375,865</b>	<b>\$ 465,216</b>	<b>\$ (89,351)</b>
<b>Total TFCa Request</b>	<b>\$ 2,257,915</b>	<b>\$ 1,874,701</b>	<b>\$ 1,555,216</b>	<b>\$ 319,485</b>

**FY 2010-2011 TFCA County Program Manager Fund**

**Summary of Approved 10/11 TFCA Program and Projects Proposed for the Remaining Balance**

**Projects Proposed for the \$319,485 Remaining Balance -Sept 2010**

TFCA Project	Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	FY 10/11 Share of funds	Total TFCA Balance	TFCA Recommended	Draft Cost Effectiveness	Comments
	ACCMA	BikeMobile	Local Match for the BikeMobile: A Bike Repair and Encouragement Vehicle project - proposed funding to match the MTC SR2S Creative Grant.	\$ 565,000	\$ 65,000		NA	TBD	TBD	Initial review indicates a partial grant may be eligible.
	Albany	Albany Trip Reduction Program	Implementation of Vehicle Trip Reduction Programs in the City of Albany including Eco Pass, SR2S Program and City Car Share	\$ 51,000	\$ 51,000		\$ 46,790	TBD	TBD	
	Hayward	Traffic Signal Controller Upgrade and Synchronization, Phase 2	Provide traffic coordination on Tennyson, Hesperian, Clawiter and Winton - critical routes through the City of Hayward. Upgrading existing controllers, closing the gap between the existing signal interconnect system.	\$ 316,000	\$ 316,000		\$ (150,986)	TBD	TBD	
	Oakland	Free Broadway Shuttle	One year of operations for free Shuttle on Broadway between Grand Ave and Jack London Square	\$ 882,000	\$ 151,000		\$ 344,670	TBD	TBD	TFCA request would fund additional 2.5 hrs of evening service. Regional TFCA project.
	Union City	Rehabilitation of CNG Compressor	Rehabilitation of CNG Compressor at Public Works maintenance facility. Compressors also provide fuel for a pump accessible to the general public.	\$ 300,000	\$ 150,000		NA	TBD	TBD	
<b>Subtotal</b>				<b>\$ 2,114,000</b>	<b>\$ 733,000</b>			<b>\$ -</b>		

***This page intentionally left blank***



ACCMA ■ 1333 Broadway, Suite 220  
ACTIA ■ 1333 Broadway, Suite 300

■ Oakland, CA 94612 ■ PH: (510) 836-2560  
■ Oakland, CA 94612 ■ PH: (510) 893-3347

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## Memorandum

**DATE:** September 16, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** East 14<sup>th</sup> Street/Hesperian Boulevard/150<sup>th</sup> Street Intersection Improvements (ACTIA 19) – Approval of Amendment No. 2 to the Project Specific Funding Agreement with the City of San Leandro for Right-of-Way Support and Capital Phase

### Recommendations:

It is recommended that the Commission approve Amendment No. 2 to the Project Specific Funding Agreement with the City of San Leandro for the Right-of-Way Support and Capital phase for the East 14<sup>th</sup> Street/Hesperian Boulevard/150<sup>th</sup> Street Intersection Improvements Project (ACTIA 19) (ACTIA Agreement No. A07-0064). Amendment No. 2 would extend the termination date of the agreement from September 30, 2010 to December 31, 2011.

### Summary:

Staff is recommending an extension of the termination date of the Project Specific Funding Agreement (PSFA) until December 31, 2011 to allow for completion of the Right-of-Way Support and Capital phase.

### Discussion or Background:

The East 14<sup>th</sup> Street/Hesperian Boulevard/150<sup>th</sup> Street Intersection Improvements Project is sponsored by the City of San Leandro, which is leading the project development and right of way efforts. Environmental clearance was obtained in November 2005.

A Letter Agreement with the City of San Leandro (ACTIA 2003-06), dated August 5, 2004, was executed for the Scoping Phase of the project for \$69,840. A PSFA for the Right-of-Way Support and Capital phase (ACTIA A07-0064) was approved on October 27, 2007 for \$279,700 and Amendment No. 1 to the Right of Way agreement was executed in December 2009 for changes made to the phase limitations. A separate PSFA for the Plans Specifications and Estimate (PS&E) phase (ACTIA A09-0012) was approved on January 22, 2009 for \$306,000. A total of \$656,000 of Measure B funds has been allocated to date.

In order to allow for the completion of the Right-of-Way Support and Capital phase, it is recommended that the termination date of the PSFA for the Right-of-Way Support and Capital phase be extended to December 31, 2011.

**Fiscal Impacts:**

There is no direct fiscal impact anticipated from the recommended action.



## Memorandum

**DATE:** September 16, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **I-680/I-880 Cross Connector Studies (ACTIA 22) – Approval of Amendment No. 3 to the Project Specific Funding Agreement with the Alameda County Congestion Management Agency for project scoping work**

### Recommendation:

It is recommended that the Commission approve Amendment No. 3 to the Project Specific Funding Agreement with the Alameda County Congestion Management Agency for project scoping work for the I-680/I-880 Cross Connectors Studies (ACTIA 22) (ACTIA Agreement No. A05-0051). Amendment No. 3 would extend the termination date of the agreement from September 30, 2010 to June 30, 2012.

### Summary:

Staff is recommending an extension of the termination date of the Project Specific Funding Agreement (PSFA) until June 30, 2012 to allow for completion of the scope of work authorized by the agreement.

### Discussion or Background:

The initial Measure B contribution to ACTIA 22 supported a study sponsored by the Santa Clara Valley Transportation Authority (VTA) which investigated a number of corridors in both Alameda and Santa Clara counties between I-680 and I-880. Following the VTA study, the ACCMA became the sponsor for ACTIA 22 to use the remaining Measure B funds to explore the feasibility of the corridors from the VTA study within Alameda County.

The current corridor being investigated is along Mission Boulevard (Route 262) between I-680 and I-880, which is part of the State Highway System. Since the corridor is on the State Highway System, project scoping documents must be prepared in accordance with Caltrans requirements, and Caltrans resources to provide oversight must be included in a prioritized, county-wide list prepared by the ACCMA. The project is on the prioritized list for the current year, and the ACCMA has a consultant on board to prepare a Project Study Report (PSR) in accordance with Caltrans requirements.

In order to allow for the completion of the project scoping documents now that the project is on the prioritized list for Caltrans oversight, it is recommended that the termination date of the PSFA for the project scoping work be extended to June 30, 2012.

**Fiscal Impacts:**

There is no direct fiscal impact anticipated from the recommended action.



ACCMA ■ 1333 Broadway, Suite 220  
ACTIA ■ 1333 Broadway, Suite 300

■ Oakland, CA 94612 ■ PH: (510) 836-2560  
■ Oakland, CA 94612 ■ PH: (510) 893-3347

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## Memorandum

**DATE:** September 14, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Approval of amendments to the funding agreements with the City of Alameda and the Metropolitan Transportation Commission (MTC) for the Webster Street SMART Corridor Project

### Recommendations:

It is recommended that the Board approve amendments to the existing funding agreements between the Alameda County Congestion Management Agency (CMA) and the City of Alameda and the Metropolitan Transportation Commission (MTC) for the Webster Street SMART Corridor Project. The proposed amendments allow acceptance of an additional \$90,000 in economic stimulus funds under the Energy Efficiency and Conservation Block Grant (EECBG) programmed to the City of Alameda, and an additional \$186,000 in Congestion Mitigation/Air Quality (CMAQ) funds programmed to MTC. This recommendation also includes authorizing the Executive Director to execute all necessary agreements.

### Summary:

The proposed amendments allow the addition of \$186,000 of the CMAQ funds from MTC and \$90,000 in EECBG funds from the City of Alameda to cover a current Project funding shortfall. The funds would cover the previously designed elements of the Project. The funds are supplementary to the budget previously approved by the CMA Board on September 25, 2008. The proposed action plus other additions authorized separately by the CMA Board would amend the total project budget from \$1,202,000 to \$1,628,000.

### Discussion:

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Alameda, MTC, Caltrans, and AC Transit are implementing a full design and implementation of the Webster Street SMART Corridor project. This project would be an expansion of the existing East Bay SMART Corridors system. The project will install Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, Microwave Vehicle Detection System (MVDS) for, volume, travel time, and speed calculations, Trailblazer Signs (TBS) to direct traffic in emergencies and special events, and Emergency Vehicle Preemption (EVP) / Transit Signal Priority (TSP) devices along various corridors leading to the Webster/Posey Tubes in the City of Alameda. The field elements will connect to a communications network that will transmit the data to the City of Alameda Traffic Management Center (TMC). The project is also being coordinated with the City of Oakland.

The CMA Board on its September 25, 2008 meeting approved an initial budget of \$1,202,000, and authorized the staff to execute all necessary agreements to receive \$770,000 from the City of Alameda, and \$92,000 from MTC. CMA also authorized the use of a \$340,000 federal earmark programmed to CMA to supplement the budget for this project.

The CMA Board separately authorized staff to implement a separate but related traffic signal retiming project on Constitution Way in close proximity to this project, which now has been completed, utilizing \$100,000 in Transportation Funds for Clean Air (TFCA) funds previously programmed to the City. Through an exchange of funds between the City and CMA, an additional \$50,000 has also been provided to this project. MTC has agreed to provide an additional \$186,000 of federal funds programmed to MTC, and the City is providing an additional \$90,000 in economic stimulus funds under the Energy Efficiency and Conservation Block Grant (EECBG) program.

Staff is recommending the Board approve the amendments to accept additional funds, and to authorize the Executive Director to negotiate and execute necessary agreements for the expenditure of the supplementary funds related to procurement and construction. Staff will seek additional authorizations from the Board for the call for bids and award of the construction contract pending a notice to proceed for federal funds from Caltrans. Staff expects the construction to start by December 2010.

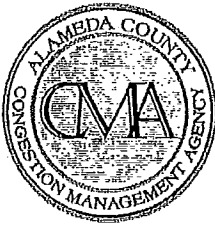
**Fiscal Impacts:**

The revenues and costs associated with the proposed amendments are not incorporated in the current budget. The project costs will be met through additional funding by:

1. MTC through additional \$186,000 Congestion Mitigation/Air Quality (CMAQ) funds added to previously committed funds of \$92,000 for a total of \$278,000;
2. The City of Alameda's \$90,000 Energy Efficiency and Conservation Block Grant (EECBG);
3. Transportation Fund for Clean Air (TFCA) funds previously programmed to the City of Alameda for a total of \$920,000 which is currently programmed to CMA;
4. CMA through \$340,000 from a federal demonstration earmark.

**Attachments:**

Attachment A - Previous Authorizations from the CMA Board



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 830-2580 • FAX: (510) 830-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

September 25, 2008  
Agenda Item 6.4.3

**Memorandum**

**DATE:** September 16, 2008  
**TO:** CMA Board  
**FROM:** Administration and Legislation Committee  
**SUBJECT:** Webster Street SMART Corridor Management Project

**Action Requested**

The Alameda County Congestion Management Agency (ACCMA) in collaboration with the City of Alameda and the Metropolitan Transportation Commission (MTC) is initiating the implementation of the Webster Street SMART Corridor Management Project for the total amount of \$1,202,000. It is recommended that the CMA Board:

1. Authorize the Executive Director to execute all necessary funding agreements with the City of Alameda to receive \$770,000 for costs associated with Webster Street SMART Corridor Management Project;
2. Authorize the Executive Director to execute all necessary funding agreements with Metropolitan Transportation Commission (MTC) to receive \$92,000 for additional work associated with Webster Street SMART Corridor Management Project;
3. Authorize CMA's \$340,000 federal ITS earmark for the I-880 Corridor to be used for the Webster Street SMART Corridor Management Project;
4. Authorize the Executive Director to negotiate and execute contracts for professional services related to design, construction management and procurement of equipment for the Webster Street SMART Corridor Management Project for an amount not to exceed \$750,000

**Discussion:**

The City of Alameda requested that the ACCMA take the lead for the design, procurement and construction of Webster Street SMART Corridor Management Project. The City has agreed to provide funds in the amount of \$770,000 for costs associated with this Project. The ACCMA will also provide \$340,000 from its federal ITS earmark for installation of emergency vehicle preemption along the I-880 Corridor within the Cities of Alameda and Oakland which are the most effective locations consistent with the intent of the federal guidelines.

This appropriation will provide the additional funding necessary for successful completion of this project by December 2009. MTC has agreed to provide \$92,000 for installation of one CCTV at each entrance to the Webster and Posey Tubes in Alameda and Oakland.

**Financial Impact to the CMA Budget**

The revenues and costs associated with this project are not incorporated in the CMA's currently approved budget. The project costs will be met through additional funding by:

1. The City of Alameda through \$420,000 in Transportation Fund for Clean Air (TFCA) Program Manager (40%) funds which was approved by ACCMA Board in April 2008 and \$350,000 in Measure B funds;
2. MTC through \$92,000 Congestion Mitigation/Air Quality ("CMAQ") and MTC Service Authority for Freeways and Expressways (SAFE) funds and;
3. ACCMA through \$340,000 from its federal earmark.

The additional costs and revenues for this project will be incorporated into the budget at the next quarterly update of the CMA's current fiscal year budget.



**Memorandum**

**DATE:** September 10, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **I-880 Southbound HOV Lane Widening Project - Approval of Resolution 10-004 Authorizing the Executive Director to Execute Contracts for I-880 Southbound HOV Lane Widening Project**

**Recommendations:**

It is recommended that the Commission Board approve Resolution 10-004, a replacement for Alameda County Congestion Management Agency (ACCMA) Resolution 07-037, giving authorization to the Executive Director to enter into agreements not to exceed \$14,305,000 for the I-880 Southbound HOV Lane Widening Project. This replacement resolution brings the authorization to enter into contracts in line with the current funding budgeted for the Project. Contracts and agreements may include, but are not limited to, preliminary engineering, final design, right of way services/acquisition, railroad, utility, construction services and other agreements related to the preparation of bid documents to successfully implement the Project.

**Summary:**

The design of the I-880 Southbound HOV Lane Project (Project) is underway and bid documents are expected to be completed by summer 2011. In the current phase of the design, work such as right of way acquisition, utility relocation and final bid document preparation is being performed. Since the project work was initiated in 2007, additional funds have been budgeted to the Project. This replacement resolution brings the contract authorization to enter into contracts in line with the current funding budgeted for the Project.

**Discussion or Background:**

The Project is located in the cities of Oakland and San Leandro. The Project will extend the existing Southbound HOV Lane from its current beginning point approximately 1000 ft. south of the Marina Boulevard overcrossing in San Leandro to just south of Hegenberger Road in Oakland. In order to accommodate the widening required for the HOV lane, the Project will reconstruct bridges over I-880 at Davis Street and Marina Boulevard. Reconstruction will eliminate existing bridge columns that conflict with the widening of I-880 to accommodate standard mainline lane widths, standard shoulders, and the proposed HOV lane, which will be extended by almost three miles.

The ACCMA nominated the project to be submitted for Corridor Mobility Improvement Account (CMIA) funding. In February 2007, The California Transportation Commission approved \$94.6 million towards the construction phase of the Project.

The total cost of this project is approximately \$109 million, which includes preparation of environmental document, design, right of way acquisition and construction. Costs not covered by the CMIA will be funded with a combination of local and federal funds (\$14,305,000) approved by the Board. Table 1 details the funding approved for the project support tasks.

Table 1 Project Funding Plan:

<b>Funding Source</b>	<b>Total</b>
STP/CMAQ	6,979,000
Local (CMA TIP)	7,326,000
<b>Total funding</b>	<b>14,305,000</b>

**Fiscal Impacts:**

The project development funds related to this item are included in the existing budget.

**Attachments:**

Attachment A – Alameda CTC Resolution 10-004 – Project Development and Implementation of the I-880 Southbound HOV Lane Project

**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
RESOLUTION NO. 10-004**

**PROJECT DEVELOPMENT AND IMPLEMENTATION OF THE I-880  
SOUTHBOUND HOV LANE PROJECT**

**WHEREAS**, the Alameda County Transportation Commission (“Alameda CTC”) is authorized to act on behalf of the Alameda County Congestion Management Agency (“CMA”) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC; and

**WHEREAS**, CMA is eligible to receive Federal and State funding for certain transportation projects, through the California Department of Transportation; and

**WHEREAS**, the CMA is eligible to receive other local funding for certain transportation projects through agencies such as MTC; and

**WHEREAS**, the CMA and Alameda CTC desire state highway improvements consisting of the extension of the I-880 southbound High Occupancy Vehicle (HOV) lane for approximately three miles long within the cities of San Leandro and Oakland (Project); and

**WHEREAS**, the CMA and/or Alameda CTC wish to enter into agreements with various consultants to prepare the preliminary engineering, environmental document and the final design; perform right of way services, and construction support services; and

**WHEREAS**, the CMA and/or Alameda CTC desire to enter into agreements with railroad and utility companies for the purpose of implementing the Project; and

**WHEREAS**, the CMA Board adopted Resolution 07-037 at its regular Board meeting on December 6, 2007, and this Alameda CTC Resolution 10-001 is intended to supersede and replace CMA Resolution 07-037; and

**WHEREAS**, the Alameda CTC through the CMA currently has budget of \$14.305 million in Federal and local funds for project development and implementation, an increase of \$1.605 million from the previously authorized funds of \$12.7 million.

**NOW, THEREFORE, BE IT RESOLVED**, that the Alameda CTC authorizes the Executive Director or his authorized designee to execute all necessary contracts, agreements and amendments including but not limited to the preliminary engineering/environmental, final design, right of way services, railroad, utility and construction support services not exceeding the \$14.305 million authorized by the CMA and Alameda CTC.

**DULY PASSED AND ADOPTED** by the Board of the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, September 23, 2010 in Oakland, California, by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**SIGNED:**

---

**Mark Green, Chair**

**ATTEST:**

---

**Gladys Parmelee, Clerk of the Commission**

### Memorandum

**DATE:** September 16, 2010 Updated

**TO:** Finance and Administration Committee

**FROM:** Anees Azad, Finance and Administration Manager, ACTIA

**SUBJECT:** Update on Insurance Coverage

#### Recommendation:

This item is an informational item only. No action is requested.

#### Discussion:

The purpose of this memo is to update the Alameda CTC Board on insurance coverage for Directors and Officers (D & O) and Employment Practices Insurance (EPLI). Staff, with assistance from our insurance broker, received quotes on D & O and EPLI coverage from two insurance providers. After considering the cost, time constraints and prior history, staff has opted to get the additional coverage for Alameda CTC and ACCMA through ACTIA's current insurance provider, Resurgence Specialty Underwriters, Inc. or RSUI.

	Agency	Coverage	Amount	Annual Premium
1	Alameda CTC	D & O/EPLI	\$1 mm less retention	\$16,400
2	ACTIA/ACTA	D & O/EPLI	\$2 mm less retention	\$48,850
3	ACCMA	D & O/EPLI	\$2 mm less retention	\$21,540
4	Sunol JPA	D & O/EPLI	\$1 mm less retention	\$18,760
5	TOTAL			\$105,550

#### Related information:

- The two competing quotes were from RSUI and Darwin Select Insurance. The Darwin quote was 7% higher.
- For Alameda CTC, the coverage is retroactive to its first board meeting on July 22, 2010.
- The retention refers to deductible amounts, which are \$25,000 for D & O and \$35,000 for EPLI.

- ACTIA/ACTA have used RSUI for D & O/EPLI coverage since 2005. RSUI is rated as Excellent by A. M. Best rating agency.
- These premiums are based on a combination of balance sheet assets and other exposure factors. ACTIA/ACTA premium is substantially higher than the other quotes due to its larger asset base.

**Fiscal Impact:**

ACTIA/ACTA have the approved budget amount in the FY 2010-11 Budget, including half of Alameda CTC costs. ACCMA may require an amendment to its current budget.



ACCMA ■ 1333 Broadway, Suite 220  
ACTIA ■ 1333 Broadway, Suite 300

■ Oakland, CA 94612 ■ PH: (510) 836-2560  
■ Oakland, CA 94612 ■ PH: (510) 893-3347

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## Memorandum

**DATE:** September 16, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

**SUBJECT:** **Approval of Amendment No. 1 to the Professional Services Agreement with Management Partners (L10-003) for project management assistance during the transition of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA) to the new Alameda County Transportation Commission (ACTC).**

### Recommendations:

It is recommended that the Commission approve Amendment No. 1 to the Professional Services Agreement with Management Partners for project management assistance during the transition of the ACCMA and ACTIA to the new ACTC for an amount not-to-exceed \$25,000 for an amended agreement total of \$75,000. This item was given concurrence at the Finance and Administration Committee meeting on September 9, 2010.

### Summary:

The proposed agreement amendment will provide additional resources necessary for the coordination of project activities included in the Merger Action Plan, and to assist existing or contract staff designated with lead responsibility to plan, schedule, and ensure timely completion of the following tasks:

1. Organizational structure and transition;
2. Benefits analysis, recommendation and selection;
3. Financial services integration;
4. New salary and benefits resolution; and
5. Successor CalPERS contract and transition.

The proposed amendment would be for an amount not-to-exceed \$25,000, for an amended agreement total of \$75,000.

Management Partners would serve in a general project management capacity to assist the new Executive Director with the implementation of specific remaining major initiatives to fully transition employees to the ACTC and ensure business systems are in place to support the work of the new Commission and staff.



**Discussion or Background:**

In January 2009, the ACTIA and ACCMA initiated a study and implementation plan to identify service sharing and/or consolidation opportunities between the two agencies. The study concluded that there were attractive opportunities for a range of service sharing and integration efforts, particularly in the areas of financial and administrative services and capital project delivery.

The ACTIA and ACCMA Boards agreed to move forward with a possible merger and directed staff to develop a full merger implementation plan. The Boards established an Ad Hoc Committee with members from each Board of Directors to oversee and provide general direction during the development of the merger implementation plan. A Merger Implementation and Action Plan was prepared and presented to the two respective boards in January 2010. It identified steps and general timing for the actions needed to merge the staff and business activities of the separate transportation agencies into a new single organization.

In March 2010, Management Partners entered into a contract with the ACCMA and ACTIA to provide assistance in the role of project manager with the Merger Implementation and Action Plan. A significant part of the work included providing support to an Ad Hoc Committee with members from each existing agency's board of directors designated to oversee and provide general policy direction during the legal formation of the ACTC. With the approval of the Joint Powers Authority (JPA), which created the new Alameda County Transportation Commission and the formation of standing committees to carry out the work of the new Commission, the role of the Ad Hoc Committee had effectively ceased.

In addition to providing staff support to the Ad Hoc Committee, Management Partners has provided project management assistance during period in the following areas:

- Resolving member agency policy issues in support of approval of the JPA
- Analyzing issues and policies relating to employee benefits in anticipation of the transition of current agency employees to the ACTC in the Spring of 2011
- Ongoing employee communication
- Preparing a new Administrative Code for the ACTC
- Recruiting of the new Executive Director
- Analyzing information technology consolidation opportunities and plans
- Analyzing telephone systems consolidation
- Preparing a Financial Services Integration Plan and schedule
- Ongoing planning and scheduling regarding a range of implementation plan activities

**Fiscal Impacts:**

Approval of the proposed action would increase the Commission's commitment to the Management Partners professional services agreement by an additional \$25,000 for an agreement total of \$75,000 for fiscal year 2010/11.

**Attachments:**

Attachment A – Management Partners' Proposal for Project Management Services to the ACTC



August 24, 2010

Mr. Art Dao, Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suites 220 and 300  
Oakland, CA 94612

Dear Mr. Dao:

Management Partners is pleased to submit this proposal to continue providing project management assistance during the transition of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA) to the new Alameda County Transportation Commission (ACTC). This letter outlines a scope of work for this project.

#### **UNDERSTANDING OF THE ASSIGNMENT**

In 2009 the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency initiated a study that identified service sharing and/or consolidation opportunities between the two agencies. The study concluded that there were attractive opportunities for a range of service sharing and integration efforts, particularly in the areas of financial services, administrative services and capital project delivery. A Merger Implementation and Action Plan was prepared and presented to the two respective boards in January 2010. The ACTIA and ACCMA boards agreed to move forward with the merger in February 2010 and the new Alameda County Transportation Commission held its first meeting in July 2010.

In March 2010 Management Partners entered into a contract with ACCMA and ACTIA to provide assistance in the role of project manager with the Merger Implementation and Action Plan. A significant part of the work during this period included providing support to an Ad Hoc Committee with members from each existing agency's board of directors designated to oversee and provide general policy direction during the legal formation of the ACTC. With the approval of the joint powers authority (JPA) creating the new Alameda County Transportation Commission and the formation of standing committees to carry out the work of the new Commission, the role of the Ad Hoc Committee has effectively ceased.

In addition to providing staff support to the Ad Hoc Committee, Management Partners has provided project management assistance during this period in the following areas:

- Resolving member agency policy issues in support of approval of the JPA
- Analyzing issues and policies relating to employee benefits in anticipation of the transition of current agency employees to the ACTC in the spring of 2011
- Ongoing employee communications
- Preparing a new Administrative Code for the ACTC
- Recruiting of a new Executive Director

- Analyzing information technology consolidation opportunities and plans
- Analyzing telephone systems consolidation
- Preparing a Financial Services Integration Plan and schedule
- Ongoing planning and scheduling regarding a range of implementation plan activities

Management Partners has been requested to prepare this proposal to serve in a general project management capacity to assist the new Executive Director with the implementation of specific remaining major initiatives to fully transition employees to the ACTC and ensure business systems are in place to support the work of the new Commission and the staff.

We have structured this proposal to emphasize the transition of merger activities from Management Partners to ACTC staff. While external consultant assistance is necessary during the initial study and preliminary implementation phases of a governmental consolidation project, there needs to be a transition period to shift implementation work to agency staff once these initial stages are completed. Our approach in this final phase of work will be to transition consolidation actions and activities to ACTC staff.

## PLAN OF WORK

To coordinate the project activities included in the Merger Action Plan and ensure timely completion of the component tasks, the ACTC is seeking continued project management assistance. The role of the project manager will be to assist the new Executive Director in tracking and ensuring completion of the following tasks.

Objective	Lead Responsibility	Completion Goal
1. Organizational structure and transition	Executive Director	January 2011
2. Benefits analysis, recommendation and selection	Executive Director, Legal Counsel	October 2010
3. Financial Services Integration	Finance Director/Finance Manager	June 2011
4. New Salary and Benefits Resolution	Koff & Associates	Dependent upon employee transition
5. Successor CalPERS contract and transition	Alameda CTC Administrative staff	May 2011

The role of the project manager will be to assist existing or contract staff designated with lead responsibility to plan, schedule and accomplish these objectives. Management Partners understands that specific employees or contract staff will be assigned to carry out and implement the activities required to accomplish the objectives within an agreed upon schedule for completion. As necessary, meetings will be convened to discuss progress against established goals and timelines. Regular meetings with the new Executive Director will also be scheduled to ensure regular communication and report on emerging issues and generally on the progress of the major initiatives.

## MANAGEMENT PARTNERS' TEAM

Lynn Dantzker will serve as the principal consultant on this engagement to provide project management assistance. She will be assisted by other Management Partners' team members as needed and agreed to in advance by the new Executive Director. Lynn will be available as required on site. Brief qualifications for the team members are provided below.

**Lynn Dantzker**, Senior Manager, has spent more than 30 years in California local government public service in management positions ranging from general city administration to community development. Lynn most recently served as Assistant City Manager in Fremont, California, where she was responsible for community development and development services in a one-stop enterprise-based operation. She also handled redevelopment/housing in an in-fill environment, engineering and capital asset design/construction, street maintenance and solid waste management. Prior to that, Lynn was interim City Manager for Clayton, California, and spent 14 years with the City of Concord in a variety of positions, concluding as Deputy City Manager. Lynn's most recent clients have been the Cities of Sunnyvale, Santa Clara and Tracy and Marin County.

**David Jensen**, Special Advisor, is an expert in information technology operations and planning, problem solving and process development. He has more than 30 years of experience in information technology public management and law enforcement, retiring as chief technology officer for the City of Fremont, California, in 2006. During his career, he gained a national reputation for innovative information technology advancements in municipal work. David also was active in municipal information systems associations and was executive secretary in a Joint Powers Authority that managed a regional GIS database. He has extensive training and experience in IT strategic planning, policy development, and project management. Dave is an active member of the Municipal Information Systems Association of California and the users' groups for several municipal applications.

**Ray Durant**, Senior Management Advisor, has spent over 39 years in accounting and finance, including 19 years with the City of Fremont where he became assistant finance director. Ray provides financial expertise and advice on the full range of municipal finance operations, assisting local governments with their accounting functions and budgets with an emphasis on analysis. He serves as an expert advisor to executive managers, helping them bring about prudent financial management decisions. He has authored comprehensive regulations detailing various entitlement and reimbursement processes. Ray also provides leadership assistance through helping to foster teamwork and evaluating performance against the organization's goals.

**Tim Sullivan**, Special Advisor, has more than 30 years of experience in federal and local government human resources. He joined Management Partners in June 2008. Tim's areas of expertise include labor and employee relations, classification and compensation, human resources policy and procedure development and management training. He is an experienced trainer and certified mediator. Tim served as the labor relations manager and assistant human resources director for the County of San Mateo and as personnel director for the Internal Revenue Service's San Jose District Office. He has also been a part-time professor at San Jose State University.

**FEE PROPOSAL**

Due to the nature of project management, we are proposing to work on an hourly basis for the engagement. This proposal suggests that a contract in the amount of \$25,000 be authorized, which would provide about 150 hours of project management assistance (including expenses). The hourly rates to be charged are listed below.

<b>Management Partners' Staff</b>	<b>Hourly Rate</b>	<b>Estimated Hours</b>
Lynn Dantzker, Senior Manager (Project Manager)	\$175/hour	95
David Jensen, Senior Management Advisor	\$150/hour	20
Ray Durant, Special Advisor	\$150/hour	25
Tim Sullivan, Special Advisor	\$150/hour	10

**CONCLUSION**

Thank you for the opportunity to continue to provide assistance to you and the Alameda CTC. We look forward to assisting the agency with this project. Please feel free to contact either Lynn Dantzker or me to discuss our proposal.

Sincerely,



Andrew S. Belknap  
Regional Vice President

Accepted for Alameda CTC by:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

## Memorandum

**Date:** September 13, 2010

**To:** Alameda CTC

**From:** Tess Lengyel, Manager of Programs and Public Affairs  
Beth Walukas, Manager of Planning

**Subject:** **Approval of Consultant Team and Authorization to Negotiate and Execute a Contract for the Update of the Countywide Transportation Plan and Development of the Sales Tax Expenditure Plan Development**

### Recommendations:

Staff recommends approval of the top-ranked firm, Nelson Nygaard, for consultant services for the update of the Countywide Transportation Plan and Development of a new Sales Tax Expenditure Plan in response to RFP A10-015, and authorization to negotiate and execute an agreement for these services. The top ranked firm was determined after interviews on September 16, 2010.

### Summary

Professional and technical planning services are required to support the update and adoption of Alameda County's Countywide Transportation Plan (CWTP) by summer 2012, and development of a new Expenditure Plan for Alameda County's half-cent transportation sales tax measure that could be placed on the November 2012 ballot. A Request for Proposals was released on July 1, 2010, for technical studies and outreach efforts; interviews were held for two teams on September 16, 2010, and staff recommends the top ranked firm to perform the services included in the RFP. A general description of services is included in Attachment A.

### Background

A sales tax reauthorization is currently being considered for the November 2012 ballot and the Countywide Transportation Plan Update will be coordinated with any potential reauthorization, the 2013 Regional Transportation Plan and the requirements of SB 375.

Consultant services were requested to assist in the development of two countywide plans: the Countywide Transportation Plan Update and a new Transportation Expenditure Plan. An RFP for these services was released on July 1, 2010, and a pre-bid meeting was held on July 15<sup>th</sup>. A total of 35 firms attended the pre-bid meeting as shown in Attachment B. Two proposals were submitted to ACTIA by the due date of August 19, 2010:

- the Nelson\Nygaard Team, and
- the Dowling Associates Team

Collectively, these two teams represent 18 separate firms, including the sub-consultants.

A panel of representatives from the Cities of Fremont, Hayward, Livermore, Oakland, MTC, AC Transit, BART, and Alameda CTC staff evaluated the proposals and participated in the interviews. The recommendation to the Commission is a result of the final evaluation from the selection panel after the interviews.

### *Scope of Work*

The CWTP and Regional Transportation Plan will require the County to meet GHG emission reduction targets set by the State of California under SB 375 in September 2010. Plans development will require working with the 15 local jurisdictions, 6 transit operators, Caltrans District 4, the Port of Oakland, MTC and other stakeholders to identify projects and programs with the goal of meeting regional GHG emission reduction targets and to develop an Expenditure Plan that can be approved by 2/3 of Alameda County voters. Attachment A summarizes the consultant services that will be implemented by the consultant team selected in September 2010.

In summary, the scope includes project management; analysis of existing relevant documents, policies and procedures; coordination with other on-going studies related to this effort; agency and stakeholder coordination; research and knowledge of best practices, including transportation policies and modeling; development of project and program scoring and screening criteria, cost estimating guides and performance measures; assistance in public outreach, including meeting attendance, facilitation and presentation; graphics development; preparation of technical memoranda; and development of draft and final plans.

The selected consultant team will be responsible for updating the Countywide Transportation Plan which has previously focused on capital investments (including High Occupancy Vehicle and Toll lanes), local streets and roads and transit capital shortfalls, and has incorporated the County Bicycle and Pedestrian Plans. In order to address the requirements of SB 375 and other needs, additional areas of emphasis have been identified including: transit oriented development/priority development areas, parking management, transportation systems management, and goods movement, as well as transit connectivity, maintenance and operations.

### *Schedule and Process*

Development of these efforts requires technical, political, public and stakeholder engagement and is anticipated to occur over a two-year period. Three committees have been established to provide guidance for the Plans and to include those interested in participating in the process. The three committees are the Steering Committee, a Technical Advisory Working Group and a Community Advisory Working Group, as defined below.

Steering Committee: Comprised of 13 members from the Alameda CTC including representatives from the cities of Berkeley, Emeryville, Oakland, Hayward, Union City, Newark, Pleasanton, and Livermore 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 Steering Committee's next meeting is October 18, 2010, from 1:30-3:30 p.m. Upcoming Agendas and attachments are available at [www.alamedactc.org](http://www.alamedactc.org) under the meetings calendar tab.



Technical Advisory Working Group: Comprised of agency staff representing all areas of the County and including planners and engineers from local jurisdictions, all transit operators in Alameda County, park districts, health, social services, law enforcement, and education representatives. 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. The first meeting of this Working Group is scheduled for October 5, 2010 from 11 a.m. to 1 p.m. at the Alameda CTC offices, Suite 300; lunch will be provided.

Community Advisory Working Group: Comprised of a total of 27 members representing diverse interests throughout the County. Members were appointed by the Steering Committee at their July 19, 2010 meeting. The purpose of the Community Advisory Working Group is to provide input on the Countywide Transportation Plan and the Expenditure Plan, make recommendations to the Steering Committee and share information with the Technical Advisory Working Group. The first meeting of this Working Group is scheduled for October 7, 2010 from 3 p.m. to 5 p.m. at the Alameda CTC offices, Suite 300.

**Fiscal Impacts:**

Budgets have been approved by the ACCMA and ACTIA Boards in June 2010 for these efforts.

**Attachments:**

- A: Sales Tax Reauthorization and Countywide Transportation Plan Update Scope of Services Summary
- B: RFP A10-015 Pre-bid meeting sign in sheet

***This page intentionally left blank***

## **Attachment A**

### **Sales Tax Reauthorization and Countywide Transportation Plan Update Scope of Services**

#### **Background**

The CWTP and Regional Transportation Plan will require the County to meet GHG emission reduction targets being set by the State of California under SB 375 in September 2010. Plans development will require working with the 15 local jurisdictions, 6 transit operators, Caltrans District 4, the Port of Oakland, MTC and other stakeholders to identify these projects and programs with the goal of meeting regional GHG emission reduction targets and to develop an Expenditure Plan that can be approved by 2/3 of Alameda County voters.

Services required for a consultant contract include project management; analysis of existing relevant documents, policies and procedures; coordination with other on-going studies related to this effort; agency and stakeholder coordination; research and knowledge of best practices, including transportation policies and modeling; development of project and program scoring and screening criteria, cost estimating guides and performance measures; assistance in public outreach, including meeting attendance, facilitation and presentation; graphics development; preparation of technical memoranda; polling; and development of draft and final plans.

The successful consultant team will be required to tightly coordinate the update of the Countywide Transportation Plan and development of the Expenditure Plan with other relevant planning efforts and agencies, including, but not limited to, regional efforts on development of the Bay Area Sustainable Communities Strategy, regional transit planning efforts, on-going Countywide Bicycle and Pedestrian Plans updates, and with other consultants and agencies involved in the development of these Plans. This coordination will include work with the steering committee of elected officials, technical advisory working groups, community advisory committees, staff and public.

The consultant team will be responsible for updating the Countywide Transportation Plan which has previously focused on capital investments (including High Occupancy Vehicle and Toll lanes), funding local streets and roads and transit capital shortfalls, and has incorporated the County Bicycle and Pedestrian Plans. In order to address the requirements of SB 375 and other needs, additional areas of emphasis have been identified including: transit oriented development/priority development areas, parking management, transportation systems management, and goods movement, as well as transit connectivity, maintenance and operations. The consultant team will gather information from MTC, the cities, the County, transit districts and will be required to provide supporting technical documentation for the elements identified in the current Countywide Transportation Plan as well as the proposed new areas of emphasis.

#### **Technical Analysis and Coordination**

To most effectively identify the countywide transportation needs, costs and project and program implementation effectiveness, technical analysis and coordination with other studies will be

required to evaluate existing conditions, identify needed improvements, develop cost estimates, identify priority projects and programs, and develop best practices and design guidelines for certain transportation investment efforts.

This effort will support and be done in relation to California's climate change legislation and the development of the regional Sustainable Communities Strategy, which requires the region to reduce greenhouse gas emissions, and the Regional Transportation Plan update.

The technical analysis will encompass all transportation modes and identify existing conditions, needed improvements, costs and policies necessary to implement the improvements, methods for evaluation and development of a high priority list of capital, operating and maintenance needs, as well as performance measures. All high priority projects and programs must be consistent with what will eventually be included in the Regional Transportation Plan.

Identified technical elements for the update of the Countywide Transportation Plan and development of the Expenditure Plan are listed below in alphabetical order. These elements build on the existing Countywide Transportation Plan and expand them.

- Countywide Bicycle and Pedestrian Plan updates: these are currently underway under a separate consultant contract and must be coordinated with this contract
- Goods Movement
- High Occupancy Vehicle and Toll lanes/Integrated Corridor Management/Intelligent Transportation Systems/local and county streets and roads needs: these are currently addressed in the 2009 Countywide Transportation Plan and 2009 Regional Transportation Plan and must be coordinated with this contract
- Local, County, and Regional Roadway Connectivity, Maintenance and Operations
- Parking Management
- Transit-oriented Development / Priority Development Areas (TOD/PDA), including best practices and design guidelines: this effort may be coordinated with MTC/ABAG's Focus effort and the development of the Sustainable Communities Strategy
- Transit System Connectivity, Maintenance and Operations, including the needs of senior and disabled transportation: this effort may be coordinated with MTC's Regional Transit Sustainability Study
- Transportation System Management / Transportation Demand Management (TSM/TDM): this is currently addressed in the Congestion Management Program and should be coordinated with the CMA's Guaranteed Ride Home Program.

A brief summary of all identified technical elements is provided below:

### ***Countywide Bicycle and Pedestrian Plans***

This element is under development and the definition of projects and programs will be coordinated and incorporated into the draft and final plans. This includes coordinating the cost estimating guide and evaluating projects and programs through the same process as all the other technical efforts.

### ***Goods Movement***

This element will address goods movement issues related to trucking, rail, air cargo and marine transportation in Alameda County and will also assess top trading partners and commodities, key goods movement corridors (including the impact of the current truck ban on I-580), major freight generators, trade flows and truck parking. This element will highlight countywide goods movement issues and needs as well as recommended policies, programs and projects.

### ***High Occupancy Vehicle and Toll lanes/Integrated Corridor Management/Intelligent Transportation Systems***

This element will help ensure a maximum use of the existing roadway system through operational and other improvements such as completing the high occupancy vehicle and toll lane networks, integrated corridor management/intelligent transportation systems and congestion pricing. This element will focus on identifying gaps and establishing priorities for completing the high occupancy vehicle and toll lane networks and integrated corridor management/intelligent transportation systems. This effort will build on the CMA and MTC's existing high occupancy vehicle and toll lane network, freeway and arterial performance and congestion pricing initiatives.

### ***Local, County, and Regional Roadway Connectivity, Maintenance and Operations***

This element will evaluate the current local, county and regional roadway system, identify areas where connections are needed or could be improved, such as between I-680 and I-880 and SR 84 between I-580 and I-680. This element will help ensure a maximum use of the existing roadway system through continuing to operate and maintain local streets and roadways.

### ***Parking Management***

This element will provide a countywide approach to breaking down barriers to and implementing parking management strategies, including parking pricing, that are flexible enough to be applied to each Alameda County jurisdiction. The focus will be on downtowns, neighborhoods and transit station areas in which a major investment has been made to provide regional and local transit. This element will study the existing countywide parking supply, demand and strategies, and will identify opportunities across the county for better parking management to encourage alternative modes of travel. This element will make recommendations for implementing pilot parking programs in the County in order to evaluate the effects of parking management strategies in various settings. A key outcome will be to develop Countywide Parking Management Guidelines and recommendations for ways local jurisdictions can incorporate the Guidelines into their general planning processes.

### ***Transit-Oriented Development/Priority Development Areas***

This element will identify transportation improvements that will provide a wider range of transportation options available at the potential and planned Priority Development Areas located in Alameda County. This element will encourage developing TODs/PDAs that create an improved sense of place, quality of life, safety and security, and will act as a catalyst to generate local economic development opportunities, particularly within disadvantaged communities. A key outcome will be to develop a Countywide TOD/PDA Design Guidelines and recommendations for ways local jurisdictions can incorporate the Guidelines into their general planning processes.

### ***Transit System Connectivity, Maintenance and Operations***

This element will evaluate the current transit system in Alameda County, identify gaps in the transit service, and propose a seamless and efficient transit system, including all costs. This element must be coordinated with MTC's Transit Sustainability Study and include a countywide transit approach – including bus, train (all types), paratransit, ferry and shuttles – to ensure coordination among the transit providers in the county and to ensure that transit plays a vital role as an alternative transportation mode to automobile trips.

### ***Transportation System Management/Transportation Demand Management (TSM/TDM)***

This element will help ensure a maximum use of alternatives other than the single-occupant vehicle, and will recommend TSM/TDM projects and programs from a local, countywide and regional perspective aimed at reducing GHG emissions and congestion. This effort will build upon the CMA's existing Countywide Guaranteed Ride Home Program and other TSM/TDM programs being implemented in the region and in each jurisdiction and make suggestions for new ones, such as providing Ecopasses.

### ***Other Technical and Outreach Tasks***

To support identification of projects and programs for inclusion in the plans, a set of tools described below is required in the development, evaluation, and recommendation of projects and programs in the plans, and an effective approach in working with stakeholders and the public will be required.

Tools required for development of the plans include the following:

- Cost estimating guides
- Evaluation criteria for prioritizing and packaging transportation projects and programs
- Updating and running Alameda County's Transportation Model, including the greenhouse gas emissions reductions tool
- Evaluating and packaging projects and programs
- Developing draft and final plans
- Polling

**Attachment B**  
**RFP A10-015 Pre-Bid Meeting Consultant Sign-in Sheet**



**SIGN - IN SHEET**  
**Mandatory Pre-Submittal Meeting**  
**July 15, 2010 at 10:00 A.M.**  
 1333 Broadway, Suite 300, Oakland, CA 94612

Updates to Alameda County's Countywide Transportation Plan  
 and Development of a New Transportation Expenditure Plan  
 (RFP A10-015)

NAME	COMPANY	ADDRESS	PHONE	EMAIL
PAUL MEJAKEL	DKS	1000 BROADWAY, SUITE 300, OAK	510 267 6605	PM@DKSOCIATION.COM
Jim Bourgart	PB	303 2nd St #700 U	(415) 243-4619	bourgart@pbworld.com
Carolyn Verheyen	MIG	800 Hearst Bldg.	510-845-7549	cmeyn@mg.com
SCOT GROGAN	CHS CONSULTING (CUBE TRANSPORTATION)	130 SUTTER ST # 468	415.392.9688	chsgc@chsconsulting.net
Alex Evans	EMC Rescan	436 14th St. #820 Oakland, CA 94612	510-550-8920	Alex@EMCrescan.com
Julie Wilson	Migra Design	330 15th St. Oakland, CA	510-465-0505	jwilson@migradesign.com
Khui Le	CHS	130 Sutter St.	(415) 392-9688	k.le@chsconsulting.com
Pat Siefers	URS	One Montgomery Tower Suite 900 SF CA 94104	415 243-3759	patrice-siefers@urscorp.com

UDBF

**SIGN - IN SHEET**  
**Mandatory Pre-Submittal Meeting**  
**July 15, 2010 at 10:00 A.M.**  
1333 Broadway, Suite 300, Oakland, CA 94612

**Updates to Alameda County's Countywide Transportation Plan**  
**and Development of a New Transportation Expenditure Plan**  
**(RFP A10-015)**

NAME	COMPANY	ADDRESS	PHONE	EMAIL
RaeQuigley	CirclePoint	135 Main St Suite 1600 SF, CA 94105	415.227.1100 x113	r.quigley@circlepoint.com
Jon Kaufman	Solum	SP 94109 1 DANIEL BURNHAM RD 300 Frank H Ogawa Pl	415.222.7238 on 415.296.2019	jonk@solum.com
Jim Ogren	Jacobs	Oakland, CA 94612	510-457-0053	ogrenj@earthlink.net
Bonnie Nelson	NIN	785 Marwest St 1300 SF CA 94103	415-284-1544	bnelson@nelsonnygaard.com
Bob Grandy	Fehr & Peers	100 Pringle Ave, #600 Walnut Creek, CA 94596	925-930-7100	b.grandy@fehrandpeers.com
Bill Gray	Gray-Bowen	1820 Bonanza #204 Walnut Creek, CA	(925) 937-0950	bill@gray-bowen.com
Steve Colman	Dowling Assoc	180 GRAND AVE, STE 250 OAKLAND CA 94612	(510) 839-1742 x121	scorman@dowlinginc.com
Scott Davidson	PMI	500 12TH ST, STE 240 OAKLAND, CA	(510) 213-7941	SDAN@SON@PMLPRLD.COM
DIANA DORINSON	TRANSPORTATION ANALYTICS	2625 ALCATRAZ AVE #210 BERKELEY CA 94705	(510) 717-4137	dd@transportationanalytics.net
SARAH LAMONT/LEAH WILKIE	CIRCLEPOINT	595 12 ST. #290 OAKLAND	510 268 8400 x146	s.lamont@circlepoint.com

**SIGN - IN SHEET**  
**Mandatory Pre-Submittal Meeting**  
**July 15, 2010 at 10:00 A.M.**  
 1333 Broadway, Suite 300, Oakland, CA 94612

**Updates to Alameda County's Countywide Transportation Plan  
 and Development of a New Transportation Expenditure Plan  
 (RFP A10-015)**

NAME	COMPANY	ADDRESS	PHONE	EMAIL
Fry Morrison	Circle Point	555 Delta St - Suite Oakland, CA 94612	510-258-8400 x-140	i-morrison@circlepoint.com
Karl Pierce	KCP	2201 Broadway Oakland, CA	510-832-4800	Karl@kcpiree.com
Carol Levine	Spokemore Consulting	734 Mandana Bl Oakland CA 94610	510-507-1681	CarolLevine@peoplepc.com
Fred Kelley	Parsons Brinckerhoff	303 Second Street Suite 700 N SF CA	(415) 243-4623	Kelley@pbworld.com
Arul Edwin	Hatch Mott Mac Donald	3825 Hopyard Rd. Pleasanton, CA 94566	(408) 410 6036	arul.edwin@hatchmott.com
Joe Speaks	Booz Allen Hamilton	101 California St. Suite 330, SF CA 94111	(415) 281-4932	Speaks-joe@BAH.com
AT VAN DEN HART	HEXAGON	SUITE 810 111 W. ST JOHN ST	408.971.6100	ANDRE.HART@HEXAGON.COM
HAMILTON T&E	SVPS	1897 Concourse Pl. SJ	408-954-1666	Ham.Hart@svps.com
Josephie	JPS	2158 Regwood	408-943-0111	Josephie@jps-inc.com

**SIGN - IN SHEET**  
**Mandatory Pre-Submittal Meeting**  
**July 15, 2010 at 10:00 A.M.**  
 1333 Broadway, Suite 300, Oakland, CA 94612

Updates to Alameda County's Countywide Transportation Plan  
 and Development of a New Transportation Expenditure Plan  
 (RFP A10-015)

NAME	COMPANY	ADDRESS	PHONE	EMAIL
C. SIRIPACANONT	T.Y. LIN International	2 HAWTHORN ST. 190 S. 1ST ST STE 200 SAN DIEGO CA 92101	415 291-3768	CHWEN@TYLIN.COM
ERIN HANSEN	IBI GROUP	555 12TH ST #1600 OAKLAND CA 94607	408-924-0811	ERIN.H@IBI-GRUP.COM
GEORGE MAZUR	CAMBRIDGE SYSTEMATICS ECONOMIC & PLANNING SYSTEMS	2501 NINTH ST. BERKELEY, CA 94710	510-873-8700	GOMAZUR@CAMSYS.COM
DARIN SMITH			510-841-9190	dsmith@epsys.com
Lia Reyes	DBE The Solis Group	Pasadena, CA San Francisco, CA	626 808 1432	lia@thesolisgroup.com
Terrri O'Connor	Wilbur Smith	201 Mission St Suite 1450 SF CA 94105	415 495 6201	toconnor@wilbursmith.com

**SIGN - IN SHEET**  
**Mandatory Pre-Submittal Meeting**  
**July 15, 2010 at 10:00 A.M.**  
 1333 Broadway, Suite 300, Oakland, CA 94612

Updates to Alameda County's Countywide Transportation Plan  
 and Development of a New Transportation Expenditure Plan  
 (RFP A10-015)

NAME	COMPANY	ADDRESS	PHONE	EMAIL
James O'Brien	Advance Project Delivery Inc.	1333 Broadway Suite 200B, Oakland	(907) 502-4357	james@advancepdi.com
SUDHISH VERMA	PB	303 SECOND ST. SAN FRANCISCO, CA 94107	(415) 243-4681	vermas@pbworld.com
Michelle DiFranco	<del>HTB</del> HTB	1330 Broadway 16th Fl Oakland CA 94612	510/2084599	MdiFranco@htb.com
Phil Erickson	CD+A	350 Frank Ogawa Plaza, 5th Fl Oakland CA 94612	510 839-4568	phil@community-design.com
Jia Hao Wu	W&S Solutions	4900 Hopyard Rd. Suite 100 Pleasanton, CA 94588	925-413-8983	jia.hao.wu@wus-solutions.com
Pawon Pukulukha	TIKM	3875 Hopyard Rd Suite 100, Pleasanton, CA	925-463-0611	pmulukulukha@tjrp.com

DBE



Alameda County Transportation Improvement Authority  
1333 Broadway, Suite 300, Oakland, CA 94612 • TEL: 510-893-3347

Application for  
Alameda County Transportation Improvement Authority's  
**Paratransit Advisory Planning Committee (PAPCO)**

The Alameda County Transportation Improvement Authority invites Alameda County residents to serve on PAPCO. PAPCO advises the ACTIA Board and staff on the development and implementation of paratransit programs, including a countywide grant program. Each member is appointed for a two-year term. The group currently meets on the fourth Monday of the month, from 1:00-3:30pm.

If you need this application in an accessible format or you need assistance completing it, please contact Naomi Armenta, ACTIA Paratransit Coordinator, at (510) 267-6118 or narmenta@actia2022.com.

Name: Shawn Costello  
Home Address: 5450 De Marcus Blvd. #210, Dublin, CA 94568  
Mailing address (if different): \_\_\_\_\_  
Phone: (home) <sup>(925)</sup> 551-8082 (work) \_\_\_\_\_ (fax) \_\_\_\_\_  
Email: shawn.costello@yahoo.com

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the PAPCO and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer including organization, address, position and dates.
- IV. **Specific Experience:** List any specific interest, involvement, or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you utilize.

*In order to avoid conflict of interest, members may need to recuse themselves from discussing and voting on certain funding recommendations to the ACTIA Board.*

**Certification:** I certify that the above information is true and complete to the best of my knowledge.

Signature Shawn Costello Date 8-31-10

Return Application to: Your ACTIA Board representative  
See: [www.actia2022.com/board.html](http://www.actia2022.com/board.html)

Questions? Contact: Keonnis Taylor  
ACTIA Programs Coordinator  
(510) 267-6120

**Appointing Agency/Board Member:**

x \_\_\_\_\_

Date: \_\_\_\_\_

Completed and signed forms may be faxed to ACTIA at 510-893-6489.



Alameda County Transportation Improvement Authority  
1333 Broadway, Suite 300, Oakland, CA 94612 • TEL: 510-893-3347

RECEIVED

JUL 06 2010

ACTIA

Application for

Alameda County Transportation Improvement Authority's

**Paratransit Advisory Planning Committee (PAPCO)**

The Alameda County Transportation Improvement Authority invites Alameda County residents to serve on PAPCO. PAPCO advises the ACTIA Board and staff on the development and implementation of paratransit programs, including a countywide grant program. Each member is appointed for a two-year term. The group currently meets on the fourth Monday of the month, from 1:30-3:30pm.

If you need this application in an accessible format or you need assistance completing it, please contact Naomi Armenta, ACTIA Paratransit Coordinator, at (510) 267-6118 or [naumenta@actia2022.com](mailto:naumenta@actia2022.com).

Name: Sandra Johnson Simon  
Home Address: 1021 Magnolia Street, Oakland, CA 94607  
Mailing address (if different): \_\_\_\_\_  
Phone: (home) (510) 842-8493 (work) \_\_\_\_\_ (fax) \_\_\_\_\_  
Email: \_\_\_\_\_

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the PAPCO and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer including organization, address, position and dates.
- IV. **Specific Experience:** List any specific interest, involvement, or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you utilize.

*In order to avoid conflict of interest, members may need to recuse themselves from discussing and voting on certain funding recommendations to the ACTIA Board.*

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature: Sandra Johnson Simon Date: June 12, 2010

Return Application to: Your ACTIA Board representative  
See: [www.actia2022.com/board.html](http://www.actia2022.com/board.html)

Questions? Contact: Keonnis Taylor  
ACTIA Programs Coordinator  
(510) 267-6120

Appointing ACTIA Board Member:	
x	<u>Wali Koley</u>
Date:	<u>7-1-2010</u>

Completed and signed forms may be faxed to ACTIA at 510-893-6189.





Alameda County Transportation Improvement Authority  
1333 Broadway, Suite 300, Oakland, CA 94612 • TEL: 510-893-3347

**RECEIVED**

AUG 26 2010

**ACTIA**

Application for  
Alameda County Transportation Improvement Authority's  
**Citizens Advisory Committee**

The Alameda County Transportation Improvement Authority invites Alameda County residents to serve on its Citizens Advisory Committee. The CAC serves as a liaison between ACTIA and local communities on implementation of Measure B projects and programs. Each member is appointed by the ACTIA Board for a two-year term. The group currently meets on the third Thursday of the month, five (5) times per year from 5:30 to 8:30 p.m., and hosts quarterly Public Transportation Forums throughout Alameda County.

Please complete this application and return it to your ACTIA Board representative (listed at [www.actia2022.com/board.html](http://www.actia2022.com/board.html)).

Name: Clara M. L. Sample  
Home Address: 4245 Comet Circle, Union City 94587

Mailing address (if different): \_\_\_\_\_

Phone: (home) 510-489-0363 (work) \_\_\_\_\_ (fax) \_\_\_\_\_

Email: \_\_\_\_\_



Ms. Clara M. L. Sample  
4245 Comet Cir  
Union City, CA 94587-4025

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Please provide a brief statement indicating why you are interested in serving on the ACTIA CAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** For each, please list the organization, address, position and dates. Also, please list your current employment status and employer, if applicable.

**Certification:** I certify that the above information is true and complete to the best of my knowledge.

Signature Clara M L Sample Date Aug 24, 2010

Return Application to: Your ACTIA Board representative  
See: [www.actia2022.com/board.html](http://www.actia2022.com/board.html)  
Questions? Contact: Keonnis Taylor  
ACTIA Programs Coordinator  
(510) 267-6120

**Appointing ACTIA Board Member:**

x \_\_\_\_\_

Date: \_\_\_\_\_

Completed and signed forms may be faxed to ACTIA at 510-893-6489.

Attachment to Citizens Advising Committee (CAC) application regarding previous commission and committee experience.

**I. Commission/Committee Experience**

1. I currently serve on ACTIA's Paratransit Advisory and Planning Committee for 2 ½ year term.
2. I currently serve on Tri Cities Paratransit and Accessibility Committee for 5 ½ years
  - a. Fremont Paratransit Advisory Committee
  - b. Newark Paratransit Advisory Committee
  - c. Union City Transit and Accessibility Committee

**II. Statement of Qualifications**

I am disabled. I believe I can provide open and objective views as it relates to the needs for seniors and disabled people.

**III. Relevant Work Volunteer Experience**

I am a retired registered nurse with work experience in rehabilitation and child development.  
San Francisco Veterans Administration (VA) and San Francisco Early Childhood Development (EOC) and Man Power Training and Development Programs.

*Clara M L Sample*



Alameda County Transportation Improvement Authority  
1333 Broadway, Suite 300, Oakland, CA 94612 • TEL: 510-893-3347

Application for Alameda County Transportation Improvement Authority's  
Bicycle and Pedestrian Advisory Committee

The Alameda County Transportation Improvement Authority invites Alameda County residents to serve on its Bicycle and Pedestrian Advisory Committee. The BPAC advises the ACTIA Board and staff on the development and implementation of bicycle and pedestrian programs, including a countywide grant program. Each member is appointed by the ACTIA Board for a two-year term. The group currently meets on the second Thursday of the month, six to eight times per year, from 5:30 to 7:30 p.m. Please complete this application and return it to your ACTIA Board representative (listed at [http://www.actia2022.com/app\\_pages/view/15](http://www.actia2022.com/app_pages/view/15)).

Name: Jeremy D. Johansen  
Home Address: 2712 Marina Blvd., San Leandro, CA 94577  
Mailing address (if different): 777 Davis Street, San Leandro, CA 94577  
Phone: (home) 510-667-9577 (work) 510-877-9409  
Email: 057@JJ2k.com

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the BPAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer including organization, address, position and dates.
- IV. **Specific Bike/Ped Experience:** List any specific interest, involvement, or expertise you have related to bicycle and/or pedestrian issues.

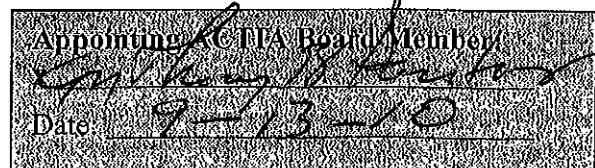
*In order to avoid conflict of interest, members may not be public agency employees who are responsible for bicycle and pedestrian projects and/or programs, and who work for an agency that is eligible and likely to submit an application for the Discretionary Fund.*

**Certification:** I certify that the above information is true and complete to the best of my knowledge.

Signature [Signature] Date 8/17/2010

Return application to: Your ACTIA Board representative ([http://www.actia2022.com/app\\_pages/view/15](http://www.actia2022.com/app_pages/view/15))  
Or fax completed and signed forms to ACTIA at 510-893-6489.

Questions? Contact:  
Keonnis Taylor  
ACTIA Programs Coordinator  
(510) 267-6120



Responses to Questions:

*Jeremy Johansen*

- I. Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.

I have served on the following committees, boards and as officer of the following organizations  
Technology Advisory Committee to the California Council of the Blind, present  
Board of Directors, Sacramento Archeological Society, present  
Commission on Disability Access, UCSB

ADA Advisory Committee, UCSB

A.S. Bikes, UCSB

Environmental Affairs Board, UCSB

Graduate Student Association, UCSB, Vice President Graduate Student Affairs

Community Affairs Board, UCSB, co-chair and graduate advisor

National Alliance of Blind Students, treasurer and secretary

Pi Tau Sigma, Co-chair,

Founder and Youth Chair, Knowledge Merit Awards Program, awarding knowledge proficiency to Yolo County 4-H youth.

California State 4-H Diamond Star, 1997-1999.

- II. Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the BPAC and why you are qualified for this appointment.

As a resident of San Leandro I am interested in the safety of our community and believe my experience and perspective will be an asset. Due to my visual impairment, I am particularly interested in the pedestrian access and safety in our community.

- III. Relevant Work or Volunteer Experience:** Please list your current employer including organization, address, position and dates.

OSIsoft LLC 777 Davis Street, San Leandro, CA 94577  
Accessibility Lead/QA Engineer 6/2008-present

- IV. Specific Bike/Ped Experience:** List any specific interest, involvement, or expertise you have related to bicycle and/or pedestrian issues.

I served in the Santa Barbara community and look forward to contributing on **BPAC.**

**Attachment A**  
**Alameda CTC Community Advisory Committee Appointment Detail for**  
**Wilson Lee, Union City Transit**

**Paratransit Advisory and Planning Committee (PAPCO)**

☒ **Reappoint**

Larry Bunn

2601 Village Court

Union City, CA 94587

Email: lrbunn@sbcglobal.net

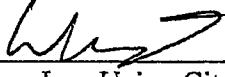
Home Phone: (510) 675-9966

**Term Began:** June 2008

**Term Expires:** June 2010

**\*\* missed 6 out of 9 meetings for fiscal year 2009-2010**

8-19-10  
Date

  
Wilson Lee, Union City Transit

*Check the box(es) and date and sign above to approve reappointment of members whose terms are expiring or to appoint new members. To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by mail or fax to:*

Alameda CTC  
Attn: Keonnis Taylor  
1333 Broadway, Suite 300  
Oakland, CA 94612  
Fax: 510-893-6489

**Attachment A**  
**Alameda CTC Community Advisory Committee Appointment Detail for**  
**Supervisor Keith Carson, Alameda County**

**Bicycle and Pedestrian Advisory Planning Committee (BPAC)**

☒ **Reappoint**      Preston Jordan  
524 Talbot Avenue  
Albany, CA 94706  
Email: pdjordan@lbl.gov  
Home Phone: (510) 418-9660  
**Term Began:** October 2008  
**Term Expires:** October 2010

**RECEIVED**

**AUG 18 2010**

**ACTIA**

**Citizen Advisory Committee (CAC)**

Cynthia Dorsey  
233 Orange Street, Apt. 203  
Oakland, CA 94610  
Email: cdorsey@actransit.org  
Home Phone: (510) 444-0945  
**Term Began:** March 2009  
**Term Expires:** March 2011

Ronald Washington  
1910 Oxford Street, Apt. 309  
Berkeley, CA 94704  
Email: Ronald\_washington@att.net  
Home Phone: (510) 204-3824  
**Term Began:** March 2009  
**Term Expires:** March 2011  
**\*\* missed 4 out of 5 meetings for fiscal year 2009-2010**

Hale Zukas  
2801 Milvia Street  
Berkeley, CA 94703  
Email: hale@wid.org  
Home Phone: (510) 848-5215  
**Term Began:** March 2009  
**Term Expires:** March 2011

**Citizens Watchdog Committee (CWC)**

Hale Zukas  
2801 Milvia Street  
Berkeley, CA 94703  
Email: hale@wid.org  
Home Phone: (510) 848-5215  
**Term Began:** June 2009  
**Term Expires:** June 2011

**Attachment A**  
**Alameda CTC Community Advisory Committee Appointment Detail for**  
**Supervisor Alice Lai-Bitker, Alameda County**

**Bicycle and Pedestrian Advisory Planning Committee (BPAC)**

Lucy Gigli  
849 Laurel Street  
Alameda, CA 94501  
Email: lucy@bikealameda.org  
Home Phone: (510) 522-3252  
**Term Began:** January 2009  
**Term Expires:** January 2011

**RECEIVED**

AUG 25 2010

**ACTIA**

**Citizen Advisory Committee (CAC)**

Frances Hilliard  
1830 Lakeshore Avenue, Apt. 311  
Oakland, CA 94606  
Email: None  
Home Phone: (510) 893-1027  
**Term Began:** February 2010  
**Term Expires:** February 2012

☒ **Reappoint**

Alton Jefferson  
256 Lexington Avenue  
San Leandro, CA 94577  
Email: altjefferson@aol.com  
Home Phone: (510) 367-7148  
**Term Began:** September 2008  
**Term Expires:** September 2010

☐ **Appoint**      **Vacant**

**Citizens Watchdog Committee (CWC)**

☐ **Appoint**      **Vacant**

(over)



**Attachment A**  
**Alameda CTC Community Advisory Committee Appointment Detail for**  
**Mayor Anthony Santos, City of San Leandro**

**Bicycle and Pedestrian Advisory Planning Committee (BPAC)**

Gil Johnson  
 2280 Eastabrook Circle  
 San Leandro, CA 94577  
 Email: gil.johnson@sbcglobal.net  
 Home Phone: (510) 614-0406  
**Term Began:** January 2010  
**Term Expires:** January 2012

**RECEIVED**

AUG 24 2010

**ACTIA**

*RESIGNED*

**Citizen Advisory Committee (CAC)**

Norbert Castro  
 1260 Ardmore Drive  
 San Leandro, CA 94577  
 Email: Norbert.castro@att.net  
 Phone: (510) 352-0950  
**Term Began:** February 2010  
**Term Expires:** February 2012  
**\*\* missed 4 out of 5 meetings for fiscal year 2009-2010**

Joseph Collier  
 694 Douglas Drive  
 San Leandro, CA 94577  
 Email: joeandesther@att.net  
 Home Phone: (510) 562-4024  
**Term Began:** December 2009  
**Term Expires:** December 2011

☒ **Reappoint**

Darren White  
 482 Superior Avenue  
 San Leandro, CA 94577  
 Email: adarrenw@sbcglobal.net  
 Home Phone: (510) 632-3563  
**Term Began:** September 2008  
**Term Expires:** September 2010

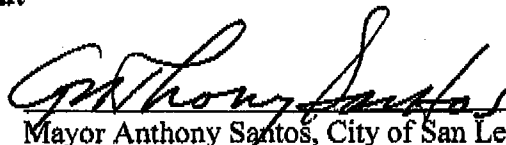
**Paratransit Advisory and Planning Committee (PAPCO)**

☐ **Appoint**

**Vacant**

8.24.10

Date

  
 Mayor Anthony Santos, City of San Leandro

(over)

Post-it® Fax Note	7671	Date	8/24/10	# of pages	1
To	Keonnis Taylor	From	Marianthanda		
Co./Dept.	Alameda CTC	Co.	City of San Leandro		
Phone #		Phone #	(510) 577-3367		
Fax #	(510) 893-6489	Page	134		



ACCMA ■ 1333 Broadway, Suite 220  
 ACTIA ■ 1333 Broadway, Suite 300

■ Oakland, CA 94612 ■ PH: (510) 836-2560  
 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## Memorandum

**DATE:** September 16, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

**SUBJECT:** **Approval of the ACTIA Semi-Annual Local Business Contract Equity (LBCE) Program Utilization Report of Local Business Enterprise and Small Local Business Enterprise for the Period of January 1, 2010 through June 30, 2010**

### Recommendation:

It is recommended that the Commission approve the attached Semi-Annual LBCE Program Utilization Report for the payment period of January 1, 2010 to June 30, 2010. The contracts and contract payment data which serve as a basis for this report have been reviewed and accepted by the Authority's contract equity consultant L. Luster and Associates.

### Summary:

In the current reporting period there were a total of 31 active contracts with LBCE Program goals. Of these contracts roughly 92% of payments or \$7.1 million went to firms certified as Local Business Enterprises (LBE) and 52% of payments or \$4.0 million went to firms certified as Small Local Business Enterprises (SLBE). In aggregate, the LBE goal of 70% and the SLBE goal of 30% for Administrative and Engineering contracts were exceeded.

For these same contracts, 15% of payments or \$1.1 million went to firms certified as Very Small Local Business Enterprises (VSLBE), 27% of payments or \$2.1 million went to firms certified as Disadvantaged Business Enterprises (DBE), 23% of payments or \$1.8 million went to firms certified as minority-owned business enterprises (MBE), and 5% of payments or roughly \$384,200 went to firms certified as woman-owned business enterprises (WBE).

For contracts without LBE or SLBE goals, roughly 31% of payments or \$4.5 million went to LBE-certified firms and 1.5% of payments or roughly \$213,000 went to SLBE-certified firms. Of these contracts 0.2% of payments or about \$32,100 went to DBE-certified firms, 0.2% or about \$31,500 went to MBE-certified firms, and 0.01% or \$630 went to WBE-certified firms.

There were a total of 318 firms certified with the Authority as of June 30, 2010, of which 54 were new certifications. Firms certified as of January 1, 2009, are categorized using the North American Industry Classification System (NAICS) to increase solicitation of bidders from prime contractors and subcontractors, as well as to facilitate networking between firms.

**Background:**

In 1989, the Board established a program for the procurement of professional services. That policy set goals of 70% for LBE, 25% for MBE, and 5% for WBE.

In 1995, the Board approved a program for construction contracts that set overall participation goals of 60% for LBE, 33% for MBE, and 9% for WBE. Those goals were based on a disparity study in addition to extensive public input from both the prime and minority contracting communities. Specific goals are set for each construction contract, based on biddable items and availability of LBE/MBE/WBE firms.

As a result of the passage of Proposition 209 in 1996, and the United States Department of Transportation's issuance of the final ruling on the Disadvantaged Business Enterprise program in 2000, the Authority suspended its MBE/WBE program and goal requirements. In lieu of the suspended MBE/WBE program, the Authority adopted two programs: the Local and Small Local Business Enterprise (LBE/SLBE) program for contracts funded with local dollars and the Disadvantaged Business Enterprise (DBE) program for contracts funded with federal dollars. In January 2008, the Board subsequently adopted the Revised LBE/SLBE Program and renamed this program as the Local Business Contract Equity Program.

The Boards approved modifications to the LBCE Program which were aimed at increasing SLBE participation in all areas of the Authority's contracting opportunities, particularly with construction contracting. The revised program became effective for Authority-led contracts as of February 2008 and for all Sponsor-led projects awarded after July 2008.

The Authority currently does not have any federally assisted contracts requiring the application of the DBE goals and therefore none was reported. Project sponsors that have contracts funded with federal or state funds are subject to federal and state oversight relative to DBE Program compliance and goal attainment reporting.

On a semi-annual basis, staff prepares the LBCE Utilization Report to provide the status and progress on the utilization of:

1. LBE/SLBE on active Measure B funded contracts awarded by the Authority and sponsoring agencies; and
2. MBE/WBE participation on active contracts awarded by the Authority and sponsoring agencies that were exempted from the application of the Authority's LBCE Program and goals. Measure B-funded contracts exempted from the LBCE Program and goals were those that are also funded with Federal and/or State funds, with non-local funds, or with less than \$50,000 in contract value.

Utilization is determined by collecting and analyzing financial data relative to the amounts awarded and paid to LBE, SLBE, VSLBE, DBE, MBE, and WBE prime and subcontractors in three (3) contract categories:

1. Administrative Services Contracts – most of the contracts in this group are annually renewed administrative services contracts to assist the Authority in the administration of the Measure B Program. These services include affirmative action support, general counsel, federal and state

legislative advocacy, auditors, financial advisors, information and computer services, and project controls, among others.

2. Engineering Services Contracts – contracts in this group are primarily engineering services contracts to assist the Authority in the development and delivery of capital projects.
3. Construction Contracts – contracts in this group are specific to construction contracts awarded to builders of transportation facilities such as roadway and transit improvements.

Key information monitored and reported includes LBE, SLBE, VSLBE, DBE, MBE, and WBE utilization on all active contracts as of June 30, 2010.

***Summary of Results for Current Reporting Period:***

As shown in Table 1 of this report, the LBE goal of 70% and the SLBE goal of 30% were exceeded in both the administrative services contract and engineering services contract categories where the LBCE Program is applicable. There were no active payments on construction contracts with applicable goals during this reporting period.

<b>TABLE 1 – Contracts with LBCE Program Goal Requirements</b> <b>LBE/SLBE Contracts: Goals = 60%-70% for LBE; 20%-30% for SLBE</b>								
Contract Type	Number of Contracts	Payments from January 1, 2010 through June 30, 2010						
		Payment Amount	LBE %	SLBE %	VSLBE %	DBE %	MBE %	WBE %
Administrative	19	\$1,904,092.69	90%	73%	52%	44%	44%	8%
Engineering	12	\$5,744,053.41	93%	45%	2%	22%	16%	4%
Construction	0	\$0.00	0%	0%	0%	0%	0%	0%
<b>All Industries</b>	<b>31</b>	<b>\$7,648,146.10</b>	<b>92%</b>	<b>52%</b>	<b>15%</b>	<b>27%</b>	<b>23%</b>	<b>5%</b>

Table 2 below summarizes participation of local and small local firms, as well as firms owned by disadvantaged minorities or women on contracts that were exempt from the Authority LBCE Program goals. Per policy, the LBCE Program was not applied to these contracts, either because they are jointly funded with federal and/or state funds, non-local funds, or because they are less than \$50,000 in contract value. Nevertheless, 31% of payments in this contract category went to certified local firms, 2% went to small local firms, 0.2% went to disadvantaged firms, 0.2% went to minority-owned firms, and 0.004% went to woman-owned firms.

TABLE 2 – Contracts Exempt from LBCE Program Goal Requirements								
Contract Type	Number of Contracts	Payments from January 1, 2010 through June 30, 2010						
		Payment Amount	LBE %	SLBE %	VSLBE %	DBE %	MBE %	WBE %
Administrative	1	\$14,435.36	0%	0%	0%	0%	0%	0%
Engineering	12	\$6,303,131.91	33%	3%	0%	0.5%	0.5%	0.01%
Construction <sup>1,2</sup>	4	\$7,906,826.95	30%	0.3%	0%	0.02%	0%	0%
<b>All Industries</b>	<b>17</b>	<b>\$14,224,394.22</b>	<b>31%</b>	<b>2%</b>	<b>0%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0%<sup>3</sup></b>

<sup>1</sup> Includes construction contracts pending close-out

<sup>2</sup> Includes construction contracts where Caltrans is the sponsor – Caltrans DBE program applies (currently race-neutral program applies to contracts included in this report)

<sup>3</sup> Share of payments to Women Business Enterprises is 0.004%.

### **Reporting Process:**

Data collection on all active and open contracts began on July 1, 2010, by surveying prime contractors and subcontractors for verification of payment amounts and timing. For the current reporting period 62 payment verification survey forms were sent to prime contractors and subcontractors. Approximately 65% responded during the allotted time.

The Authority utilized the same method of reporting from the last reporting period—July through December 2009—which included an automated summary of processed payments by vendor (similar to a bank statement) and an automated utilization report generated from an in-house database (see Attachment 1: Contract Equity Utilization Report).

In regards to billing and timely receipt of payment, approximately 98% of the respondents indicated that they had not experienced any billing-related issues and 88% indicated that they had received timely payments from the Authority/sponsors/prime contractors. None of the billing and payment-related issues reported to the Authority required the assistance of the Contract Equity consultant and all issues were resolved prior to the development of this report.

The participation and statistics, which serve as a basis for this report, have been independently reviewed and verified by the firm L. Luster and Associates. As stated in the attached letter from L. Luster and Associates (see Attachment 2: Independent Review of ACTIA Semi-Annual Contract Equity Utilization Report Data), this report was found to be materially accurate and complete.

### **Certification Update:**

Table 3 below summarizes by contract type the number of active firms certified with the Authority and new firms that were certified since January 1, 2010. Prior to January 1, 2010, there were 277 active firms certified with the Authority. By June 30, 2010, the Authority's list of certified firms had grown to 318, an increase of 14.8%. All 318 firms are certified LBE, 215 firms or 67.6% of the total number of certified firms are certified SLBE, and 142 firms or 44.7% are certified VSLBE.

Since January 1, 2010, 79 firms were certified with the Authority, all of which were new certifications. Of these firms 17 certifications or 21.5% of the new certifications were processed and approved in conjunction to construction and administrative contracting opportunities.

As of January 1, 2009, all certified firms are categorized using the North American Industry Classification System (NAICS) to increase solicitation of bidders from prime contractors and subcontractors and also to facilitate networking between firms.

<b>Table 3 – Certified Firms by Contract Types</b>				
<b>Contract Type</b>	<b>LBE<sup>1</sup></b>	<b>SLBE<sup>2</sup></b>	<b>VSLBE</b>	<b># of New Firms Certified this Reporting Period</b>
Administrative/Engineering	47	32	27	47
Commodities/Vendors	11	8	5	11
Construction	21	7	4	21
<b>TOTAL</b>	<b>79</b>	<b>47</b>	<b>36</b>	<b>79</b>

<sup>1</sup> Includes SLBE and VSLBE certified firms

<sup>2</sup> Includes VSLBE certified firms

### ***Outreach Activities Update:***

The contract equity consultants continued to undertake its outreach activities for RFPs released during the reporting period. There was a total of one RFP released by the Authority: it was a professional services contract. In addition, there was also one construction contract procured by the City of Hayward.

Additional activities conducted by ACTIA and represented by L. Luster and Associates include providing LBCE Program and certification information and support, interagency outreach coordination, and regional transportation and transit agency business outreach coordination.

### ***Assumptions/Data Sources:***

1. Ethnicity and gender information in this report are compiled from Caltrans' Certified DBE list and/or based on anecdotal submission information provided by the vendors.
2. All percentages were calculated from cumulative actual payments to prime and subcontractors using an in-house database designed to track active contracts and compare results with the Authority's accounting system.
3. Surveys were sent to all vendors on active contracts; the responses were compiled, reviewed, and accounted for when possible. Errors in vendor reports were noted and clarifications were requested for follow-up. It was further noted that the interpretations by the vendors on information submitted and the information they had available were attributable to some discrepancies with information the Authority, prime and subcontractor collected.

**Fiscal Impacts:**

Approval of this Report has no fiscal impact.

**Attachments:**

Attachment A – Contract Equity Utilization Report

Attachment B – Independent Review of ACTIA Semi-Annual Contract Equity Utilization Report Data

Attachment C – Letter from Supervisor Miley (dated August 9, 2010) – Commitment to Local  
Business Contract Equity (LBCE)

# Contract Equity Utilization Report

Reporting Period End Date:06/30/10

Current Reporting Period Start Date:01/01/10

End Date:06/30/10

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period						
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE
Contract Type: Administrative Contracts																

## Goal Requirements of 70% for LBE and 30% for SLBE

I-02	ACTIA	A06-0011.1 - LanLogic, Inc.	\$191,967.39	\$164,171.35	\$21,606.00	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A07-0052 - Lynn M Suter	\$157,639.30	\$151,057.20	\$26,258.40	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A08-0018 - PFM ASSET MANAGEMENT, LLC	\$240,000.00	\$193,483.65	\$49,503.14	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A08-0019 - CHANDLER ASSET MANAGEMENT	\$240,000.00	\$213,352.00	\$50,660.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A08-0051 - Anue Management Group, Inc.	\$127,300.00	\$122,841.74	\$26,749.74	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
	ACTIA	A08-0052 - L. Luster & Associates	\$260,000.00	\$246,952.65	\$68,780.76	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	70.04%	100.00%	100.00%	100.00%
	ACTIA	A09-0001 - Wendel, Rosen, Black & Dean	\$435,000.00	\$228,851.90	\$128,192.91	100.00%	0.32%	0.32%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A09-0002 - The Gibbs Law Group, P.C.	\$127,500.00	\$110,000.00	\$60,000.00	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%
	ACTIA	A09-0004 - Bess Test Lab	\$100,000.00	\$9,690.00		0.00%	0.00%	0.00%	0.00%	0.00%						
	ACTIA	A09-0005 - Francis Fruzzeiti	\$115,000.00	\$74,215.20	\$43,488.72	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%
	ACTIA	A09-0006 - Bay Area Program Management Group	\$1,960,000.00	\$1,402,657.92	\$727,543.73	98.64%	95.96%	46.63%	46.63%	0.00%	99.86%	94.68%	45.33%	45.33%	45.33%	0.00%
	ACTIA	A09-0007 - Moore Iacofano Goltsman, Inc.	\$220,000.00	\$180,516.36	\$75,277.41	82.85%	25.54%	25.54%	0.00%	0.00%	78.34%	30.26%	30.26%	0.00%	0.00%	0.00%
	ACTIA	A09-0009 - Patel and Associates	\$50,000.00	\$33,848.75	\$17,078.75	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%
	ACTIA	A09-0010 - Rochelle Wheeler	\$281,000.00	\$135,435.65	\$72,656.27	73.08%	73.08%	73.08%	0.00%	0.00%	73.49%	73.49%	73.49%	0.00%	0.00%	72.77%
	ACTIA	A09-0011 - Acumen Building Enterprise, Inc.	\$660,000.00	\$561,036.36	\$302,094.81	100.00%	100.00%	100.00%	97.93%	1.88%	100.00%	100.00%	100.00%	97.49%	97.49%	2.51%
	ACTIA	A09-0029 - MV TRANSPORTATION INC	\$50,000.00	\$20,857.60	\$12,067.10	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A09-0031 - Nelson/Nygaard Consulting Associates	\$335,700.00	\$314,895.49	\$167,956.35	100.00%	29.07%	29.07%	27.48%	1.59%	100.00%	32.45%	32.45%	30.98%	30.98%	1.48%
	ACTIA	A09-0034 - Quantum Market Research, Inc.	\$110,000.00	\$95,778.00	\$30,280.00	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%
	ACTIA	A10-0019 - Maze and Associates	\$113,140.00	\$23,373.60	\$23,373.60	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Summary for Administrative Contracts with Goal Requirements (19 detail records)																
Total			\$4,283,015.42	\$1,903,567.69	\$4,283,015.42	84.18%	69.86%	47.60%	41.32%	41.32%	90.21%	73.00%	51.92%	43.70%	43.70%	8.32%

## Exempt of Goal Requirements

I-02	ACTIA	A09-0008 - SIMON & CO INC	\$30,000.00	\$27,426.03	\$14,435.36	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Summary for Administrative Contracts without Goal Requirements (1 detail record)																
Total			\$27,426.03	\$14,435.36	\$27,426.03	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Summary for all Administrative Contracts with and without Goal Requirements (20 detail records)																
Total			\$4,310,441.45	\$1,918,003.05	\$4,310,441.45	83.65%	69.42%	47.29%	41.06%	41.06%	89.53%	72.45%	51.53%	43.37%	43.37%	8.26%
Contract Type: Construction Contracts (including Sponsor Lead)																

## Exempt of Goal Requirements

A06-0020	06	A06-0020 - Union City	\$12,561,000.00	\$8,657,647.26	\$5,123,962.06	3.23%	0.20%	0.00%	0.06%	0.00%	0.00%	0.00%	0.00%	0.04%	0.00%	0.00%
A07-0065	11	02 - Bay Cities Paving and Grading	\$859,000.00	\$859,000.00	\$859,000.00	100.00%	2.80%	0.00%	0.00%	0.00%	100.00%	2.80%	0.00%	0.00%	0.00%	0.00%
A07-0001	12	A08-0047 - RGW Construction Company	\$12,696,403.60	\$11,271,001.57	\$1,923,864.89	65.33%	0.00%	0.00%	0.00%	0.00%	79.23%	0.00%	0.00%	0.00%	0.00%	0.00%
Summary for Construction Contracts (including Sponsor Lead) without Goal Requirements (3 detail records)																
Total			\$20,787,648.83	\$7,906,826.95	\$20,787,648.83	40.90%	0.20%	0.00%	0.02%	0.00%	30.14%	0.30%	0.00%	0.02%	0.00%	0.00%



# Contract Equity Utilization Report

Reporting Period End Date:06/30/10

Current Reporting Period Start Date:01/01/10

End Date:06/30/10

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period				
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE

Summary for all Construction Contracts (including Sponsor Lead) with and without Goal Requirements (3 detail records)

Total			\$20,787,648.83	\$7,906,826.95	40.90%	0.20%	0.00%	0.02%	0.00%	0.00%	30.14%	0.30%	0.00%	0.02%	0.00%	0.00%
-------	--	--	-----------------	----------------	--------	-------	-------	-------	-------	-------	--------	-------	-------	-------	-------	-------

## Contract Type: Cooperative Agreement with CalTrans

### Exempt of Goal Requirements

I-01																
21	4-1925 - CALTRANS	\$69,623,641.08	\$69,623,641.08		12.01%	0.00%	0.00%	0.35%	0.00%	0.35%						

Summary for Cooperative Agreement with CalTrans without Goal Requirements (1 detail record)

Total			\$69,623,641.08		12.01%	0.00%	0.00%	0.35%	0.00%	0.35%						0.35%
-------	--	--	-----------------	--	--------	-------	-------	-------	-------	-------	--	--	--	--	--	-------

Summary for all Cooperative Agreement with CalTrans with and without Goal Requirements (1 detail record)

Total			\$69,623,641.08		12.01%	0.00%	0.00%	0.35%	0.00%	0.35%						0.35%
-------	--	--	-----------------	--	--------	-------	-------	-------	-------	-------	--	--	--	--	--	-------

## Contract Type: Funding Agreement

### Exempt of Goal Requirements

A09-0013																
02	01 - BART		\$7,016,941.47	\$7,016,941.47	6.10%	3.50%	0.00%	2.97%	2.43%	0.67%					2.43%	0.67%
A08-0003-A																
14A	A08-0003-A - ACCMA	\$1,466,833.88	\$4,100.00	\$4,100.00	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
A07-0063																
15	01 - City of Hayward	\$497,968.97	\$332,042.80	\$332,042.80	87.70%	36.66%	0.00%	0.00%	0.00%	0.00%	87.70%	36.66%	0.00%	0.00%	0.00%	0.00%
A07-0064																
19	01 - San Leandro	\$28,273.50	\$18,273.50	\$18,273.50	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A09-0012																
19	A09-0012 - San Leandro	\$247,436.00	\$36,876.46	\$36,876.46	96.96%	0.00%	0.00%	0.00%	0.00%	0.00%	96.96%	0.00%	0.00%	0.00%	0.00%	0.00%
A05-0051																
22	01 - ACCMA	\$757,323.82	\$382,303.15	\$215,032.47	97.09%	52.67%	0.00%	0.00%	0.00%	0.00%	97.71%	56.96%	0.00%	0.00%	0.00%	0.00%
A07-0058																
23	01 - Livermore	\$1,613,000.00	\$894,954.39		91.06%	0.00%	0.00%	0.00%	0.00%	0.00%						
A08-0045																
23	01 - Livermore	\$19,600,000.00	\$688,019.02	\$465,416.31	32.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A07-0038																
26	01 - ACCMA	\$691,477.30	\$491,477.30	\$491,477.30	98.53%	0.58%	0.00%	0.00%	0.00%	0.00%	98.53%	0.58%	0.00%	0.00%	0.00%	0.00%

Summary for Funding Agreement without Goal Requirements (9 detail records)

Total			\$9,864,988.09	\$8,580,160.31	26.88%	5.84%	0.00%	2.11%	1.73%	0.48%	16.94%	5.79%	0.00%	2.43%	1.98%	0.55%
-------	--	--	----------------	----------------	--------	-------	-------	-------	-------	-------	--------	-------	-------	-------	-------	-------

Summary for all Funding Agreement with and without Goal Requirements (9 detail records)

Total			\$9,864,988.09	\$8,580,160.31	26.88%	5.84%	0.00%	2.11%	1.73%	0.48%	16.94%	5.79%	0.00%	2.43%	1.98%	0.55%
-------	--	--	----------------	----------------	--------	-------	-------	-------	-------	-------	--------	-------	-------	-------	-------	-------

## Contract Type: Professional Services/Engineering Contracts

### Goal Requirements of 70% for LBE and 30% for SLBE

A06-0021																
10	A06-0043 - Kimley-Horn and Associates Inc.	\$1,480,000.00	\$1,433,622.06	\$44,213.33	97.71%	29.53%	0.00%	11.47%	11.47%	0.00%	98.31%	27.22%	0.00%	7.06%	0.00%	0.00%
10	A09-0037 - WMH Corporation	\$346,070.00	\$181,573.44	\$181,573.44	93.34%	93.34%	72.16%	0.00%	0.00%	0.00%	93.34%	93.34%	72.16%	0.00%	0.00%	0.00%
A07-0001																
12	A05-0045 - Mark Thomas & Company, Inc.	\$3,831,900.91	\$3,602,382.75	\$67,927.68	83.26%	26.85%	0.33%	14.95%	9.14%	5.81%	85.00%	31.92%	0.00%	12.81%	10.72%	2.10%

# Contract Equity Utilization Report

Reporting Period End Date:06/30/10

Current Reporting Period Start Date:01/01/10

End Date:06/30/10

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period							
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE	
12	A07-0037 - S & C Engineers	\$2,789,841.00	\$1,946,769.80	\$604,531.63	100.00%	91.25%	0.14%	11.61%	11.61%	0.00%	100.00%	90.58%	0.00%	7.18%	7.18%	0.00%	
A07-0062																	
17B	02 - Dowling Associates, Inc.	\$72,475.00	\$67,562.68	\$67,562.68	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	
I-01																	
21	2001-05 - PBQD, Inc.	\$13,115,000.00	\$12,901,751.30	\$42,405.45	94.85%	31.81%	0.00%	32.92%	15.89%	29.54%	29.10%	4.05%	0.00%	4.05%	0.00%	4.05%	
21	A06-0016 - Mendoza & Associates	\$2,000,000.00	\$1,958,432.28	\$280,208.70	99.35%	99.35%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	
A05-0001																	
24	A05-0004 - URS Corporation Americas	\$11,439,299.00	\$8,794,657.43	\$1,127,794.21	86.16%	36.94%	0.00%	35.99%	26.75%	5.90%	80.19%	27.36%	0.00%	33.13%	22.36%	3.66%	
A07-0053																	
24	A09-0033 - PB Americas, Inc.	\$5,289,118.00	\$22,946.95	\$22,946.95	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
226-100																	
MB 226	AA07-0001 - TY Lin International/CCS	\$5,357,490.00	\$5,357,435.24	\$290,230.21	99.36%	29.63%	0.00%	20.13%	17.31%	2.82%	100.00%	15.50%	0.00%	12.06%	12.06%	0.00%	
MB 226	AA07-0001-1 - TY Lin International/CCS	\$8,654,950.00	\$1,108,696.32	\$1,108,696.32	98.18%	31.32%	0.00%	0.00%	0.00%	0.00%	98.18%	31.32%	0.00%	0.00%	0.00%	0.00%	
AA08-0001																	
MB 238	02 - Mark Thomas & Company, Inc.	\$6,798,228.00	\$6,448,416.40	\$1,843,844.06	91.26%	33.57%	0.00%	15.55%	10.92%	4.63%	94.90%	43.02%	0.00%	26.84%	17.00%	9.84%	
A05-0011																	
MB 240	2 - Kimley-Horn and Associates Inc.	\$3,262,000.00	\$1,086,301.68	\$62,118.75	92.79%	29.46%	0.62%	0.57%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Summary for Professional Services/Engineering Contracts with Goal Requirements (13 detail records)																	
Total				\$44,910,548.33	\$5,744,053.41	92.79%	38.13%	0.34%	27.58%	19.40%	11.11%	93.20%	45.16%	2.28%	21.60%	16.27%	3.93%
Exempt of Goal Requirements																	
A05-0040																	
03	02 - Booz-Allen & Hamilton Inc.	\$354,775.00	\$260,619.00	\$4,400.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
03	03 - ERM-West, Inc.	\$66,233.00	\$49,944.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
03	05 - Charles Bailey, Associates	\$104,000.00	\$19,270.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
03	23 - Colan Real Estate	\$33,120.00	\$28,981.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
A06-0041																	
03	02 - Jacobs Construction Services	\$6,638.00	\$2,576.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
03	03 - Jim L. Iams	\$20,000.00	\$17,122.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
03	04 - The Allen Group, LLC	\$56,237.00	\$30,259.00	\$23,466.00	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	
03	05 - Lea + Elliott, Inc.	\$2,272,705.00	\$2,163,797.00	\$1,248,295.00	4.91%	0.74%	0.00%	0.74%	0.74%	0.00%	3.80%	0.69%	0.00%	0.69%	0.69%	0.00%	
03	06 - Earth Tech	\$504,736.00	\$504,736.00	\$206,687.00	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
03	07 - Owen, Wickersham & Wrickson, P.C.	\$133,655.00	\$122,502.00	\$118,725.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
03	08 - PGH Wong Engineering, Inc.	\$68,906.00	\$59,863.00	\$40,483.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
03	09 - Cubic Transportation Systems, Inc.	\$468,565.00	\$343,272.00	\$282,675.00	1.40%	0.00%	0.00%	0.00%	0.00%	0.00%	1.70%	0.00%	0.00%	0.00%	0.00%	0.00%	
03	10 - Freshfields Bruckhaus Derringer, LLP	\$417,016.00	\$274,175.00	\$2,736.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
A05-0005																	
07A	01 - Cambridge Systematics	\$3,257,780.00	\$2,574,330.00		81.41%	9.32%	0.00%	16.63%	12.21%	4.41%							
A05-0049																	
07B	A05-0049 - AC Transit	\$3,010,265.74	\$1,817,679.25	\$288,447.42	14.94%	0.00%	0.00%	0.00%	0.00%	0.00%	17.96%	0.00%	0.00%	0.00%	0.00%	0.00%	
A04-0045																	
08	01 - Gray-Bowen and Co., Inc.	\$150,000.00	\$91,064.15		1.57%	0.00%	0.00%	0.00%	0.00%	0.00%							
08	02 - Wendel, Rosen, Black & Dean	\$58,085.95	\$58,085.95		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
08	03 - URS Corporation Americas	\$1,153,374.61	\$980,479.73	\$51,409.11	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

# Contract Equity Utilization Report

Reporting Period End Date:06/30/10

Current Reporting Period Start Date:01/01/10


End Date:06/30/10

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period						
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE
08	04 - Wilbur Smith Associates	\$500,000.00	\$93,845.95		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
08	06 - Solem & Associates	\$398,910.00	\$108,476.01		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
08	07 - Carter & Burgess, Inc	\$290,647.87	\$290,647.87		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
08	09 - Dowling Associates, Inc.	\$105,128.38	\$105,128.38		100.00%	100.00%	0.00%	0.00%	0.00%	0.00%						
08	10 - ESRI, Inc.	\$3,816.73	\$3,816.73		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
08	11 - Alameda Program Managers	\$361,079.00	\$361,078.56	\$117,647.94	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
08	12 - S & C Engineers	\$19,909.34	\$19,909.34	\$19,909.34	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A08-0044																
08	A08-0044 - ACCMA	\$30,761,000.00	\$977,276.04	\$977,276.04	35.51%	4.16%	0.00%	0.00%	0.00%	0.00%	35.51%	4.16%	0.00%	0.00%	0.00%	0.00%
A08-0003-B																
14B	02 - Dowling Associates, Inc.	\$7,800.00	\$7,800.00	\$7,800.00	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
14B	03 - TY Lin International/CCS	\$135,000.00	\$135,000.00	\$135,000.00	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A05-0007																
25	01 - Parsons Transportation Group	\$617,412.07	\$394,960.62	\$21,027.21	7.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	03 - HNTB	\$328,000.76	\$313,029.73	\$728.63	77.30%	0.00%	0.00%	0.00%	0.00%	0.00%	8.30%	0.00%	0.00%	0.00%	0.00%	0.00%
25	04 - Ford Graphics	\$9,000.00	\$1,699.92		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
25	05 - Hanson, Bridgett, Marcus & Vlahos	\$44,599.75	\$32,552.63	\$678.55	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	06 - Dana Property Analysis	\$20,000.00	\$9,415.02		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
A06-0046																
25	02 - Carter & Burgess, Inc	\$16,816.00	\$16,815.35	\$6,374.83	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	03 - HNTB	\$2,592,168.00	\$342,309.63	\$31,724.73	90.01%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	04 - PBQD, Inc.	\$1,317,094.00	\$171,240.47	\$60,281.28	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	05 - Hanson, Bridgett, Marcus & Vlahos	\$460.00	\$452.67	\$203.52	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	06 - SYSTRA	\$86.13	\$86.13		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
25	07 - Rail Surveyors and Engineers, Inc.	\$3,576.00	\$3,576.00	\$3,576.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A08-0048																
26	02 - Kal Krishnan Consulting Services	\$959,875.00	\$868,863.00	\$482,743.00	100.00%	3.58%	0.00%	0.00%	0.00%	0.00%	100.00%	5.98%	0.00%	0.00%	0.00%	0.00%
26	03 - Pillsbury Wintrop Shaw Pittman LLP	\$175,000.00	\$167,531.00	\$139,612.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	04 - Wilbur Smith Associates	\$2,207,455.56	\$1,811,329.00	\$1,405,426.00	8.91%	6.31%	0.00%	0.00%	0.00%	0.00%	9.07%	5.71%	0.00%	0.00%	0.00%	0.00%
26	06 - Nelson/Nygaard Consulting Associates	\$44,492.00	\$5,385.00	\$5,385.00	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A08-0053																
27B	02 - Kimley-Horn and Associates Inc.	\$553,932.00	\$553,931.09	\$307,823.93	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27B	03 - PG & E	\$92,801.00	\$92,800.95	\$75,800.95	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27B	04 - Alameda Program Managers	\$77,748.00	\$77,747.44	\$12,705.70	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A99-0003																
MB196	A99-0003 - PBQD, Inc.	\$7,999,276.00	\$7,472,887.92	\$224,083.73	85.86%	17.45%	0.00%	10.72%	7.86%	2.86%	78.66%	10.35%	0.00%	10.35%	0.00%	0.22%
Summary for Professional Services/Engineering Contracts without Goal Requirements (47 detail records)																
Total		\$23,838,347.53		\$6,303,131.91	57.61%	7.92%	0.00%	5.22%	3.85%	1.37%	33.21%	3.38%	0.00%	0.51%	0.50%	0.01%
Summary for all Professional Services/Engineering Contracts with and without Goal Requirements (60 detail records)																
Total		\$68,748,895.86		\$12,047,185.32	80.59%	27.65%	0.22%	19.83%	14.01%	7.73%	61.81%	23.30%	1.09%	10.56%	8.02%	1.88%
Summary of All Active Contracts with and without Goal Requirements		\$173,335,615.31		\$30,452,175.63	45.30%	13.05%	1.26%	9.15%	6.68%	3.52%	42.69%	15.49%	3.68%	7.60%	6.46%	1.42%



**L. Luster & Associates**

To: Arun Goel, ACTIA

From: Joan Fisher, L. Luster & Associates 

CC: Anees Azad, ACTIA  
Dr. Laura Luster, L. Luster & Associates

Date: August 5, 2010

RE: Independent Review of ACTIA Semi-Annual Contract Equity Utilization Report Data for the period January 1, 2010 through June 30, 2010

---

L. Luster & Associates (LLA) has reviewed ACTIA payment and vendor data for the period of January 1, 2010 through June 30, 2010 provided by Authority staff.

LLA conducted a review of the Authority's database, physical contract/agreement files, and responses to vendor questionnaires providing quality control and data integrity for all vendor payments made within the above referenced period.

LLA met with Authority staff and presented its findings. Staff satisfactorily responded to all issues identified and presented.

Having completed the review process, L. Luster & Associates finds no material defects in the ACTIA Semi-Annual Contract Equity Utilization Report Data for the period of January 1, 2010 through June 30, 2010.

***This page intentionally left blank***



Nathan A. Miley, Vice-President  
Supervisor, District 4

Oakland Office  
1221 Oak Street, Suite 536  
Oakland, CA 94612  
510-272-6694/510-465-7628 Facsimile

Eden Area District Office  
20993 Redwood Court  
Castro Valley, CA 94546  
510-670-5717/510-537-7289

[district4@acgov.org](mailto:district4@acgov.org)

August 9, 2010

TO: Alameda County Transportation Commission (ACTC)

FR: Nate Miley

RE: Commitment to Local Business Contract Equity (LBCE)

It is important that ACTIA's commitment to the Local Business Contract Equity (LBCE) program in light of the merger with the Congestion Management Agency (CMA) be maintained with ACTC. ACTIA's demonstrated commitment to its LBCE program must continue after the merger and that the ACTC adopt ACTIA's assertive commitment to local business participation.

The LBCE Consultant for ACTIA with the active support of ACTIA staff was able to enhance ACTIA presence within the local contracting community and significantly increase the number of local firms obtaining ACTIA certification and participating in ACTIA's contracting process. ACTIA has strongly supported the activities related to these increases, including helping with the establishment of a certification database, approving outreach plans and participating in outreach events.

Through active outreach and streamlining of the certification processes, the LBCE consultant has increased the number of new certifications by 232% among Local Business Enterprises (LBEs), Small Local Business Enterprises (SLBEs) and Very Small Local Business Enterprises (VSLBEs). Additionally, the merger provides an unique opportunity to further improve the LBCE program of ACTIA, such as:

- Further streamlining the certification process, building upon the coordinated efforts of ACTIA, Alameda County, the City of Oakland and the Port of Oakland. Because certification processes can be very time intensive and costly, ACTC can explore



minimizing its certification activities and increasing its acceptance of certification by other agencies. The East Bay Interagency Alliance coordinated certification process has provided a strong foundation for this approach.

- Sheltered bidding opportunities so that small businesses only bid against other small businesses. The State of California and the Port already have these programs in place.
- Extend Professional and Administrative Goals to ACTC Sponsors: Currently ACTIA goals and preferences do not apply to Professional Services and Administrative Contracts completely or partially funded by Measure B and local funds but administered by Sponsors. ACTC may wish to consider inserting a provision into the LBCE policy that ACTA Sponsored Professional Administrative contracts funded solely by Measure B and local funds will also be subject to ACTC LBCE goals.
- Bonding Assistance Program for Smaller Local Contractors: ACTC may wish to explore joining with Alameda County in extending bonding assistance to small local contractors. Bonding makes public contracting more accessible to a smaller contractor and assists them to develop the capacity of their businesses far beyond the initial project. Moreover, bonding assistance programs can save sponsors significant project dollars by expanding and improving the pool of bidders.
- ACTC may also want to take steps to ensure that its Procurement policies align with the LBCE program. At this time the procurement policy does not include detailed procurement procedures and ACTIA staff responsible for procuring and administering contracts are utilizing different processes.
- Local Hire Tracking and Requirements: Currently there is heightened interest in generating jobs for local residents. This reflects longstanding ACTIA intent and policy. However, ACTIA does not collect data that demonstrates its achievements in this area. ACTC may wish to consider requiring that contractors and sponsors submit local worker utilization reports (determined by residency of the worker). In so doing, ACTIA would be able to report not only the amount of dollars it spends with local businesses, but also the number of jobs for local residents its projects generate.
- These suggestions are made with the purpose of increasing local business development. I strongly suggest that the LBCE Consultant and the appropriate staffs of CMA and ACTIA meet and bring a timely report with recommendations to ACTC for opportunities that support Local Business Contract Equity.

If you have questions or concerns, please do not hesitate to contact Robyn Hodges at 510-272-3691 or [robyn.hodges@acgov.org](mailto:robyn.hodges@acgov.org) at your convenience.



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560  
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**ACTIA Bicycle and Pedestrian Advisory Committee Meeting Minutes**  
**Thursday, June 10, 2010, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

---

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Midori Tabata, Chair	<u>P</u> Preston Jordan
<u>A</u> David Boyer	<u>P</u> Glenn Kirby
<u>P</u> Alex Chen	<u>A</u> Anthony Salomone
<u>A</u> Lucy Gigli	<u>A</u> Tom Van Demark
<u>P</u> Marcy Greenhut	<u>P</u> Ann Welsh
<u>P</u> Gil Johnson	

Staff:

<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>A</u> Keonnis Taylor, Programs Coordinator
<u>P</u> Rochelle Wheeler, Bicycle and Pedestrian Coordinator	<u>P</u> Diane Stark, ACCMA
	<u>P</u> Angie Ayers, Acumen Building Enterprise

---

**1. Welcome and Introductions**

Midori Tabata, BPAC Chair, called the meeting to order at 5:30 p.m. The meeting began with introductions and a review of the meeting outcomes.

**2. Public Comments**

There were no public comments.

**3. Approval of June 10, 2010 Minutes**

*Gil Johnson moved that BPAC approve the June 20, 2010 minutes as written. Alex Chen seconded the motion. The motion carried unanimously (7-0).*

**4. Countywide Discretionary Fund Cycle 4 Evaluation**

Rochelle Wheeler requested BPAC members provide final feedback on the evaluation of Cycle 4 of the Countywide Discretionary Fund (CDF) grant program. Rochelle stated that no action is requested. The feedback will be used to revise the grant program guidelines and scoring criteria for the next funding cycle.

Staff and the BPAC members reviewed the list of discussion items from the June 2009 meeting, and the BPAC consensus for each discussion item. The BPAC members provided the following additional input on these items:



**A. Geographic equity goal**

In response to a BPAC question, staff clarified that the enabling Measure B legislation does not require that the grant funds be distributed based on planning area population. The recommendation for equity by planning area was developed by staff and approved in the Program Guidelines by the ACTIA Board.

Another member observed that, with the possible reauthorization of Measure B, there may only be one more CDF grant cycle. Therefore, it's important to focus on funding the South County projects sooner rather than later. Also, the member noted that the projects considered for Regional Bicycle Program funding were all from North County and East County. This pattern shows that there is a countywide funding imbalance which should be considered. If BPAC can perform outreach and assist South County in completing successful grants, they may have a chance of receiving more funds.

**B. New scoring criteria**

The BPAC members did not have additional comments for this discussion topic. The information outlined in the memo was sufficient.

**C. Funding for ongoing programs (such as Bicycle Safety Education and Safe Routes to Schools (SR2S))**

The BPAC requested that this summary be modified to show that there was not "general consensus" among BPAC members that the on-going programs should continue to receive Measure B funding. One member believes that programs should be piloted with Measure B funding, and then should be self-sustaining. There was concern among several members about the amount of Measure B funding going towards on-going programs, and fear that this would continue increasing. Some members do not believe this was the intent of the CDF program.

Some members also have concern about taking funding from the CDF program between funding cycles, without a competitive process, such as was done for the Safe Routes to School program this year. This diminishes the future pot of funding for the next cycle.

There was a suggestion that perhaps there should be a cap on the percentage of the CDF funds used for on-going programs. One member stated that the Countywide Bicycle and Pedestrian Plans will review the effectiveness of programs, versus capital projects, and that this should guide the decision on funding for programs.

**D. Timing of the next funding cycle**

Timing is to be determined. Staff wants to make sure that the Countywide Bicycle and Pedestrian Plans updates are complete before issuing the next call for projects.

#### **E. Evaluation criteria and procedure weighting**

This topic had not been discussed by the BPAC. Staff provided a summary of the June 2009 discussion and identified the key issues. Staff along with the BPAC will look at the evaluation procedures and at splitting into two scoring groups more closely before the next call for projects. The following comments were made:

- Regarding potential applicants, changing the criteria may assist staff and BPAC in reviewing the applications, but it may impact applicants negatively, as they try to figure out what projects to submit. They will need much advance notice of any changes in criteria.
- Part of the inconsistency in scoring between the two rounds is the large number of applications that must be reviewed. BPAC members may not have time to sufficiently review all in detail. Instead of waiting for a large amount of funding to be released, which results in many applications, consider doing a call for projects sooner so there will be a smaller pool of applications to review.
- Leave the subjectivity in the process.
- The judgment outside of the criteria is in question. How do we translate site visits into criteria modifications?
- There will always be subjectivity; the goal should be to acknowledge it and make it obvious to applicants.

#### **5. Countywide Bicycle and Pedestrian Plan Updates**

Rochelle Wheeler and Diane Stark presented an update on the Countywide Bicycle and Pedestrian Plan updates. Rochelle stated that the project timeline is still being finalized. The kick-off meeting with the Bicycle and Pedestrian Plans Working Group took place on June 3, 2010, and staff received input on the table of contents, timeline, and outreach strategy.

BPAC members provided the following input:

##### *Summary of Input on the Scope of Work for the Updates:*

- Members requested that staff “map” how this input is being addressed in the proposed Table of Contents.

##### *Table of Contents:*

- In the Bicycle Plan, Chapter 3, items j and m are redundant.
- Listing the maps in the table of contents would be helpful.
- The executive summaries will be highly used and are very important. Need to scope out how they are laid out and who they are directed to.
- One member said it looks great! Looks like a lot of work will be done.

- In Chapter 7 (Implementation), under discussion of projected revenue (c) for both plans – important to cover potential funding sources available for capital projects, programs, and planning (or whatever the priority areas are determined to be) separately.

*Timeline:*

- The BPAC members agreed that they would like input on the priorities methodology and strategy discussions.
- A member suggested combining the visions, goals, and priorities discussion. The BPAC members would like to see an early draft of these items.
- In terms of meeting schedules, BPAC members did not have a preference for meeting before or after the Plans Working Group.

*Outreach Strategy:*

- The BPAC members inquired if the Bicycle and Pedestrian Plans will be presented at the Transportation Forums. The turnout at the forums is generally good.
- For Oakland meetings, invite known advocacy groups to the meetings (WalkOakland BikeOakland and Bike Alameda).
- Consider reaching out to senior centers.
- Some local BPAC members may not be too invested in the Countywide Plans, since they don't meet very often.
- A suggestion was made to get people involved early on during the visions and goals discussions, so they feel like they have meaningful input.
- Local BPACs will be most interested in vision & goals, and priority projects & programs.
- A suggestion was made to look at other municipalities (Portland and Washington D.C.) for ideas and what they may have done to encourage walking and biking.

## **6. Organizational Meeting**

### **A. BPAC Fiscal Year 2009-2010 Action Logs**

BPAC members reviewed the actions logs for fiscal year 2009-2010.

### **B. ACTIA's Fiscal Year 2010-2011 Bike/Ped Work Program**

Rochelle reported that the updates to the Countywide Bicycle and Pedestrian Plans will be the major staff effort, and the main subject of BPAC meetings this year. Coordination with the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) is also in progress. The countywide bicycle and pedestrian count effort will take place in the fall, and a walking promotional program will be launched in the fall, as well.

### **C. BPAC Fiscal Year 2010-2011 Meeting Calendar**

The BPAC meeting schedule will be developed to coincide with the Bicycle and Pedestrian Plan updates. The next BPAC meeting is scheduled for September 9, 2010. A complete calendar will be in the September meeting packet.

The BPAC also discussed the length of meetings. In general, members did not object to meetings longer than two hours and several members stated that they would prefer fewer, but longer meetings, to more frequent, but shorter meetings.

#### **D. Approve BPAC Bylaws**

Rochelle reviewed the staff's recommended edits to the Bylaws, including the removal of member term limits. Staff mentioned that because of the ACTIA/CMA merger, additional changes may be required to the BPAC Bylaws later this fiscal year. Staff recommended against changing the name of the BPAC at this time, but the BPAC may wish to discuss this further when the Bylaws are reviewed again.

*Gil Johnson moved to adopt the Bylaws as amended. Marcy Greenhut seconded the motion. The motion carried unanimously (7-0).*

#### **7. Election of Officers for Fiscal Year 2010-2011**

Preston Jordan nominated Midori Tabata as Chair, and Midori Tabata nominated Tom Van Demark as Vice Chair.

*Glenn Kirby moved to accept Midori Tabata for Chair and Tom Van Demark as Vice Chair. Gil Johnson seconded the motion. The motion carried unanimously (7-0).*

#### **8. Appoint BPAC Representative to the Countywide Transportation Plan and Expenditure Plan Development Community Advisory Working Group (CAWG)**

Tess Lengyel led a discussion on the roles and responsibilities, and representation, on the newly formed CAWG. ACTIA and the Alameda County Congestion Management Agency (CMA) are in the process of coordinating the updates of the Countywide Transportation Plan and Expenditure Plan for the sales tax reauthorization. The two Boards established a Steering Committee comprised of elected officials to lead these efforts. One of the actions by the Steering Committee is to create two additional groups, the CAWG and the Technical Advisory Working Group (TAWG) to advise the Steering Committee. The 27-member CAWG will review the vision, projects, and programs, and will make comments and recommendations to both the Steering Committee and TAWG.

Tess requested three volunteers to apply for a position on CAWG. She mentioned that more than one member can submit an application, which the Steering Committee will review. The following BPAC members volunteered to apply for an appointment:

- Midori Tabata
- Tom Van Demark
- Ann Welsh

#### **9. Board Actions/Staff Reports**

Tess Lengyel announced the upcoming South County Transportation Forum on July 15, 2010 at the Ruggieri Senior Center in Union City and encouraged BPAC members to attend. She also provided an update on the ACTIA/CMA merger, and noted that the national recruitment for a new Executive Director was underway.

**10. BPAC Member Reports**

Preston Jordan announced that he conducted bike and pedestrian counts on the Ohlone Greenway and along Washington and Masonic in Albany. About 120 people an hour passed through the intersections.

Marcy Greenhut announced that this is her last meeting. She stated that she needs a break and may consider coming back at a later time.

**11. Adjournment**

The meeting adjourned at 8:10 p.m.

Meeting Date: September, 9, 2010

Alameda County Transportation Improvement Authority's  
Bicycle and Pedestrian Advisory Committee  
Roster and Attendance Fiscal Year 2010/2011

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Ms.	Tabata, Chair	Midori	Oakland	Councilmember Rebecca Kaplan, City of Oakland	Jul-06	Sep-08	Sep-10	0
2	Mr.	Van Demark, Vice-Chair	Tom	Oakland	Supervisor Miley, District 4	Oct-04	Jan-09	Jan-11	0
3	Mr.	Boyer	David	Union City	Mayor Mark Green, Union City	Nov-06	Nov-08	Nov-10	0
4	Mr.	Chen	Alexander	Fremont	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11	0
5	Ms.	Gigli	Lucy	Alameda	Supervisor Alice Lai-Bitker, District 3	Jan-07	Jan-09	Jan-11	0
6	Mr.	Johnson	Gil	San Leandro	Mayor Anthony Santos, San Leandro	Oct-03	Jan-10	Jan-12	0
7	Mr.	Jordan	Preston	Albany	Supervisor Carson, District 5	Oct-08		Oct-10	0
8	Mr.	Salomone	Anthony	Union City	May Marshall Kamena, Livermore	Jan-10		Jan-12	0
9	Mr.	Kirby	Glenn	Hayward	Supervisor Steele, District 2	Oct-03	Jan-10	Jan-12	0
10	Ms.	Welsh	Ann	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-09		Oct-11	0
11		Vacancy			Mayor Beverly Johnson, Alameda				

***This page intentionally left blank***

Alameda County Transportation Improvement Authority's  
Citizen Advisory Committee  
Roster and Attendance  
Fiscal Year 2010/2011

Meeting Date: July 15, 2010

	Title	Last Name	First Name	City	State + Zip	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Mr.	Ferrier, Chair	Barry	Union City	CA 94587	Mayor Mark Green, Union City	Jan-04	Jan-10	Jan-12	0
2	Ms.	Dorsey, Vide-Chair	Cynthia	Oakland	CA 94610	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
3	Ms.	Brown	Meredith	Oakland	CA 94607	Supervisor Nate Miley, D-4	Apr-07	Apr-09	Apr-11	1
4	Mr.	Castro	Norbert	San Leandro	CA 94577	Mayor Anthony Santos, San Leandro	Dec-07	Feb-10	Feb-12	1
5	Ms.	Chinn	Val	Hayward	CA 94541	Mayor Marshall Kamena, Livermore	Dec-99	Feb-10	Feb-12	0
6	Mr.	Collier	Joseph	San Leandro	CA 94577	Mayor Anthony Santos, San Leandro	Dec-09		Dec-11	1
7	Ms.	Duncan	Emily	Union City	CA 94587	Mayor Mark Green, Union City	Feb-10		Feb-12	0
8	Ms.	Hilliard	Frances	Oakland	CA 94606	Supervisor Alice Lai-Bitker, D-3	Jun-02	Feb-10	Feb-12	1
9	Mr.	Hilson	Joseph	Hayward	CA 94545	Mayor Marshall Kamena, Union City	Dec-06	Dec-08	Dec-10	1
10	Mr.	Jefferson	Alton	San Leandro	CA 94577	Supervisor Alice Lai-Bitker, D-3	Sep-08		Sep-10	1
11	Dr.	Jindal	Roop	Hayward	CA 94545	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	0
12	Mr.	Kastriotis	Dimitris	Sunol	CA 94586	Supervisor Gail Steele, D-2	Dec-07	Jan-10	Jan-12	1
13	Ms.	LePell	Audrey	Hayward	CA 94541	Supervisor Gail Steele, D-2	May-04	Jan-09	Jan-11	0
14	Ms.	Lorenzana-Campo	Pilar	Oakland	CA 94612	Councilmember Rebecca Kaplan	May-10		May-12	0
15	Mr.	Rose	Frank	Oakland	CA 94605	Supervisor Nate Miley, D-4	Sep-08		Sep-10	0
16	Mr.	Sebastian	Nicholas	Emeryville	CA 94608	Mayor Beverly Johnson, Alameda	Sep-07	Sep-09	Sep-11	1
17	Mr.	Sedlak	Mike	Pleasanton	CA 94566	Mayor Jennifer Hosterman, Pleasanton	May-10		May-12	0
18	Ms.	Souders-Mahanpour	Catherine	Union City	CA 94587	Mayor Mark Green, Union City	Oct-02	Sep-09	Sep-11	1
19	Ms.	Stocking	Gerarda	Livermore	CA 94550	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	1



**Alameda County Transportation Improvement Authority's  
Citizen Advisory Committee  
Roster and Attendance  
Fiscal Year 2010/2011**

	<b>Title</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State + Zip</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re-apptmt.</b>	<b>Term Expires</b>	<b>Mtgs Missed Since July '10*</b>
20	Ms.	Walker	Brenda	Oakland	CA 94619	Supervisor Nate Miley, D-4	Oct-09		Oct-11	1
21	Mr.	Washington	Ronald	Berkeley	CA 94704	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	1
22	Mr.	White	Darren	San Leandro	CA 94577	Mayor Anthony Santos, San Leandro	Sep-08		Sep-10	1
23	Mr.	Zukas	Hale	Berkeley	CA 94703	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
24		Vacancy				Mayor Beverly Johnson, Alameda				
25		Vacancy				Mayor Berverly Johnson, Alameda				
26		Vacancy				Mayor Jennifer Hosterman, Pleasanton				
27		Vacancy				Mayor Jennifer Hosterman, Pleasanton				
28		Vacancy				Mayor Marshall Kamena, Livermore				
29		Vacancy				Councilmember Rebecca Kaplan				
30		Vacancy				Councilmember Rebecca Kaplan				
31		Vacancy				Supervisor Alice Lai-Bitker, D-3				
32		Vacancy				Supervisor Gail Steele, D-2				
33		Vacancy				Supervisor Scott Haggerty, D-1				

[illegible]

***This page intentionally left blank***

Alameda County Transportation Improvement Authority's  
Paratransit Advisory and Planning Committee  
Roster and Attendance  
Fiscal Year 2010/2011

Meeting Date: September 20, 2010

	Title	Last	First	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July-10
1	Ms. Stadtmire, Chair	Sylvia J.		San Leandro	Supervisor Alice Lai-Bitker, D-3	Sep-07	Feb-10	Feb-12	0
2	Rev. Orr, Vice-Chair	Carolyn M.		Oakland	Councilmember Rebecca Kaplan	Oct-05	May-10	May-12	0
3	Ms. Aysoy	Aydan		Berkeley	City of Berkeley	Jul-09		Jul-11	0
4	Mr. Bunn	Larry		Union City	Union City Transit	Jun-06		Jun-10	1
5	Mr. Clayton	Herb		Hayward	Supervisor Gail Steele, D-2	Sep-03	Mar-07	Mar-11	0
6	Mr. Costello	Shawn		Dublin	LAVTA	Sep-08		Sep-10	1
7	Mr. Hastings	Herb		Dublin	Supervisor Scott Haggerty, D-1	Mar-07	Mar-09	Mar-11	1
8	Ms. Jacobson	Joyce		Emeryville	City of Emeryville	Mar-07	Mar-09	Mar-11	0
9	Ms. Lewis	Jane		Dublin	City of Livermore	Sep-09		Sep-11	0
10	Ms. Lord-Hausman	Audrey		Alameda	City of Alameda	Mar-09	Mar-09	Mar-11	0
11	Mr. Markowitz	Jonah		Berkeley	Supervisor Keith Carson, D-5	Dec-04	Mar-09	Mar-11	0
12	Ms. Mulholland	Betty		Oakland	Supervisor Nate Miley, D-4	Sep-09		Sep-11	0
13	Ms. Powers	Sharon		Fremont	City of Fremont	Dec-07	Jan-10	Jan-12	0
14	Ms. Proee	Vanessa		Hayward	City of Hayward	Mar-10		Mar-12	0
15	Ms. Rivera-Hendrickson	Carmen		Pleasanton	City of Pleasanton	Sep-09		Sep-11	0
16	Ms. Rousey	Michelle		Oakland	Supervisor Gail Steele, D-2	May-10		May-12	0
17	Ms. Sample	Clara		Union City	City of Union City	Mar-07	Mar-09	Mar-11	0
18	Ms. Saunders	Harriette		Alameda	BART	Jun-08		Jun-10	0
19	Mr. Scott	Will		Berkeley	Supervisor Keith Carson, D-5	Mar-10		Mar-12	1
20	Ms. Tracy-Baker	Maryanne		San Leandro	Supervisor Scott Haggerty, D-1	Oct-08		Oct-10	0
21	Ms. Wittmeier	Renee		San Lorenzo	Supervisor Alice Lai-Bitker, D-3	May-09		May-11	0

**Alameda County Transportation Improvement Authority's  
Paratransit Advisory and Planning Committee  
Roster and Attendance  
Fiscal Year 2010/2011**

22	Mr.	Zukas	Hale	Berkeley	A. C. Transit	Aug-02	Mar-09	Mar-11	0
23		Vacancy			City of Albany				
24		Vacancy			City of Dublin				
25		Vacancy			City of Newark				
26		Vacancy			City of Piedmont				
27		Vacancy			City of San Leandro				
28		Vacancy			Supervisor Nate Miley, D-4				

**Memorandum**

**DATE:** September 13, 2010  
**TO:** Plans, Programs and Legislation Committee  
**FROM:** Tess Lengyel, Programs and Public Affairs Manager  
**SUBJECT:** Legislative Program Update

**Recommendations:**

Staff recommends positions on ballot measures as noted below. These items were not addressed at the Committee meeting and are being included herein for the Commission's consideration.

**Summary:**

***State Update***

California's legislative session ended on August 31, 2010, without passage of a state budget. At the time of this writing, the Governor is on a trade mission tour in Asia and will not be back until the week of September 20<sup>th</sup>. Without passage of a budget, State Controller Chiang has indicated that he will issue IOU's beginning this month to avoid running out of cash in October, and it is expected that during the Governor's absence, no actions will occur on the State budget.

Regarding legislation related to the merger of ACCMA and ACTIA, Senate Bill 1318, an omnibus bill, was sent to the Governor's Desk. SB 1318 changes the reference language in state statutes from the Alameda County Congestion Management Agency, the Alameda County Transportation Improvement Authority and the Alameda County Transportation Authority to the Alameda County Transportation Commission. If signed by the Governor, the statute name changes would come into effect in January 2011. During the Governor's absence in Asia, Lt. Governor Maldonado is signing bills; however, at this writing, this bill was not yet signed. Staff will provide an update regarding signing of this bill at the Commission meeting.

The attached memo from Suter, Wallauch, Corbett & Associates provides summary information on the budget.

The November ballot will carry many revenue-generating measures asking voters to help with the large funding gap for infrastructure, education and other needs.

*Recommendation of Positions on Ballot Measures*

There are nine Propositions on the ballot, three of which staff recommends positions as noted below. In Alameda County, many cities and school districts are also carrying bonds, parcel taxes, utility user taxes, and sales tax increases to their voters. In addition, Alameda County has Measure F on the ballot for the approval of a \$10 Vehicle Registration Fee that would generate \$10-\$11 million per year for local transportation improvements.

**Alameda County Measure F:** The Transportation Improvement Measure places a \$10 vehicle registration fee on the ballot in Alameda County which includes 60% for streets and roads repairs, 25% for transit services, 10% for roadway management systems, and 5% for bicycle and pedestrian funding. Passage of Measure F requires a majority vote approval in Alameda County. This measure is one of seven in the Bay Area seeking voter approval to increase local funds for roads, transit and non-motorized transportation. In total, if approved by voters in November, the Counties of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Sonoma could generate an estimated \$54 million per year region-wide. Each county developed an expenditure plan guiding the use of the funds as directed by the legislation authorizing the fee, Senate Bill 83 (Hancock). Staff recommends a **SUPPORT** position on this measure, as it will bring \$10-11 million of local funds annually for transportation improvements throughout Alameda County.

**Proposition 23:** This proposition would suspend AB 32, the Global Warming Solutions Act, passed in 2006, until the unemployment rate in California reaches 5.5% or below for four consecutive quarters. This has occurred only three times since 1970. This Proposition has the potential to significantly delay the State's efforts to reduce greenhouse gas emissions (GHG). Although SB 375, which focuses on GHG emission reductions from cars and trucks, should not be affected by this proposition since it is under its own statute, it could be included in post election litigation. Currently, the work for development of the Countywide Transportation Plan and a new Expenditure Plan are focused on supporting the goals and requirements of SB 375 and much of the work that will be included in the regional transportation plan. If AB 32 requirements are halted, SB 375 efforts would only provide partial solutions to GHG reductions. Staff recommends an **OPPOSE** position on this proposition as it could affect the State's ability to lower GHG emissions.

**Proposition 25:** This proposition would amend the State constitution to lower the legislature's vote requirement from 2/3 to pass a budget to a majority vote. This proposition does not alter the 2/3 requirement for the legislature to raise taxes. The proposition would also apply to trailer budget bills to appropriate funds related to the budget bill. A veto from the Governor would still require a 2/3 vote of the legislature. Further, Proposition 25 would withhold salaries and travel reimbursements for Legislators after the June deadline for passing a budget and would not be reimbursed at a later date. Staff recommends a **SUPPORT** position on this proposition due to the negative effect the delay in passage of the budget has on the delivery of transportation projects and services in the State.

**Proposition 26:** This proposition would expand the definition of state or local taxes to include what are now known as fees, and would require 2/3 voter support to pass them. If approved, this could extend to fees that broadly benefit the public (have a nexus to the fee payer) rather than directly benefitting the specific payer. This could potentially affect how future transportation improvements could be paid for, such as any vehicle registration fees placed on the ballot after 2010, which would require 2/3 voter support, if Proposition 26 passes. Staff recommends an **OPPOSE** position due to the increased challenges it would create to generating funds for transportation improvements.

### ***Federal Update***

Amid growing concern regarding the economy, the President released to the nation on Labor Day a new transportation plan designed to spur economic growth, including an upfront expenditure of \$50 billion, along with some general principles for the Surface Transportation bill reauthorization. The \$50 billion is not anticipated to be paid for from the General Fund or Highway Trust Fund, but rather by prohibiting oil and gas companies from taking advantage of certain tax deductions and benefits. While Congress returned from break the week of September 13, quick passage of the plan seems challenging, given that Congress is aiming to conclude its work in the first week of October, prior to the November elections.

According to our federal lobbyists and the President's fact sheet on this proposal, the administration is proposing that the \$50 billion be spent on: (1) Highway improvements; (2) Rail — including building on stimulus-related high-speed rail investments, and a “significant” investment in transit New Starts; (3) Aviation — including airport investments and the transition to a new satellite-based air traffic control system; and (4) An infrastructure bank that would fund large-scale projects, including those that span entire regions.

The Plan would seek the following, as described in the President's fact sheet:

**An up-front investment.** The President will work with Congress to enact a new up-front investment in our nation's infrastructure – an investment that would help jump-start additional job creation, while also laying the foundation for future growth. This initial investment would fund improvements in the nation's surface transportation, as well as our airports and air traffic control system.

**A vision for the future.** The President proposes to pair this with a long-term framework to reform and expand our nation's investment in transportation infrastructure. Since the end of last year, when the last long-term surface transportation legislation expired, these investments have been continued on a temporary basis, even as the trust fund to finance them has fallen into insolvency. If we are to enjoy the benefits that come from a world-class transportation system, Congress must enact a long-term reauthorization that expands and reforms our infrastructure investments and returns the transportation trust fund to solvency. To jumpstart job creation, this long-run policy front-loads – through a \$50 billion up-front investment – a significant share of the new infrastructure resources.

The long-term Surface Transportation Reauthorization framework includes reforms as follows:



- The establishment of an **Infrastructure Bank** to leverage federal dollars and focus on investments of national and regional significance;
- The integration of **high-speed rail** on an equal footing into the surface transportation program to ensure a sustained and effective commitment to a national high speed rail system over the next generation;
- **Streamlining, modernizing, and prioritizing** surface transportation investments, consolidating more than 100 different programs and focusing on using performance measurement and “race-to-the-top” style competitive pressures to drive investment toward better policy outcomes.
- Expanding investments in areas like **safety, environmental sustainability, economic competitiveness, and livability** – helping to build communities where people have choices about how to travel, including options that reduce oil consumption, lower greenhouse gas emissions, and expand access to job opportunities and housing that’s affordable.

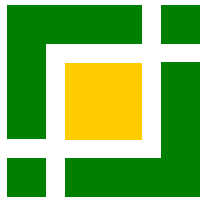
**Fiscal Impacts:**

Approval of the positions listed in this memo could influence the ability to generate transportation funding, improve transportation infrastructure, and reduce greenhouse gas emissions.

**Attachments:**

Attachment A - State Update

Attachment B - Federal Update



September 15, 2010

TO: Art Dao, Executive Director  
Alameda County Transportation Commission

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

---

**End of Session:** The Legislature closed down its two-year session early on the morning of September 1, having sent hundreds of bills to the Governor's desk, but holding others. Urgency bills can be acted upon after the end of session, and it is possible that a few will be taken up whenever the Legislature returns to pass a budget. The budget is an urgency measure, so can be acted upon at any time.

**Budget Update:** There is very little to update, and speculation runs rampant about the possibility of a deal being put together prior to the end of the Governor's term. The Governor maintains that he will not sign a budget unless it contains significant labor concessions, and unless it contains no new taxes. Nonetheless, there were at least two hearings at the end of the legislative session where Republicans appeared to embrace some version of the Governor's sales-tax-on-services proposal. The Governor could call the Legislators into a Special Session, or wait for them to reconvene the regular session for purposes of budget negotiations. The general acknowledgment from Legislative leadership is that they will not be back for a couple more weeks.

We are not optimistic that the budget will be passed prior to the November election. The prospect that the deadlock could stretch out until a new governor and legislature are seated in December is startling, and unheard of in California history.

**Controller's Report:** State Controller John Chiang released his August cash report last week, indicating that General Fund receipts were \$264.6 million more than anticipated, with significant bumps in personal income tax and sales tax. The General Fund balance was \$397.9 million higher than in the same month last year. In addition, cash disbursements from the GF were \$1.2 billion lower than projected because the State is not making major payments to local agencies (mostly counties), community colleges, and some K-12 education programs due to the lack of a state budget. The improved status of the General Fund has staved off IOUs until at least early October, according to the Controller. It's no comfort to those that they aren't receiving IOUs - - they aren't receiving payments at all! To view the full report, follow the links at <http://www.sco.ca.gov/>

**License Plate Legislation:** The New Car Dealers Association is pushing legislation aimed at reducing the amount of time it takes to issue new license plates. The proposal would require all car dealers to use the electronic registration process, which is currently an option, and it would

raise the cap on documentation fees car dealers may charge to pay for this program. The fee increase would generate nearly \$80 million a year for the car dealers. Although this has little to do with the state budget, the proponents are pursuing this item as a budget trailer bill. Our office was invited to participate in a conference call to learn about this proposal along with advocates from other transportation agencies and consumer groups. They are encouraging the support of transportation agencies that operate toll facilities because issuing plates sooner eliminates the ability to evade electronic toll collection systems. BATA estimates it loses \$2.8 million a year in toll revenue from vehicles without license plates.

**Prop 22 Hearing:** On Wednesday, September 22, the Senate Transportation & Housing Committee will hold an informational hearing on Prop 22 – The Local Taxpayer, Public Safety, and Transportation Protection Act. Policy committees in both houses are required to hold informational hearings on all propositions listed on the ballot. The analysis and agenda are not available yet, but we will forward them to you once they are available.

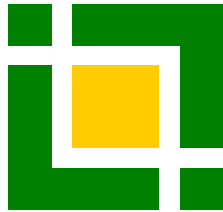
**City of Bell Fallout:** During the last weeks of session several bills were gutted and amended to address various aspects related to revelations that Bell city officials received compensation packages exceeding \$1 million per year, and the City Council members received salaries of nearly \$100,000 for a part time position. Of the five bills amended only two made it to the Governor's desk. The other bills died because time ran out at the end of session.

- **AB 194 (Torrico) :** This bill is currently pending on the Governor's desk. AB 194 provides that pensions shall not exceed 125% of the salary recommended by the California Citizens Compensation Commission for the Governor on December 2009, which is \$245,000. These provisions would apply to new hires on or after January 1, 2011.
- **AB 827 (De La Torre):** This bill is currently pending on the Governor's desk. AB 827 would target the benefit packages of "excluded employees." Excluded employees are generally defined as non-union employees that report directly to the legislative body, and includes persons who are contracted with the local agency or at will employees. This bill would prohibit an employment contract from containing automatic salary increases in excess of a COLA and automatic renewals and would ban severance payments of greater than 12 months' salary. In addition, AB 827 would require any raise in excess of a COLA to be adopted at a public meeting and to be accompanied by a performance review. The performance review would be available for public review.
- **AB 1955 (De La Torre):** Died on the Senate Floor when the clock struck midnight. This measure would require charter and general law cities to be penalized if they pay city council salaries higher than allowed in general-law cities. Pay in excess of the amount specified in statute would be slapped with a 50 percent personal income tax and the city's redevelopment agency would be restricted from approving new plans or issuing new debt. This would not apply to a charter city if the city council salaries are adopted by ordinance or approved by the voters as part of a charter amendment.
- **AB 2064 (Huber):** This bill died in the Senate Governmental Organization Committee. AB 2064 proposed to require the Legislature and any city, county,

special district, school district and joint powers authority to post on its Web site the salaries of its elected members or appointed officials and specified employees. While there was no support for this bill in the Senate, both the Assembly and Senate have posted the salaries of all legislative employees on their respective websites.

- **SB 501 (Correa):** Died on the Senate Floor when the clock struck midnight. SB 501 would require officials of cities, counties, special districts, school districts and joint powers agencies to file an annual statement that discloses their compensation to the public. Specifically, the bill directs the Secretary of State to develop a form to disclose total compensation.

***This page intentionally left blank***



# Suter Wallauch Corbett & Associates

Government Relations

## LEGISLATION September 15, 2010

*August 31<sup>st</sup> is the last day of session. All bills without an urgency clause that remain in the Legislature are dead. The following is a summary of several bills we have been following that are currently pending on the Governor's desk. The Governor has until the end of September to sign and veto these measures.*

Bills	Subject	Status	Client - Position
<a href="#"><u>AB 289</u></a> <a href="#"><u>(Galgiani)(D)</u></a> High-speed rail	This bill authorizes the Governor to appoint up to six exempt employees who will at the will of the Executive Director of the High Speed Rail Authority. AB 289 also specifies that specific ARRA high speed rail funds shall be deposited into the federal trust fund and spent consistent with federal law and SB 965.  In addition, This bill specifically authorizes the High Speed Rail Authority to use federal Passenger Rail Investment and Improvement Act f funds for planning and engineering on the Altamont Corridor, Merced to Sacramento Corridor, and the LA to San Diego Corridor.	Enrollment – Governor's Desk	ACTIA- Watch ACCMA- Watch
<a href="#"><u>AB 619</u></a> <a href="#"><u>(Blumenfeld)(D)</u></a> Transportation projects: high-speed rail	This bill would require any entity that intends to contract with the High Speed Rail Authority to disclose any direct involvement in the deportation of individuals to extermination camps, prisoner of war camps, or any similar camps from 1942 through 1944.	Enrollment – Governor's Desk	ACTIA- Watch ACCMA- Watch
<a href="#"><u>AB 987</u></a> <a href="#"><u>(Ma)(D)</u></a> Transit village development districts	This bill amends the Transit Village Development Act to expand the size of a district to include all parcels located within one-half mile of the transit station. Current law limits the size to one-quarter mile around the station.	Enrollment – Governor's Desk	ACTIA- Watch ACCMA- Watch
<a href="#"><u>AB 1760</u></a>	AB 1760 would reenact until January 1, 2014 the authorization	Enrollment – Governor's Desk	ACTIA- Watch

<a href="#"><u>(Blumenfield)</u></a> (D) Design-sequencing contracts.	for Caltrans to enter into design-sequencing contracts. AB 1760 would allow Caltrans to enter into up to 5 contracts during this time period and only on projects deemed to be a high probability of success.	Desk	ACCMA- Watch
<a href="#"><u>AB 2147</u></a> (V. Manuel Perez) (D) Safe Routes to School Construction Program.	<p>This bill makes the following changes to the Safe Routes to School program.</p> <ul style="list-style-type: none"> <li>• Allows Caltrans, when an application is submitted by a school district, to require that a city or county serve as a responsible agency to ensure that local design standards and applicable state and federal requirements are met.</li> <li>• Allows Caltrans to consider the degree to which the proposal reflects the participation of community stakeholders.</li> <li>• Adds to the list of factors Caltrans must use to rank project proposals to include "benefit to a low-income school."</li> <li>• Requires Caltrans to form a multidisciplinary committee made up of representatives of state agencies and other stakeholders, including nonprofits, cities, counties, and low income community representatives.</li> </ul>	Enrollment – Governor's Desk.	ACTIA-Support ACCMA-Support
<a href="#"><u>SB 82</u></a> ( <a href="#"><u>Hancock</u></a> )(D) Community colleges: parking and transportation fees	SB 82 raises the cap from \$60 per semester to \$70 per semester that can be imposed for transportation services by community college districts. The bill also includes language stating the total fees shall not exceed the amount necessary to reimburse the district in providing the transportation services, and would allow the governing board of the district to annually increase the fee to cover inflation.	Enrollment – Governor's Desk.	ACTIA-Watch ACCMA-Watch
<a href="#"><u>SB 455</u></a> ( <a href="#"><u>Lowenthal</u></a> ) High-speed rail.	This bill requires the five gubernatorial appointees to the High-Speed Rail Authority be confirmed by the Senate.	Enrollment – Governor's Desk.	

<b><u>SB 474</u></b> <b>(<u>Ducheny</u>)</b> Transportation: pilot programs	This bill requires a transportation agency, prior to entering into a public-private partnership or design-build agreement as authorized in existing law, to pass a resolution that identifies the benefits anticipated from using the alternative project delivery or financing methods over traditional methods.	Enrollment – Governor’s Desk.	
<b><u>SB 965</u></b> <b>(<u>DeSaulnier</u>)</b> High-speed rail.	<p>SB 965 includes findings and declarations on the importance of high speed rail and the potential for job creation, and establishes a process on how high speed rail ARRA funds are spent.</p> <ul style="list-style-type: none"> <li>• Authorizes the HSRA to spend ARRA funds upon appropriation by the Legislature.</li> <li>• Authorizes the HSRA to use ARRA funds for capital projects if matched by Prop 1A bond funds.</li> <li>• Requires the HSRA to ensure federal funds are obligated and spent consistent with federal guidelines.</li> <li>• Requires the HSRA to submit an expenditure plan on how the ARRA funds will be spent including specific milestones and an estimate on the number of jobs created in California.</li> <li>• Exempts the ARRA funds dedicated to the Transbay Transit Center from the provisions of this bill.</li> </ul>	Enrollment – Governor’s Desk.	
<b><u>SB 1268</u></b> <b>(<u>Simifian</u>)</b> (D) electronic toll collection mechanisms: disclosure of personal information.	SB 1268 would enact privacy protections for the use of electronic toll collection devices. SB 1268 would prohibit a transportation agency from selling or providing personally identifiable information of a subscriber. The bill would allow a transportation agency to store certain personally identifiable information of a subscriber and would require it to discard other information within a designated time period.	Enrollment – Governor’s Desk	ACTIA-Watch ACCMA-Watch



<b><u>SB 1318</u></b> (Committee on Transportation and Housing) Transportation	SB 1318 is the Senate Transportation & Housing Committee's Omnibus bill, which contains various non-controversial changes. This bill was amended on June 3, to change various references to the ACCMA or ACTA/ACTIA to the Alameda County Transportation Commission (ACTC).	Enrollment – Governor's Desk	ACTIA-Support ACCMA-Support
<b><u>SB 1348</u></b> ( <b><u>Steinberg</u></b> ) (D) California Transportation Commission:	SB 1348 would enact a procedure for the California Transportation Commission (CTC) to follow when developing program guidelines. The purpose is to establish a structured and public process for the CTC to follow when developing and adopting guidelines.	Enrollment – Governor's Desk	ACTIA-Watch ACCMA-Support
<b><u>SB 1371</u></b> ( <b><u>Correa</u></b> ) (D) Bond Funded Projects: LONP	SB 1371 was gutted and amended to create a process for issuing a letter of no prejudice (LONP) for projects funded by the \$950 million in bond funds dedicated to local and regional rail operators in the High Speed Rail Bond Act.	Enrollment – Governor's Desk	ACTIA-Watch ACCMA-Watch

SIMON AND COMPANY  
INCORPORATED

# Washington Friday Report

Volume XII, Issue 35

September 10, 2010

## INSIDE THIS WEEK

- 1 **New Economic Plan**
- 2 **NSP3, Interoperability, FHA Refinance**
- 2 **GOP Two Points, Mayor Daley**

*It seemed like a regular old-Labor Day until the emails started flying left and right about the President's new economic growth plan. That and Mayor Daley's stunner make it a memorable week, and there's more for you as follows!*

### President Obama's New Economic Plans

Amid growing concern regarding the economy, the President surprised the nation on Labor Day with a new transportation plan designed to spur economic growth. The six-year infrastructure plan call for the co-mingling of reauthorization with an upfront expenditure of \$50 billion – roughly equal to the transportation component of the original 2009 stimulus program. The White House is proposing that the \$50 billion be paid for by prohibiting oil and gas companies from taking advantage of manufacturer tax deduction and accelerated depreciation tax benefits. No new taxes are included in the President's plan. The Administration goes noticeably out of its way to indicate this is not a "second stimulus" for "shovel ready" projects. Rather, this is additional spending for long term growth. Significantly, the administration indicates it wants to be "moving away from the earmarks and formula debates of the past". Overall, the plan emphasizes "livability" which has been a hallmark of many Administration programs, and puts high-speed rail put on an equal footing with the rest of surface transportation investments, *"to ensure a sustained and effective commitment"* over the long term. The proposal calls for consolidating 100 programs into one that awards grants based on competitive, "Race to the Top" style standards recently used to distribute \$4.0 billion in education funding.

In his speech, the President said: *"It will change the way Washington spends your tax dollars, reforming the haphazard and patchwork way we fund and maintain our infrastructure to focus less on wasteful earmarks and outdated formulas and more on competition and innovation that gives us the best bang for the buck."* The proposal got a positive response from House Transportation and Infrastructure Chairman **James L. Oberstar** who said: *"I am also pleased that the president shares the*

*committee's objectives of restoring our surface and air transportation systems to a state of good repair, increasing energy efficiency and relieving the road and rail congestion that is crippling our economy,"* but a decidedly negative one from Republican transportation leaders. Rep. **John L. Mica** the ranking Republican on the House Transportation and Infrastructure Committee, called the plan *"another Obama tax and spend program"* and noted that *"I will not support another tax and spend proposal while existing funds sit idle."*

On the Senate side, Sen. **James M. Inhofe** ranking Republican on the Senate Environment and Public Works Committee, called the president's plan to emphasize "livability" factors a "lot of liberal stuff" and criticized the idea of siphoning money from roads and highways on high-speed rail.

This proposal is one among a set of three targeted initiatives that the President has outlined in Cleveland this week. Along with infrastructure investment, the President has announced his proposal of tax incentives to promote small business. *"I'm proposing that all American businesses should be allowed to write off all the investment they do in 2011. And this will help small businesses upgrade their plants and equipment, and will encourage large corporations to get off the sidelines and start putting their profits to work."* The President additionally announced his intention of making tax cuts for the middle class permanent. *We have included the President's remarks as well as the release for your review.*

Additionally, in his column in the New York Times this week, **Peter Orszag** the former director of the White House Office of Management and Budget, discussed his recommendations about what should be done about the Bush-era tax cuts which are scheduled to expire at the end of this year. Orszag stated that the best solution politically and ultimately economically would be to compromise and extend the cuts for another two years and then end them altogether. Orszag explained that to increase taxes right now would diminish consumer spending which would further depress the already decreased demand asked of many industries. In the medium-to long term however, Orszag reminded that tax cuts are just not affordable when the nation is trying to dig its way out of a deep deficit. He estimated that to make the tax cuts permanent would increase the deficit by more than \$3 trillion over the next decade. *We have included a copy of Peter Orszag's column for your review.*

Washington Friday Report 1

www.simoncompany.com

1660 L Street, N.W. • Suite 501 • Washington, D.C. 20036 • (202) 659-2229 • Fax (202) 659-5234 •

len.simon@simoncompany.com

### NSP Round Three

This week the Department of Housing and Urban Development awarded an additional \$1 billion in funding to all states as well as many counties and local communities working through the crippling effects of the foreclosure crisis. This funding makes up a third round of the Neighborhood Stabilization Program grants. HUD used the same distribution formula to determine need as it had with NSP round one. The funding is provided under the *Dodd-Frank Wall Street Reform and Consumer Protection Act*. The loan program will provide up to 24 months in mortgage assistance to homeowners who are at risk of foreclosure. *We have included the release and a chart of the grantee allocations for your review.*

### Interoperability Not Here Yet

Interoperability has been a major problem for firefighters and police officers across the nation for quite some time. However, when the extreme disadvantages it creates were so clearly demonstrated in the events of 9/11 and Hurricane Katrina it was thought that a solution was not far off. Despite \$7 billion in federal grants and other spending over the last seven years to improve the ability of public safety departments to communicate, most experts say that it will be years before a single nationwide public safety radio system becomes a reality. The lack of faith in creating a national public safety radio system has turned onto broadband for a solution. Public safety groups, along with several members of Congress, are arguing that they need to be given control of a larger chunk of broadband spectrum to ensure that they have adequate network capacity during emergencies. FCC officials and other Congressional members disagree, stating that the best way to pay for and build a robust, affordable communications system is to auction some of the airwaves to commercial companies that can build a network and make it available to public safety agencies during an emergency. It is clear that the solution to creating a national public safety radio system will not come organically. FCC Public Safety and Homeland Security bureau Chief **James A. Barnett Jr.** stated: *"There is nothing that is inevitable about having a nationwide, interoperable system. Indeed, the last 75 years of public safety communications teaches us that there are no natural or market forces that will make it happen."* Release included for your review.

### Lender Guidance Issued for the FHA Refinance Program

In March of this year HUD and Treasury announced enhancements to the existing Making Home Affordable Program (MHA) and Federal Housing Administration (FHA) refinance program. The goal of these enhancements was to help maintain homeownership by providing borrowers, who owe more on their mortgage than the value of their home, opportunities to refinance into an affordable FHA loan. This opportunity would allow borrowers who are current on their mortgage to qualify for an FHA refinance loan provided that the lender or investor writes off the unpaid principal balance of the original first lien mortgage by at least 10 percent. This week HUD has released a Mortgagee

Letter to give additional guidance for lenders on the requirements and administration of the enhancements to the FHA refinance program. The letter outlines twelve points of eligibility for those seeking to qualify, including that: 1) The homeowner must be in a negative equity position; 2) The homeowner must occupy the subject property as their primary residence; 3) FHA mortgagees are *not* permitted to use premium pricing to pay off existing debt obligations to qualify the borrower for the new loan; and 4) FHA mortgagees are *not* permitted to make mortgage payments on behalf of the borrowers or otherwise bring the existing loan current to make it eligible for FHA insurance. The enhancements are effective for loans with case numbers issued on or after September 7, 2010, which are closed on or before December 31, 2012. *We have included the Mortgagee Letter for your review.*

### House GOP Two-Point Economic Plan

This week House Republican Leader **John Boehner** proposed his two-point plan to create jobs and cut spending. Stating that President Obama's recent economic proposals fall short of what is needed to address excessive government spending and the uncertainty facing small business. Boehner argued that the two most important actions that Congress should take up immediately are to: 1) Pass a bill that cuts non-security related government spending for the next year back to FY 2008 levels; and 2) Enact a two-year freeze on all current tax rates to stop job-killing tax hikes on families and small businesses. Boehner stated his faith in the plan saying: *"If we're able to do this together, I think we'll show the American people that we understand what's going on in the country and we'll be able to get our economy moving again and get jobs growing in America."* His release is included for your review.

### Mayor Daley

What an honor it has been since 1989 to know **Mayor Richard M. Daley**, have the opportunity to speak with him from time to time, collaborate with his staff, and see first-hand the leadership he exhibited with other Mayors across the country, including those for whom we've worked, the Congress and four Presidents. Mayor Daley was the Mayor against whom all future Mayors will be measured for effectiveness, creativity and managerial skill. Visit Millennium Park in Chicago and you'll see what we mean. But it was also Mayor Daley who created the concept of active Mayoral involvement – in Chicago's case a takeover - in schools. It was Mayor Daley who realized that "green roofs" could help solve air and water quality problems. Mayor Daley had the healthy skepticism about what could be accomplished at the federal and state levels and was happy to focus his career in City Hall. After 22 years, and remembering that his dad died in office, it is only natural that he closes one door and gets ready to open another. We'll not see his like in City Halls again. *We wish him all the best for the future.*

*Please contact Len Simon, Claire Colegrove or Rukia Dahir with any questions.*



## MEMORANDUM

**TO:** Dennis Fay  
Alameda County Congestion Management Agency  
Arthur Dao  
Alameda County Transportation Commission  
**FROM:** CJ Strategies  
**RE:** Legislative Update  
**DATE:** September 13, 2010

---

Congress returns this week from the August recess for what is expected to be a short session before both chambers adjourn for the mid-term elections. Senate target adjournment is October 8, while the House leadership is saying it could adjourn on October 1. The only must-pass piece of legislation is a continuing resolution that would fund government operations since none of the FY11 appropriations bills will likely be enacted before the start of the new fiscal year on October 1.

The prospects for major legislative items are dim, although the to-do list is extensive: tax cuts that expire at the end of the year; FY11 appropriations bills; a defense authorization bill; a reauthorization of the FAA; a food safety bill; surface transportation reauthorization; and longer shots like bills to address climate change, immigration and telecommunications.

This week the Senate will take up a small business lending bill that would provide approximately \$12 billion in tax cuts for small businesses. The House is scheduled to take up some domestic manufacturing incentives bills.

The current schedule has Congress returning to Washington for a lame duck session the week of November 15. It is expected that Congress will address the SAFETEA-LU extension during that timeframe.

### **Livable Communities**

On August 3, the Senate Banking, Housing, and Urban Affairs Committee approved by voice vote the Livable Communities Act of 2009 (S. 1619). The bill would authorize \$2.675 billion in grant funding over four years to regions and localities for sustainable development planning and implementation around housing transportation, environmental and land use projects. The bill received no Republican support, but the senior Republican at the markup, Senator Bob Bennett (R-UT), said that he may be able to support the bill before it goes to the full Senate. The original bill included \$4.15 billion in grant funding over four years but was scaled down in the amended version. Of the \$2.765 billion authorized in the amended bill, \$475 million is for

planning grants and \$2.2 billion is for implementation grants to develop and preserve affordable housing, support transit-oriented developments and improve public transportation.

A central component of the bill is the formal establishment of the Interagency Council on Sustainable Communities, an existing partnership between the U. S. Department of Housing and Urban Development, the Department of Transportation, and the Environmental Protection Agency focused on better coordination between federal agencies on sustainability issues including research and grants.

The final bill also includes a 15 percent set aside for rural communities under 200,000 in population. The manager's amendment added a new Regeneration Planning Grant Demonstration Program authorized at \$80 million over four years that is designed to help communities with a large number of vacant and abandoned lots. It also added an Infrastructure Credit Facility Program to Support Transit Oriented Development that is authorized at \$100 million over four years.

We do not anticipate the full Senate will take up the bill this month due to the crowded legislative calendar. Representative Ed Perlmutter (D-CO) introduced a companion bill (HR 4690). There has been no committee action on the House companion.

### **Surface Transportation Authorization and Administration Infrastructure Plan**

Although there has been little movement in either chamber over the last few months, the current extension expires on December 30, 2010. As stated above, we anticipate there could be action to extend the program during the lame duck session.

Last week, President Obama proposed an immediate \$50 billion investment in transportation infrastructure to jump-start the economy and create jobs. The upfront \$50 billion investment would be targeted to highways/roadways, public transit, high-speed/passenger rail, and aviation. At the same time, the Administration unveiled its transportation "vision for the future," which represents a broad outline of the White House's recommendations for a six-year surface transportation authorization bill to replace SAFETEA-LU. Elements of the six-year plan include:

- Establishing a national infrastructure bank.
- Making high-speed rail a permanent component of the overall federal surface transportation program.
- Streamlining, modernizing and prioritizing federal surface transportation investments by consolidating programs and utilizing performance measures and incentives.
- Expanding investments in areas such as safety, environmental sustainability, economic competitiveness, and livability.

### **FY 11 Appropriations**

The full House took up two FY11 appropriations bills before the August recess: Transportation HUD and Military Construction. We do not expect the full House or Senate to take up any further bills. Appropriations and leadership staffs are currently crafting a continuing resolution (CR) that will fund government agencies through the election. At this point, the timing and content are being worked out. We expect Congress will attempt to finish work on the FY11 appropriations process after the election, probably through a massive omnibus measure.

## ***THUD***

The full House approved its THUD bill on July 29, while the Senate Appropriations Committee approved its draft on July 22. The House bill includes \$67.4 billion in discretionary spending, which is \$1.3 billion less than the President requested and \$500 million less than FY 10 levels. Under the House bill, the Transportation Department would receive \$79.4 billion in total funding; this is an increase of \$3.7 billion over FY 10 levels and \$1.7 billion more than requested. The Senate draft provides \$67.9 billion.

- The House bill includes \$45.2 billion for the Federal Highway Administration (FY10 enacted level is \$42.1 billion; the Senate provided \$42.6 billion.
- The House bill includes \$400 million for the “TIGER” national infrastructure investments grants program, under which the Transportation Department makes discretionary grants for local transportation projects. The president had proposed to terminate the program, which received \$600 million in 2010; the Senate draft would provide \$800 million.
- The House bill includes \$11.3 billion for the Federal Transit Administration – this is \$500 million above the FY10 enacted level and \$575 million above the President’s Budget request; the Senate draft would provide \$10.8 billion.
- Both House and Senate bills include \$150 million for HUD for Sustainable Communities initiatives to promote integrated housing and transportation planning

In addition, the subcommittee draft includes **\$1,000,000 for the I-80/Gilman Street Interchange.**

***This page intentionally left blank***



## Memorandum

**DATE:** September 2, 2010

**TO:** Programs and Projects Committee

**FROM:** Tess Lengyel, Programs and Public Affairs Manager  
Matt Todd, Manager of Programming

**SUBJECT:** **Approval of Alameda CTC Sponsorship for the SR2S Regional Application for the Bike Mobile Project and Funding Strategy**

### Recommendations:

It is recommended that the Commission approve Alameda CTC Resolution 10-003 (Attachment A) accepting the public sponsor role for the Safe Routes to School Competitive Grant Application for "The BikeMobile" project, and to commit up to \$65,000 in matching funds, for the \$500,000 request from the Metropolitan Transportation Commission's (MTC's) Safe Routes to School (SR2S) competitive grant program. Alameda CTC staff submitted the grant to MTC with Cycles of Change in August. These funds will only be required if the grant application is successful. Fund sources that may be considered for the matching funds include Measure B Bicycle and Pedestrian Safety, TDA Article 3 or TFCA Program Manager funds.

### Summary:

In spring 2010, MTC issued a call for projects for a new Climate Initiatives Program, which included \$2.0 million for creative and innovative Safe Routes to School programs. Cycles of Change, a local non-profit offering bicycle education and repair and a partner in the current Alameda County Safe Routes to Schools program, approached ACTIA and CMA staff requesting the agency accept the role of public sponsor and provide local matching funds to create a mobile bicycle repair and encouragement program using a vehicle that would regularly visit schools with SR2S programs, recreation centers, and other applicable sites. After evaluating the merits of the proposed program and working with Cycles of Change to ensure that the program would supplement the new countywide SR2S program (to be funded with the MTC SR2S funding beginning July 2011), staff recommends that Alameda CTC be the public sponsor and commit to provide the local match. The application (Attachment B), which was due on August 13, was submitted with the understanding that the Alameda CTC would have to authorize this action at their September meeting. If funded, the program would be implemented by Cycles of Change, with Alameda CTC acting in an oversight role.

During the Alameda CTC Programs and Projects Committee Meeting (PPC), several issues were raised, including regarding whether this project would be a competitor with local businesses; whether the purchased vehicle would be a "clean vehicle"; if there were criteria for distribution of cycling incentives, such as helmets and patch kits; a request that the program address all parts of the county;



and if there was a more cost-effective way to ensure safe and maintained bicycles and safety education. Some of these questions were also raised at the Bicycle and Pedestrian Advisory Committee meeting which was also held on September 9, 2010 with the BPAC ultimately recommending that the Commission support the grant. The Alameda County Technical Advisory Committee (ACTAC) also recommended the Commission support the grant, with a preference for using Measure B Bicycle and Pedestrian Safety or TFCA Program Manager funds as the matching fund source.

Staff is working with Cycles of Change to address these questions including identifying partnerships with local bike shops. It has been clarified that the vehicle included in the grant would be powered using biodiesel. It should also be noted that federal CMAQ funds are not eligible for a bike purchase/distribution program. More detail on these questions will be provided at the Commission meeting.

**Background:**

Over the past year, MTC has created two regional Safe Routes to School funding programs under the Climate Initiatives category of the Regional Transportation Plan – (1) a countywide allocation for general SR2S programs and (2) a regionally-competitive grant program for new creative SR2S efforts.

In July 2010, the Alameda CTC approved Alameda County's four-part approach for a countywide Safe Routes to Schools program, and the use of \$420,000 to match the county's allocation of \$3.22 million in federal funding. This \$420,000 will come from the Measure B Bicycle/Pedestrian Countywide discretionary funds. The final countywide SR2S work scope was submitted to MTC, as required, on July 31 and is attached for background information (see Attachment C).

The MTC regionally-competitive grant program, intended to fund creative and innovative efforts, had two phases – first, Letters of Interest had to be submitted, and then after reviewing the letters, MTC invited selected applicants to submit full applications. ACCMA staff submitted a Letter of Interest for a SR2S Commute Alternatives Program which did not move forward to the second phase of the application process.

Cycles of Change also submitted a Letter of Interest for a "BikeMobile Program" and were invited to submit a full application. All non-profit applicants are required to have a public sponsor, and Cycles of Change approached several public agencies, including Alameda CTC and the Alameda County Public Health Department. The Public Health Department was unable to be the sponsor, since they are not familiar with the federal transportation funding processes. Cycles of Change also requested the Alameda CTC to provide the required 11.5% local match, since they did not feel they could assemble this amount of matching funds in the short period before the grant application was due, if at all.

After evaluating the proposed program and working with Cycles of Change, Alameda CTC staff determined that, if funded, this innovative program would benefit the county's Safe Routes to School program. Staff worked with Cycles of Change on developing the final application (Attachment B), and in particular ensuring that project scope would be strongly linked to the countywide SR2S program that is proposed to begin in July 2011 with new high school, commute alternative and capital funding elements. It is believed that the administration of this program can be included with the overall administration of the new countywide SR2S program, and that this additional program will not

require a large amount of additional staff resources. If funded, the \$65,000 in matching funds will leverage \$500,000 in new funding for the county.

***Grant Description***

Cycles of Change has found that a large number of children have bicycles that are broken and not ride-able, or not well-maintained and therefore unsafe or uncomfortable to ride. Often these children do not live near bicycle shops, nor do they have resources to pay for bicycle repair. The BikeMobile program will purchase and operate a truck that will be fully staffed to offer bicycle repair, bicycle safety instruction and encouragement to ride. The services will be primarily geared toward students, but will also serve interested parents, teachers and school staff, and are expected to reach over 3,000 individuals via up to 275 site visits over two years. The BikeMobile program will support existing sites with Safe Routes to School programs and also outreach to recreation centers, and community events to repair broken bikes, teach hands-on bike repair, offer safety trainings, and promote biking to school.

The total program budget is \$565,000 and includes funding for staffing, equipment, materials, program evaluation, contingency, and public sponsor implementation for a two-year period. The staffing budget includes funding for the countywide SR2S program staff to market the BikeMobile and assist with data collection for the evaluation of the program.

***Matching Funding***

This grant requires an 11.5% local match, which totals \$65,000 for the BikeMobile Program. It is recommended that the Alameda CTC commit up to \$65,000 in matching funds, for the \$500,000 request of federal funds. These funds will only be required if the grant application is successful. Fund sources that may be considered for the matching funds include Measure B Bicycle and Pedestrian Safety, TDA Article 3 or TFCA Program Manager funds. The ACTAC recommended a preference for using Measure B Bicycle and Pedestrian Safety or TFCA Program Manager funds as the matching fund source, and BPAC recommended a preference for the use of TFCA funds given that they supported over \$420,000 from the Measure B funds for the overall Safe Routes to Schools Program. BPAC also requested that outreach be performed to bicycle businesses in areas where the BikeMobile is operating to expand the local business participation if the grant is approved by MTC. BPAC recommended the use of Measure B funds for the match if other funds were not available.

***Next Steps***

MTC is in the process of reviewing the submitted grant applications, and will make a final funding decision at their October Commission meeting. If the grant is successful, the Alameda CTC implementation of this grant program is proposed to be coordinated with the overall countywide SR2S program. Cycles of Change would implement the program in the field beginning in July 2011, and Alameda CTC would be responsible for ensuring the program is implemented and delivered as described in the grant application.

***Fiscal Impacts:***

If the grant request is approved, \$65,000 in local matching funds will be required. The potential sources for these local matching funds include Measure B Bicycle and Pedestrian Safety, the TDA Article 3, or TFCA Program Manager Funds.

***Attachments:***

---

Attachment A – Alameda CTC Resolution 10-003 – Resolution of Local Support for STP/CMAQ funding

Attachment B - Regional SR2S Grant Program Application – Cycles of Change BikeMobile

Attachment C - SR2S Countywide Program Workslope

**Resolution of Local Support  
STP/CMAQ Funding  
Alameda CTC Resolution No. 10-003**

**Authorizing the filing of an application for federal Surface Transportation Program (STP) and/or  
Congestion Mitigation and Air Quality Improvement (CMAQ) funding and committing the necessary  
non-federal match and stating the assurance to complete the project**

**WHEREAS**, The Alameda County Transportation Commission (Alameda County CTC), acting on behalf of the Alameda County Congestion Management Agency (ACCMa) through the powers delegated to the Alameda CTC by the joint powers agreement which created the Alameda CTC (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$500,000 in funding from the federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) program for The BikeMobile: A Bike Repair and Encouragement Vehicle project (herein referred to as PROJECT) for the MTC Resolution, No. 3925, New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming (herein referred to as PROGRAM); and

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) authorized the Surface Transportation Program (23 U.S.C. § 133) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) through September 30, 2009; and

**WHEREAS**, SAFETEA has been extended through December 31, 2010 pursuant to Public Law 111-147, March 18, 2010 and may be subsequently extended pending enactment of successor legislation for continued funding; and

**WHEREAS**, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal Surface Transportation Program and/or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region; and

**WHEREAS**, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of STP/CMAQ funds; and

**WHEREAS**, APPLICANT is an eligible project sponsor for STP/CMAQ funds; and

**WHEREAS**, as part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- 1) the commitment of necessary local matching funds of at least 11.47%; and
- 2) that the sponsor understands that the STP/CMAQ funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional STP/CMAQ funds; and
- 3) that the project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC No. 3606, revised); and

- 4) the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's TIP; and
- 5) that the project will comply with all the project-specific requirements as set forth in the PROGRAM.; and
- 6) that the project (transit only) will comply with MTC Resolution No. 3866, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

**NOW, THEREFORE, BE IT RESOLVED** that the APPLICANT is authorized to execute and file an application for funding for the PROJECT under the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) of SAFETEA, any extensions of SAFETEA or any successor legislation for continued funding; and be it further

**RESOLVED** that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide \$65,000 in non-federal matching funds; and
2. APPLICANT understands that the STP/CMAQ funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional STP/CMAQ funding; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised); and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and
5. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and
6. APPLICANT and the PROJECT will comply with the requirements as set forth in the program; and therefore be it further

**RESOLVED** that APPLICANT is an eligible sponsor of STP/CMAQ funded projects; and be it further

**RESOLVED** that APPLICANT is authorized to submit an application for STP/CMAQ funds for the PROJECT; and be it further

**RESOLVED** that there is no legal impediment to APPLICANT making applications for the funds; and be it further

**RESOLVED** that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

**RESOLVED** that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for STP/CMAQ funding for the PROJECT as referenced in this resolution; and be it further

**RESOLVED** that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

**RESOLVED** that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's TIP.

August 13, 2010

Ashley Nguyen, Project Manager  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94601

*Delivered via email to: [anguyen@mtc.ca.gov](mailto:anguyen@mtc.ca.gov)*

**Subject: MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program – Grant Proposal for “BikeMobile: A Bike Repair and Encouragement Vehicle”**

Dear Ms. Nguyen:

Thank you for the opportunity to submit the attached grant proposal for the “BikeMobile: A Bike Repair and Encouragement Vehicle” project for funding from MTC’s Safe Routes to School Creative Grant Program. The Alameda County Transportation Commission (Alameda CTC) is partnering with the non-profit group Cycles of Change, a 501(c)(3) organization, which will manage this project. Cycles of Change has a proven track record of delivering effective bicycle education, bicycle distribution, and youth job training programs in the East Bay. The total grant request is for \$500,000 and Alameda CTC will provide the required 11.5% local match of \$65,000.

ACTIA and ACCMA, which have recently merged to form the Alameda CTC, are working collaboratively on both this effort and on the MTC-funded Alameda County Safe Routes to School (SR2S) Program and will closely coordinate the BikeMobile project with current and future countywide SR2S efforts.

The Alameda CTC intends to be the public sponsor for the project and, as such, agrees to the following:

- To carry out all of the requirements and obligations associated with the use of federal funds;
- To provide the required minimum 11.5% local match;
- To implement and deliver the project; and
- To provide for regular and timely reporting of activities and results to MTC.

The new Alameda CTC was advised of this possible partnering opportunity with this proposed grant application at its July meeting. The Alameda CTC will be requested to consider accepting the public agency sponsorship and to commit the local match funding for this project at its September 23, 2010 meeting.

We appreciate your consideration of our grant proposal. If you have any questions or concerns regarding the attached project proposal, please contact Tess Lengyel, ACTIA Manager of Programs and Public Affairs, [tlengyel@actia2022.com](mailto:tlengyel@actia2022.com), 510-267-6111, or Matt Todd, ACCMA Manager of Programming, [mtodd@accma.ca.gov](mailto:mtodd@accma.ca.gov), 510-350-2315.

Sincerely,

A handwritten signature in black ink, appearing to read 'Art Dao', written over a horizontal line.

Art Dao  
Executive Director

**Attachment**

cc: Beth Walukas, ACCMA  
Matt Todd, ACCMA  
Tess Lengyel, ACTIA  
Rochelle Wheeler, ACTIA  
Tommy Bensko, Cycles of Change

## ***MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program***

### **Grant Proposal:**

#### **The BikeMobile: A Bike Repair and Encouragement Vehicle**

**Lead Organization:** Cycles of Change  
**Project Manager:** Tommy Bensko, Safe Routes Coordinator  
**Project Manager Contact Info:** [safecycles@gmail.com](mailto:safecycles@gmail.com), 901-275-4188

**Public Sponsor:** Alameda County Transportation Commission  
**Public Sponsor Contact Info:** Tess Lengyel, [tlengyel@actia2022.com](mailto:tlengyel@actia2022.com), 510-267-6111  
Matt Todd, [mtodd@accma.ca.gov](mailto:mtodd@accma.ca.gov), 510-350-2315

### **Organization Background**

Cycles of Change is a 12-year-old organization that has a proven track record of delivering effective bicycle education, bicycle distribution, and youth job training programs in the East Bay. Since Cycles of Change started implementing Safe Routes to Schools programming in Alameda County two and a half years ago, they have trained over 5,000 students in their six-hour “Drive Your Bike” curriculum which takes youth on the road with Cycles of Change bikes to teach them vehicular cycling skills. In order to continue this work sustainably, Cycles of Change has trained and continues to support over 25 school teachers who continue to deliver this curriculum in public schools and recreation centers in Livermore, San Lorenzo, Fremont, Oakland, Alameda, Berkeley, and Albany. Their work has been supported by strong partnerships with TransForm, Alameda Point Collaborative, Alameda County Department of Public Health, East Bay Bicycle Coalition, and East Bay Asian Youth Center.

### **Project Need**

Three Alameda County middle schools<sup>1</sup> in which Cycles of Change delivered Safe Routes to Schools “Drive Your Bike” Safety Trainings during the 2009-10 school year were selected for a survey intended to identify prevalent barriers to students biking to school and biking in general.

---

<sup>1</sup> Edendale and Washington Manor in San Lorenzo, CA, and Junction in Livermore, CA.



***MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program***  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

Ten to fifty percent of students reported they do not ride their bicycle because it is not functional. Most school-age students do not have access to professional bike repair shops due to geographic and/or financial limitations. Some youth know how to perform their own bike repair, but do not have the necessary tools or parts. When an individual's bike falls into disrepair or is stolen, it may take years for that person to start riding again.

The Alameda County Safe Routes to Schools (SR2S) Partnership currently supports young people biking to elementary and middle schools in a wide variety of ways. Activities like the Puppet Show assemblies, "Drive Your Bike" safety trainings, Bike to School Day, Bike Rodeos, Family Cycling Clinics, regular Walk and Roll to School Days, parent and principal presentations, Bike Trains, and advocating for policies that allow students to bike to school where it was not previously allowed, all comprehensively encourage school children (and also their parents and teachers) to bike to school. There is a huge push for children to ride to school from the SR2S Partnership, but there is currently no support to help people keep their bikes maintained and operating safely within this effort.

### **Project Description**

Imagine a bike repair shop meets a Book-Mobile. The "BikeMobile" will support existing sites with Safe Routes to Schools programs and also outreach to other schools, recreation centers, and community events to repair broken bikes, teach hands-on bike repair, offer safety trainings, and promote walking and biking to school. Bikes that are functional can be used, and bikes that are regularly inspected and maintained are more enjoyable to ride and less prone to mechanical failures which can result in personal injuries and possible discontinued usage. Thus, the three key BikeMobile project components of safety, repair and encouragement are closely tied together in an effort to keep people riding happily and safely. Services will be primarily geared toward students, but will also serve interested parents, teachers and school staff, and are expected to reach over 3,000 individuals via up to 275 site visits.

Through the following three outreach services, this project will enable people to stop driving and start biking to school and other destinations more often, thus reducing criteria pollutants and congestion.

#### **A. Bike Safety Education**

Bike safety will be taught by going over key safety procedures such as proper helmet fitting, the ABC (air, brakes, chain) bike safety check, and the rules of the road. We will provide bookmarks

***MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program***  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

that list key safety points and contact info for relevant resources. Visual diagrams illustrating safety concepts and mechanical information could be integrated into the graphic design on the side of the vehicle to emphasize the safety message.

**B. Bike Repair Education**

In addition to safety, youth will learn how to repair and maintain their own bikes. When possible, our staff will encourage youth to fix their own bikes under our supervision using our tools and parts. If a repair is too complicated for the owner to do, we will do it for them while explaining the process along the way.

**C. Bike Riding Encouragement and Incentives**

Once a student goes through a safety lesson and their bike is fixed or tuned-up, they will receive a reflective sticker with a pro-bike message, specifically designed for this program, to place on their bike. If the same student is seen on campus with their bike during the BikeMobile's following visit, the student will be eligible to receive an incentive such as a patch kit. During the next visit the same student will receive a multi-tool, then a tail light, then a lock, etc. Each time the truck visits throughout the year, participating students will receive something new and useful to encourage them to keep riding. We also plan on providing colored duct tape, tin foil, paint markers, and reflective tape for youth to decorate their bikes and helmets as "scraper bikes" (a popular form of bike decoration) while we visit.

**Scope of Work and Schedule**

The following scope of work will take place over two school years, between July 1, 2011 and June 30, 2013, in conjunction with the next cycle of SR2S funding in Alameda County.

The BikeMobile will make a total of 200-275 visits over the course of the two-year project. Each BikeMobile site visit will average two to four hours. To the full extent possible, the BikeMobile visits will be advertised in advance, and will regularly return to each site an average of two to seven times per year in an effort to build a relationship with the community and provide a regular service on which people can depend. Additionally, we expect the BikeMobile to make one-time visits to special events and sites.

***MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program***  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

The BikeMobile site visits will be carefully coordinated with the current and future SR2S program in Alameda County as well as other related non-SR2S programs, as described below. Priority will be given to SR2S programs over non-SR2S programs, in order to maximize the impact of both the BikeMobile and the SR2S program.

**1. SR2S 4th-8th Grade Bike Safety Programming**

We will partner with the 4<sup>th</sup>-8<sup>th</sup> grade SR2S bike safety provider to make 20-90 BikeMobile visits to 5 to 20 unique schools (visiting each school 2-7 times a year, depending on the school need). The BikeMobile visits will ideally occur during or after a bike safety training lesson and provide the bicycle safety, repair and encouragement services outlined above in sections A, B, & C.

**2. SR2S K-8th Grade General Programming**

We will be partnering with the K-8<sup>th</sup> grade SR2S general provider to make 20-90 BikeMobile visits to 5-20 unique schools (visiting each school 2-7 times a year, depending on the school need), at schools across Alameda County that currently have general SR2S programming. These visits could occur during monthly “walk and bike to school days”, family day events, or as stand-alone visits to provide the services outlined above in sections A, B & C.

**3. SR2S High School Programming**

A new SR2S high school program will begin in Fall 2011 in Alameda County, however, the type and extent of SR2S programming is yet to be determined. The BikeMobile project will be coordinated with the high school SR2S provider to deliver services outlined above in sections A, B, & C through 10-50 visits to 2-8 participating high schools (visiting each school 2-7 times a year, depending on the school need). Since high school students are capable of learning advanced maintenance skills, the BikeMobile could also offer formal mechanics and safety workshops at the request of an after-school club or other group. These students could then assist with repairs, and be ambassadors for the BikeMobile at the high school.

**4. SR2S Alternative Commute Campaign**

Alameda County will also begin a new pilot alternative commute program tailored to teachers, staff and parents at schools in Fall 2011. The BikeMobile will attend events as part of this campaign as opportunities arise.

***MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program***  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

**5. Family Cycling Clinics and Bike Rodeos**

We will coordinate with the Family Cycling Clinic and Bike Rodeo provider (currently the East Bay Bicycle Coalition) to bring the BikeMobile to deliver services outlined above in sections A, B, & C to 5-15 events. Family Cycling Clinic attendees will be encouraged to arrive one hour before class begins to participate in a preliminary maintenance workshop during which they will be able to make needed repairs to their bike. The BikeMobile will be available to attend Bike Rodeos if there is an expected attendance of fifteen or more students who will be bringing their own bicycles.

**6. Other Events**

The BikeMobile will also attend other Cycles of Change events, city events, events at public parks, recreation centers and other SR2S-related events, as resources are available, to complete the maximum of 200-275 total site visits for the entire project. This results in an additional possible 30-145 visits to other events, providing the services outlined in the above sections A, B & C.

**Additional Project Benefits & Details**

**Collaboration**

The BikeMobile could be a stand-alone project, but it is intended to be closely coordinated with the Alameda County Safe Routes to Schools Partnership to provide a stronger overall SR2S presence. (The Alameda County SR2S program is being implemented by a partnership between TransForm, Alameda County Public Health Department and Cycles of Change with grant funding through June 30, 2011. It will be offered by a yet to-be-determined provider with federal funds through the Alameda CTC starting July 1, 2011.) The BikeMobile will also be available to attend city and county events, Cycles of Change events, East Bay Bicycle Coalition events, and other community events that will benefit from its services.

**Innovation**

Cycles of Change Earn-a-Bike programs, currently offered at four sites in Alameda and Oakland, are effective at encouraging youth to ride, and teaching maintenance skills to keep bikes functional. However, these programs are limited to only a few locations. While our Safe Routes to Schools Bike Safety Programs extend across Alameda County to many locations, it is limited by the inability to teach and deliver bike repair due to time and resource constraints. This project

**MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program**  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

will combine the repair component of an Earn-a-Bike program with the far-reaching arm of the Safe Routes to Schools Partnership to deliver accessible bike repair, education and resources to a wide and under-served population in Alameda County. There are no known services similar to the BikeMobile in the Bay Area.

### **Replication**

Once the project is demonstrated and refined, we would be enthusiastic about sharing this model and lessons learned with any Safe Routes to Schools program that aims to reduce vehicle miles traveled by encouraging usage of bicycles. Many existing organizations around the Bay Area would be capable of replicating this project since it is relatively low in cost and requires only basic materials and a sustained level of coordination.

### **Anticipated Results**

We expect the BikeMobile project to make the existing (and the future) SR2S programming in Alameda County more successful by complementing the bicycle promotion and encouragement element of an already robust SR2S program. We expect the BikeMobile will engage over 3000 people in bicycle safety, repair and encouragement over the two year period. Specifically, we expect it will assist youth, teachers, staff and parents in making 2000 tune-ups and repairs. While repairs are being made, the audience will learn valuable traffic safety and bicycle maintenance skills that will help them stay safe and active in the future. Using the above efforts combined with promoting bike riding through incentives and other activities, we aim to increase the number of trips made by bike by the engaged audience by 35%.

### **Responses To MTC Questions**

*1. Would it be feasible to expand the scope of the project for larger-scale implementation, or should we keep it to one truck for testing purposes? Please explain why.*

We believe it is prudent to start the program with one truck, and have designed the project this way. With the available local match, there is not enough funding to purchase and operate a second truck. Additionally, we would like to verify success of this project before expanding to using two trucks.

**MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program**  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

*2. The bike repair component could be boosted by a complementary bicycle safety education component. Please consider adding a bicycle safety education component to the project scope. Are there other strategies that could be folded into this repair shop concept?*

We have incorporated a safety component, as described above in section A. Additionally, as described in the application, the BikeMobile services are strongly tied to the current Alameda County SR2S program which has a large safety component.

*3. Please revisit the line-item budget and explain the costs.*

This has been done and is explained in this application.

### **Approach to Evaluation**

A two-part data collection method is proposed. Data collection will be executed by Cycles of Change and the other SR2S program providers. Funding for this data collection is included in the staffing budget in this proposal. An additional seven percent of the total budget is reserved for assistance with evaluation, including data analysis and report preparation.

Part 1 - Verbal Survey: When a bike is repaired, we will document whether the repair made the bike functional or simply improved its functionality. Then, we will document how many more trips per week the owner expects to make because of the repair and what type of car the family drives (for emissions estimates). Then, that data will be used to estimate emissions reduction.

Part 2 - Bike Counting at selected SR2S sites: When a bike is repaired, the owner will receive a reflective sticker to put on the bike. SR2S staff or volunteers will periodically count the number of bikes with the sticker parked in the school's bike cage. This method will work well for evaluating the effectiveness at school sites, but not for work done at other community events and locations where people do not regularly return. Note: The sticker could have a serial number on it for more advanced tracking or theft recovery.

**MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program**  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

**Project Cost and Funding**

This project is estimated to cost \$565,000. The Alameda CTC will provide an 11.5% match of \$65,000 for the requested amount of \$500,000 from the MTC.

**Cost Summary**

<b>Category</b>	<b>Cost</b>
Staffing	\$ 260,000
Materials	\$ 90,000
Equipment (customized truck)	\$ 65,000
Evaluation	\$ 40,000
Contingency	\$ 55,000
Public Sponsor	\$ 55,000
<b>Total</b>	<b>\$ 565,000</b>

**Staffing**

Staffing is expected to cost \$260,000, equaling about 45% of the total budget. Three Cycles of Change staff will be responsible for implementing the majority of the project.

- A part-time Program Manager (about 20% of a full-time equivalent position) will be responsible for integrating this program with other programs under the Safe Routes to Schools Partnership, for integrating it into other non-SR2S events and programs, and for managing the program within Cycles of Change. The Program Manager will work directly with the Alameda CTC, other local SR2S providers, and the BikeMobile Program Coordinator to ensure all requirements are being met.
- A part-time Program Coordinator (about 80% of a position) will use about half of his/her time to operate the BikeMobile and the rest of his/her time developing, planning, and promoting the program. The Coordinator will also manage the Program Assistant.
- A part-time Program Assistant (about 40% of a position) will assist with the operation of the BikeMobile and data collection.

**MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program**  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

Additional budget is included in the staffing category for the K-8 SR2S general provider, the grades 4-8 SR2S Bike Safety provider, and the high school SR2S provider, who will be contracted with to promote and collect data for the BikeMobile at the sites where they are operating programs.

The breakdown of staff time by type of task is as approximately as follows:

- 40% Direct Service
- 35% Development and Planning
- 20% Outreach
- 5% Data Collection and Evaluation

### **Materials**

Materials in the budget fall under three major categories and equal about 20% of the entire budget totaling \$90,000.

- \$25,000 for tools and parts to make repairs
- \$35,000 for incentives (locks, lights, stickers, patch kits, multi-tools, snacks, helmets, and bike decoration supplies)
- \$30,000 for vehicle operation (insurance, maintenance, fuel)

### **Equipment**

A customized utility vehicle will cost \$65,000 equaling about 15% of the total budget.

- \$50,000 for a 17-foot Box Truck
- \$15,000 for customization (creating and installing graphic design for the truck's exterior and installing customized work stations)

### **Evaluation**

Seven percent of the budget, equaling \$40,000, is set aside for evaluation services. Staff time and materials for collecting data to support the evaluation (described above under *Approach to Evaluation*) is included in the staffing budget.

### **Contingency**

Ten percent of the budget, equaling \$55,000, is set aside for contingency, as this is a pilot project which may have unexpected costs.



***MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program***  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

**Public Sponsor**

Ten percent of the budget, equaling \$55,000, is set aside for the Alameda CTC to oversee and monitor this project, and ensure that it is meeting all federal requirements.

**Alameda County Safe Routes to School Program**  
**Proposed Workscope for Program**  
July 30, 2010

**Goals and Objectives of Overall Program**

- Will be an “Alameda County” program, with the program policies, goals and contractor selection made by the Alameda CTC Board;
- Will be one cohesive program, with all elements integrated and coordinated, even if implemented by different entities;
- Will build on and continue existing efforts and successes;
- Will complement other SR2S funding programs, which are mostly for capital projects;
- Will address traditional SR2S 5 E’s (Education, Encouragement, Engineering, Enforcement, Evaluation) as well as a 6<sup>th</sup> E, Emission Reductions, to address the air quality component of the new program; and
- Will be designed to meet eligibility requirements of funding source (federal CMAQ).

**Description of the four Program Elements** (including scope of work and schedule for each)

**Program Element 1: Alameda County SR2S Program - Elementary & Middle Schools (K-8)**

Project Manager: Tess Lengyel, ACTIA

Email: tlengyel@actia2022.com

- Background:
  - There are 225 elementary and 56 middle schools in the county (281 total) with 147,000 students (68% of all students in county).
  - Existing program is operating comprehensive programs in 83 schools (73 elementary + 10 middle). This is 30% of all elementary/middle schools in the county.
  - By June 2011, the existing program will be established in 90 schools
  - Established programs at 90 schools over a four-year period. Based upon the funding amounts available through this program, plan to maintain this program level.
- Description/Work Products:
  - Continue SR2S programs (similar in scope of work that has been performed with ACTIA grant funds) in 90 schools.
  - Include Bike Safety Education (similar scope of work that has been performed with ACTIA grant funds).
  - Program details: bike safety education classes, curriculum development, trainings, walking school buses, assemblies, puppet shows, monthly Walk to School Days,

promotional events and activities, collaboration with enforcement, walk audits, web-based resources, technical assistance.

- Evaluation of Program Element
- Implementation/Schedule:
  - Current ACTIA-funded SR2S program funded through June 30, 2011.
  - Request E-76 for FFY 10/11 funding by February 1, 2011.
  - Release a Request for Proposals (RFP) during spring 2011 for a team to operate one program countywide (team may have subconsultant(s) and could be coordinated with High School consultant team).
  - Select consultant for countywide program by July 1, 2011.
  - New MTC-funded program proposed to start July 1, 2011 and end June 30, 2013.

## **Program Element 2: Alameda County SR2S Program - High Schools**

Project Manager: Tess Lengyel, ACTIA

Email: [tlengyel@actia2022.com](mailto:tlengyel@actia2022.com)

- Background:
  - No HS programs currently
  - Different target group from elementary/middle school students, so needs a separate approach that appeals to this age group.
  - 63 high schools in county with about 68,000 students (32% of students in the county)
- Description/Work Products:
  - Develop new program, based on national and local models (i.e. Sonoma County, Marin County and Palo Alto examples).
  - Pilot the program in the first year with five schools that differ in size and geographic location. Expand the program to 5-8 more schools in the second year, and maintain the original five programs, for a total of 10-13 schools.
  - Program details: TBD. Would be based on best practices. Could include social marketing and parking management.
    - Evaluation of Program Element
- Implementation/Schedule:
  - Request E-76 for FFY 10/11 funding by February 1, 2011.
  - Release a Request for Proposals to during spring 2011 for a team to operate one program countywide (Team may have sub-consultant(s) and could be coordinated with elementary and middle school team).
  - Create new High School SR2S program in 15%-20% of all high schools (10-13 schools) by June 30, 2013.
  - New program proposed to start July 1, 2011 and end June 30, 2013.

### **Program Element 3: Alameda County SR2S Program - Ridesharing/Carpool/Clean Air**

Project Manager: Beth Walukas, ACCMA

Email: BWalukas@accma.ca.gov

- **Background:**
  - 349 schools in county with about 21,000 staff/teachers.
  - 22 school districts total; 16 with 100 or more staff/teachers.
  - Thousands of parents.
- **Description/Work Products:**
  - Develop a pilot ridesharing/carpool/clean air program, which is based on researched need and effectiveness.
  - Program would create a new program for those working at schools, where none currently exists, reduce emissions related to staff, teacher and parent vehicle trips, and expand opportunities for students who can't bike/walk to school.
  - Program targeted at school campuses, with programs initially established in a limited number of school districts (initial strategy is to pursue a program in one to two school districts).
  - Primary target audience: Faculty and staff at schools.
    - Consider including HS students as riders with legal drivers. Student drivers that can legally carry passengers may also be candidates for this program.
    - Begin program with school sites, but consider and evaluate benefits of including district offices, if large enough and/or near a school.
  - Program details TBD, but could include the following:
    - TDM program for faculty/staff that promotes walk, bike, carpool, transit modes.
    - Promote/modify 511 "school pool" module
    - Marin "School Pool" model ([www.schoolpoolmarin.org](http://www.schoolpoolmarin.org))
    - Dynamic ride sharing
    - Tie to High School Program, since students can be riders under some circumstances.
  - Evaluation of Program Element
- **Implementation/Schedule:**
  - Program administrator to request E-76 for FFY 10/11 funding by February 1, 2011.
  - Request for Proposals to hire a team to operate a program countywide. Program could coordinate with the K-8 and high school programs.
  - New program proposed to start July 1, 2011 and end by June 30, 2013.

#### **Program Element 4: Alameda County SR2S Capital Program**

Project Manager: Matt Todd, ACCMA

Email: MTodd@accma.ca.gov

- Description/ Work Products:
  - Technical Assistance Program: Provide assistance to local agencies in identifying and designing engineering solutions for projects that encourage non-automotive school trips.
    - Walk audits may be considered, if non-CMAQ funds are available.
    - Would fund pre-construction phases, such as preliminary engineering, environmental, PS&E. May also include other SR2S project development efforts.
    - Model after “Technical Assistance Program” (TAP).
  - Capital Program: Funding for capital improvements.
    - Projects that flow from a TAP project or completed walk audit could be considered in the project evaluation.
    - Projects will need to be CMAQ eligible.
  - Propose to give priority to projects that have a match, but not require it.
  - All schools would be eligible. The status of a school’s comprehensive SR2S program could be considered in the project evaluation.
  - Geographic equity will be considered in project selection.
  - Staff Resource Assistance, including considering financial assistance for local agency staff time associated with SR2S project development efforts (assuming a program administrative structure that meets federal aid requirements is available).
- Implementation/Schedule:
  - Technical Assistance Program (PE activities):
    - Release Request for Qualifications (RFQ) during fall or winter 2010 to develop a prequalified list of on-call consultants (engineers/planners) to assign to the selected projects.
    - Release call for projects fall or winter 2010 for local agencies to determine who receives assistance for PE activities.
    - TIP amended to include PE activity scope by January 2011.
    - Program administrator to request E-76 for FFY 10/11 PE funds by February 1, 2011.
  - Capital Program:
    - Release call for projects for local agencies during spring or summer 2011.
    - TIP amended to add selected projects to TIP.

- Selected sponsors request E-76 for FFY 11/12 funding for construction between October 1, 2011 and February 1, 2012.

**Program Cost and Funding**

- See SR2S Workscope budget attachment for cost and funding breakdown.
- The ACTIA Board approved the use of up to \$420,000 of Measure B Bike/Ped CDF grant funds for the local match on May 27, 2010.
- STP funding requested for CMAQ ineligible walking audits and project development activities that are seen as crucial for implementing a successful countywide program. It is estimated that these activities account for approximately 11% of the program budget.

**Attachments:**

Alameda County SR2S Program Budget

ALAMEDA COUNTY SR2S PROGRAM

Final Proposed Budget <sup>1</sup>:

Program Element	Sample Program Budget (Using Mid Point Targets)		Sample Funding Budget for Total Amount (Using Mid Point Targets)			
	Funding Range Low-Mid-High	Total Amount	% of Total	Requested CMAQ	Requested STP <sup>2</sup>	Local Match <sup>3</sup>
1. Elementary & Middle Schools	\$1,500,000-\$1,700,000-\$1,900,000	\$ 1,700,000	47%	\$ 1,305,000	\$ 200,000	\$ 195,000
2. High Schools	\$320,000-\$360,000-\$400,000	\$ 360,000	10%	\$ 319,000		\$ 41,000
3. Commute Alternatives	\$226,000-\$278,000-\$330,000	\$ 278,000	8%	\$ 246,000		\$ 32,000
<b>Subtotal</b>	<b>\$2,338,000</b>	<b>\$ 2,338,000</b>	<b>64%</b>	<b>\$ 1,870,000</b>	<b>\$ 200,000</b>	<b>\$ 268,000</b>
4. Capital Program (includes PE activities)	\$1,300,000	\$ 1,300,000	36%	\$ 951,000	\$ 200,000	\$ 149,000
<b>Subtotal</b>	<b>\$1,300,000</b>	<b>\$ 1,300,000</b>	<b>36%</b>	<b>\$ 951,000</b>	<b>\$ 200,000</b>	<b>\$ 149,000</b>
<b>Totals</b>	<b>\$3,638,000</b>	<b>\$ 3,638,000</b>	<b>100%</b>	<b>\$ 2,821,000</b>	<b>\$ 400,000</b>	<b>\$ 417,000</b>

Goals and Assumptions

-Funding will cover 2 years of program operations

-Staff proposes to procure Program Elements 1, 2 and 3 through one RFP. Staff has estimated costs of the types of services that would be included in the program. Actual costs of the services/programs provided will vary. Staff proposes to include targets (such as schools by area, number of bike events, number of walking audits and monitoring requirements) in the RFP. The actual funds needed to meet those targets will likely fall in the ranges detailed above. ACTAC will be requested to review the RFP document prior to its release.

1. Elementary & Middle Schools

Per school costs can range from \$2,000 to over \$25,000 depending upon the types of programs implemented at schools. For budget estimating purposes, an average cost of \$10K per school site was used. Continue to implement SR2S programs in elementary and middle schools that will reach 30% of all schools (90 total) by June 30, 2011, and offer technical assistance to all schools upon request, by June 30, 2013.

2. High Schools

Per school costs will vary. For budgeting purposes an average estimated cost of \$20K for the 1st year and \$15K for the 2nd year per school site was used. Pilot program in 5 schools for first year and add 5 - 8 more second year = 10 -13 schools.

3. Commute Alternatives

Because this program will be implemented based upon best practices, staff recommends that this program be scaleable to allow for the combined use of funds in programs 1-3 that results in the highest reduction of vehicle trips to schools. The goal is to implement this program in 1-2 school districts.

4. Capital & TAP Program

\$1,300,000 for a combination of capital grants, technical assistance and staff resources.

Notes

1. Program evaluation is built into the budgets for each element and includes at a minimum direct data collection in the program classrooms or schools. Budget assumes 7.5% -10% for program evaluation costs.

2. STP funding requested for CMAQ ineligible walking audits and project development activities that are seen as crucial for implementing a successful countywide program. It is estimated that these activities account for approximately 10% of the program budget.

3. The ACTIA Board approved the use of up to \$420,000 of Measure B Bike/Ped CDF grant funds for the local match on May 27, 2010.

**Memorandum**

**DATE:** September 15, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

**SUBJECT:** Approval of Year-End Investment Report for ACTIA

**Recommendations:**

Staff proposes that the Commission approve the FY 2009-10 Year-End Investment Report as presented.

**Summary:**

- For the fiscal year ending June 30, 2010, the combined investment income (ACTA and ACTIA) was \$8.2 million compared to the budget of \$6.2 million. For the prior year, FY 2008-09, the combined investment income was \$18.8 million (12 months) compared to a budget of \$17.5 million.
- The reduction in interest earnings is due to the lower interest rates and lower amount invested.
- The portfolios managed by investment advisors were in full compliance with the Investment Policy and the returns have exceeded applicable benchmarks and comparators in every category.

**Discussion:**

Staff, with the assistance of outside investment advisors, manages over \$300 million in ACTA and ACTIA investments. The long-term returns on these investments are crucial to the delivery of the Authority's capital projects and programs. In all aspects of treasury management, the objective has been strict internal control and compliance with the Authority Investment Policy. This Policy prioritizes (1) Safety, (2) Liquidity and (3) Return on investments as the primary objectives.

**Background:**

During the fiscal year 2004-05, the banking and investments function was gradually transferred from the County to the Authority. All this became practical when ACTA/ACTIA opened new bank accounts with Union Bank and implemented the new accounting software (Fundware). These steps allowed check writing and basic banking capabilities along with the custodial accounts for investments management.



The investment function was initiated after the Investment Policy was approved in July 2004. Gradual increases were made to the invested balance over time as the cash needs were refined in partnership with the projects control staff and consultants.

Currently, staff, through the accounts payable consulting contract, manages the full range of banking capabilities, from disbursements to wires and ACH transfers. Staff has also implemented the Union Bank “Positive Pay” system that allows only previously confirmed transactions/checks to clear and all other electronic and manual bank debits are rejected. This is a necessary safeguard in today’s environment of electronic and paper-check fraud.

***Investments Status Report (Schedule A):***

At year-end, June 30, 2010, ACTA/ACTIA had a combined balance of \$308 million in various cash and investments. The prior year balance was \$347 million. The \$39 million reduction is a result of the combined expenses (capital, program and administration) exceeding the combined revenues by this amount. This information is summarized on the attached Investment Status Report (Schedule A) together with an estimate of the average investment returns. The investment results are presented in Generally Accepted Accounting Principles (GAAP) format to facilitate comparison with the year-end financial statements and with other comparable investment/cash pools.

As reported in the Investment Status Report, ACTA posted interest earnings of \$5.8 million against a budget of \$4.0 million and ACTIA posted interest earnings of \$2.3 million against a budget of \$2.2 million (due to higher balance). The ACTA portfolio averaged about a 3 % return and the ACTIA portfolio averaged 1.9% return for the year, compared to a budget of 2%.

This fiscal year’s average yield of 2.5% compares favorably against LAIF’s average yield of 0.66%. The dollar impact of this performance is \$5.9 million in incremental returns over LAIF. However, the average yields for qualifying investments and terms has already dropped to below 0.5% and the reported level of returns is not expected to continue into the next fiscal year.

***Investment Advisors Performance Report (Schedule B):***

The Authority contracts with two competing investment advisors, Chandler Asset Management (Chandler) and PFM Asset Management (PFM), to manage its investment portfolio. These managers have implemented two different investment strategies in managing the Authority accounts. Chandler strategy avoids interest rate anticipation by aligning maturities to the actual cash needs, while PFM flexes the terms in anticipation of future rate changes. The two strategies also differ on asset allocations and terms, within the framework of the Investment Policy.

Contractually, the investment advisors are paid about 8 basis points for the investment services. In FYE 2009-10, the cost of this service was \$206,158 This equates to less than one-tenth of one percent times the invested amount. Prior to 2004 when the investments were maintained with the County Treasurer, the fees paid to the Alameda County Treasurer’s Office was about 20 basis points, which would amount to about \$560,000 on an investment balance of \$280 million. This amounts to an annual savings of \$354,000 to the Authority.

Schedule B details the investment advisors’ performance during the past six months. The

Performance Report is organized as follows:

1. Compliance with Investment Policy: This is a result of comparing the Investment Policy requirements with the investments purchased. Key factors of the investment policy are acceptable credit ratings of the instruments, proper diversity of investments, terms compliant with cash needs and prohibited investments. Last year three securities were downgraded below the Policy minimum requirements. Both Advisors followed the Policy guidelines and notified the Authority of the events with recommendations that the securities be held to maturity. These events and recommendations were reported to the Board, as required by the Investment Policy. No losses resulted from these downgraded securities.
2. Liquidity: This section provides the investment balances by agency and advisors. Last July both ACTA and ACTIA capital expenditure horizons were shortened to accommodate upcoming commitments.
3. Interest Earnings: This section provides the interest earnings for each advisor maintained account.
4. Bench Marks: Items 4a and 4b provide the comparison with the County and LAIF. Item 4c/d shows the current year benchmark used by the investment advisors. Effective July 2009 the benchmarks were modified to reflect the shortened cash flow horizons. The Performance indicators estimate the total returns on investments managed by the advisors.
5. Asset allocation summary: This section indicates the asset allocation at June 30, 2010.
6. Duration: This section indicates the average term of the investments in each portfolio. As one can see, the durations for the current investments were reduced from prior year levels.
7. Cost of Investment services: This section shows the cost of investment advisor services, which are not included in the returns above.

***Compliance with ACTA/ACTIA Investment Policy:***

Staff and the investment advisor teams have followed the Investment Policy approved by the Board last year. The choices of securities purchased, the asset allocations, and the liquidity aspects of the policy are all in compliance. This aspect of the investment function is reviewed by the auditors and will be covered as part of the annual audit report to the Board.

In summary, staff and both advisors (Chandler and PFM) have accomplished the following:

- Complied with the Authority Investment Policy
- Delivered on the Authority's liquidity requirements
- Exceeded returns compared to alternative investment options (County and LAIF) and benchmarks

**Fiscal Impact:**

On a combined GAAP basis, the interest earnings were \$8.2 million for the FY 2009-10, or \$2.0 million better than budget.

To view the Board packet in its entirety, please visit our website at [www.actia2022.com](http://www.actia2022.com)

**Attachments:**

1. Investment Status Report-Schedule A
2. Investment Advisors' Performance Report-Schedule B
3. Investment Detail.

**Alameda County Transportation Commission**  
**Year-End Investment Report**

Page 5

ACTA/ACTIA Investment Status Report Fiscal Year End June 30, 2010						Schedule A	
ACTA	Pre-Audit	Interest Earned				Audited-FYE 2009	
	Investment Balance	Fiscal Year End June 30, 2010				Investment Balance FYE June 30, 2009	Interest earned FYE 2009
		Interest earned	Avg. Rate Actual	Budget (4)	Difference		
County Treas. Pool (2)	\$0	-	0.00%			\$0	\$0
Checking UBOC	53,614	193.00				32,807	\$111
State Treas. Pool (LAIF)	17,858,450	99,664	0.66%	0		767,162	344,927
Investment Advisors (1)	165,070,857	5,731,340	3.32%	0		208,520,313	11,338,967
Sub-Total Before Discount	182,982,921	5,831,197	3.00%	4,000,000	1,831,197	209,320,282	11,684,005
FMV Premium/(Discount)(4)	3,504,112	9,421				3,494,690	741,599
Total	\$186,487,033	\$5,840,618		\$ 4,000,000	\$ 1,840,618	\$212,814,972	\$12,425,604
Overall Rate:			3.00%	2.00%		Overall Rate:	5.97%
ACTIA	Pre-Audit	Interest Earned				Audited-FYE 2009	
	Investment Balance	Fiscal Year End June 30, 2010				Investment Balance FYE June 30, 2009	Interest earned FYE 2009
		Interest earned	Avg. Rate Actual	Budget (4)	Difference		
Community Bank (OPEB)(5)	932,128	\$8,789	1.50%			923,339	\$11,320
Checking UBOC	4,091,191	3,148	0.05%			5,072,090	16,275
State Treas. Pool (LAIF)	49,999,050	266,298	0.66%			29,603,981	680,827
Loan to A. C. Transit (3)	7,040,371	759,036	7.00%			15,086,398	973,174
Investment Advisors (1)	60,189,855	2,467,234	1.84%			82,682,787	3,591,645
Sub-Total Before Discount	121,320,467	3,504,505	1.88%	2,200,000	1,304,505	132,445,256	5,273,241
FMV Premium/(Discount)(4)	343,942	(1,125,826)				1,469,768	1,067,621
Total	\$121,664,409	\$2,378,679		\$ 2,200,000	\$ 178,679	\$133,915,024	\$6,340,862
Overall Rate:			1.88%	2.00%		Overall Rate:	4.70%
GRAND TOTAL	308,151,442	8,219,297	2.50%	6,200,000	2,019,297	346,729,996	18,766,466
Notes:							
(1) The Investment Advisor accounts were activated on July 30, 2004. Additions were made over the years.							
(2) This amount signifies the deposits on right-of-way proceedings.							
(3) The AC Transit Loan has a rate of 6% plus 1% admin fees after Jan 1, 2009.							
(4) The budget figures do not have an allowance for fair market valuation (FMV) premium/discount.							
(5) The OPEB/Health Retirement account and related interest income is an off-the-Books account.							

ACTA/ACTIA			Schedule B		
Investment Advisors Performance Report					
Fiscal Year End June 30, 2010					
			Fiscal Year End June 30, 2010		
	Categories		ACTA	ACTIA	Total/Avg.
					FYE 2009 (Prior Year)
1	Compliance with Policy				
	Chandler		Yes	Yes	Yes
	PFM		Yes	Yes	Yes
2	Liquidity				
a	Chandler		\$ 84,483,146	\$ 30,320,423	\$ 114,803,569
b	PFM		80,587,711	29,869,432	110,457,143
		Total	\$ 165,070,857	\$ 60,189,855	\$ 225,260,712
3	Interest Earnings				
a	Chandler		\$ 3,070,653	\$ 1,333,327	\$ 4,403,980
b	PFM		2,660,687	1,133,907	3,794,594
		Total	\$ 5,731,340	\$ 2,467,234	\$ 8,198,574
4	Bench Marks (Annualized)				
a	County Treasurer Pool (Cash Basis)		0.50%	0.50%	0.50%
b	LAIF (Cash Basis)		0.66%	0.66%	0.66%
c	ML Treas. 1-3 Yr (GAAP-ACTA Only)		2.69%		2.69%
d	Treas.180 day T-bill (GAAP-ACTIA Only)			0.45%	0.45%
	Performance				
e	Estimated GAAP Performance-Chandler		3.56%	2.43%	3.00%
f	Estimated GAAP Performance-PFM		3.07%	1.25%	2.16%
5	Ending Asset Allocations				
a	Chandler	Cash	0.10%	0.20%	0.15%
b		Govt Securities	76.20%	84.80%	80.50%
c		Corporate Securities	23.70%	15.00%	19.35%
		Total	100.00%	100.00%	100.00%
d	PFM	Cash	0.10%	0.50%	0.30%
e		Govt Securities	77.90%	99.50%	88.70%
f		Corporate Securities	22.00%	0.00%	11.00%
		Total	100.00%	100.00%	100.00%
6	Duration (years)				
	Chandler		1.69	1.00	1.35
	PFM		1.46	0.67	1.07
7	Costs of Investment Services				
		Chandler			\$ 105,744
		PFM			100,414
		County			-
		Total			\$ 206,158

**Alameda County Transportation Authority**  
**Account #470**
**Holdings Report**  
 As of 6/30/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
31331YGP9	FFCB Note 3.75% Due 12/6/2010	1,000,000.00	01/10/2008 3.34 %	1,011,176.00 1,001,670.58	101.50 0.28 %	1,015,000.00 2,604.17	1.17 % 13,329.42	Aaa AAA	0.44 0.43
31398ARH7	FNMA Note 3.375% Due 5/19/2011	4,000,000.00	04/09/2009 1.44 %	4,159,460.00 4,067,031.49	102.66 0.37 %	4,106,252.00 15,750.00	4.74 % 39,220.51	Aaa AAA	0.88 0.88
3133XQQQ8	FHLB Note 2.625% Due 5/20/2011	2,000,000.00	01/08/2009 1.69 %	2,042,946.00 2,016,110.98	101.94 0.44 %	2,038,750.00 5,979.17	2.35 % 22,639.02	Aaa AAA	0.89 0.88
3134A4FM1	FHLMC Note 6% Due 6/15/2011	2,500,000.00	11/06/2008 2.99 %	2,687,222.50 2,568,779.63	105.34 0.41 %	2,633,595.00 6,666.67	3.04 % 64,815.37	Aaa AAA	0.96 0.94
3133XRCW8	FHLB Note 3.375% Due 6/24/2011	3,225,000.00	05/28/2010 0.57 %	3,320,927.63 3,313,510.55	102.69 0.63 %	3,311,671.88 2,116.41	3.81 % (1,838.67)	Aaa AAA	0.98 0.97
3133XRRU6	FHLB Note 3.625% Due 7/1/2011	2,500,000.00	01/08/2009 1.81 %	2,609,580.00 2,544,293.13	103.25 0.37 %	2,581,250.00 44,809.03	3.02 % 36,956.87	Aaa AAA	1.00 0.98
31331VJ80	FFCB Note 5.375% Due 7/18/2011	2,500,000.00	06/16/2008 3.98 %	2,599,910.00 2,533,955.18	105.13 0.48 %	2,628,125.00 60,842.01	3.09 % 94,169.82	Aaa AAA	1.05 1.01
3137EAAF6	FHLMC Note 5.25% Due 7/18/2011	2,500,000.00	01/08/2009 1.64 %	2,722,120.00 2,592,228.09	105.03 0.44 %	2,625,782.50 59,427.08	3.09 % 33,554.41	Aaa AAA	1.05 1.01
3133XHPH9	FHLB Note 4.875% Due 11/18/2011	2,500,000.00	06/04/2009 1.35 %	2,711,595.00 2,619,258.34	105.88 0.60 %	2,646,875.00 14,557.29	3.06 % 27,616.66	Aaa AAA	1.39 1.35
31331GKY4	FFCB Note 2% Due 1/17/2012	1,475,000.00	11/16/2009 1.14 %	1,502,218.18 1,494,441.56	102.13 0.62 %	1,506,343.75 13,438.89	1.75 % 11,902.19	Aaa AAA	1.55 1.51
880591DT6	Tennessee Valley Authority Note 6.79% Due 5/23/2012	2,800,000.00	06/17/2008 4.25 %	3,053,993.60 2,922,654.27	111.17 0.84 %	3,112,894.40 20,068.22	3.60 % 190,240.13	Aaa AAA	1.90 1.80
3137EAAZ2	FHLMC Note 4.625% Due 10/25/2012	2,500,000.00	07/09/2008 3.99 %	2,562,070.00 2,533,528.88	108.66 0.85 %	2,716,407.50 21,197.92	3.15 % 182,878.62	Aaa AAA	2.32 2.21
3133XP2W3	FHLB Note 3.375% Due 2/27/2013	2,500,000.00	07/09/2008 4.02 %	2,432,425.00 2,461,203.25	106.06 1.06 %	2,651,562.50 29,062.50	3.08 % 190,359.25	Aaa AAA	2.67 2.53
880591CW0	Tennessee Valley Authority Note 6% Due 3/15/2013	4,000,000.00	Various 3.45 %	4,407,900.00 4,254,233.27	112.91 1.15 %	4,516,300.00 70,666.67	5.28 % 262,066.73	Aaa AAA	2.71 2.50
31398ASD5	FNMA Note 3.875% Due 7/12/2013	1,700,000.00	04/09/2009 2.24 %	1,811,683.20 1,779,711.99	108.34 1.07 %	1,841,844.60 30,924.65	2.15 % 62,132.61	Aaa AAA	3.04 2.84
880591DW9	Tennessee Valley Authority Note 4.75% Due 8/1/2013	4,000,000.00	Various 2.35 %	4,411,330.00 4,279,265.53	109.91 1.45 %	4,396,364.00 79,166.67	5.15 % 117,098.47	Aaa AAA	3.09 2.85
31331GCS6	FFCB Note 3.875% Due 10/7/2013	2,300,000.00	02/04/2009 2.89 %	2,397,934.00 2,368,582.52	108.13 1.33 %	2,486,875.00 20,795.83	2.89 % 118,292.48	Aaa AAA	3.27 3.07
3133XSAE8	FHLB Note 3.625% Due 10/18/2013	2,000,000.00	03/03/2009 2.69 %	2,080,600.00 2,057,503.26	107.13 1.41 %	2,142,500.00 14,701.39	2.48 % 84,996.74	Aaa AAA	3.30 3.10
3134A4UK8	FHLMC Note 4.875% Due 11/15/2013	2,500,000.00	01/08/2009 2.44 %	2,776,632.50 2,692,596.20	111.78 1.30 %	2,794,532.50 15,572.92	3.23 % 101,936.30	Aaa AAA	3.38 3.13
<b>Total Agency</b>		<b>48,500,000.00</b>	<b>2.52 %</b>	<b>51,301,723.61</b> <b>50,100,558.70</b>	<b>0.83 %</b>	<b>51,752,925.63</b> <b>528,347.49</b>	<b>60.15 %</b> <b>1,652,366.93</b>	<b>Aaa</b> <b>AAA</b>	<b>1.96</b> <b>1.85</b>



Alameda County Transportation Authority  
Account #470

Holdings Report  
As of 6/30/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
FDIC INSURED US CORPORATE									
61757UAA8	Morgan Stanley FDIC Guaranteed Note 2.9% Due 12/1/2010	2,700,000.00	09/16/2009 0.66 %	2,771,874.00 2,725,221.84	101.02 0.46 %	2,727,518.40 6,525.00	3.15 % 2,296.56	Aaa AAA	0.42 0.42
69351CAA1	PNC Funding Corp FDIC Guaranteed 1.875% Due 6/22/2011	2,675,000.00	05/27/2010 0.58 %	2,711,495.03 2,708,746.05	101.27 0.57 %	2,708,900.28 1,253.91	3.12 % 154.23	Aaa AAA	0.98 0.97
91160HAA5	US Bancorp FDIC Guaranteed Note 2.25% Due 3/13/2012	3,210,000.00	03/10/2009 2.25 %	3,209,614.80 3,209,781.74	102.60 0.71 %	3,293,411.85 21,667.50	3.81 % 83,630.11	Aaa AAA	1.70 1.66
38146FAA9	Goldman Sachs FDIC Guaranteed Note 3.25% Due 6/15/2012	2,000,000.00	12/08/2008 2.83 %	2,027,720.00 2,015,460.06	104.71 0.82 %	2,094,258.00 2,888.89	2.41 % 78,797.94	Aaa AAA	1.96 1.90
06050BAA9	Bank of America Corp FDIC Guaranteed Note 3.125% Due 6/15/2012	2,100,000.00	12/19/2008 2.01 %	2,178,477.00 2,144,216.75	104.43 0.84 %	2,193,093.00 2,916.67	2.53 % 48,876.25	Aaa AAA	1.96 1.91
949744AC0	Wells Fargo & Company FDIC Guaranteed Note 2.125% Due 6/15/2012	1,900,000.00	03/25/2009 2.13 %	1,899,506.00 1,899,698.88	102.69 0.74 %	1,951,045.40 1,794.44	2.25 % 51,346.52	Aaa AAA	1.96 1.92
36967HAY9	GE Capital Corp FDIC Guaranteed Note 2.125% Due 12/21/2012	2,180,000.00	06/03/2009 2.10 %	2,182,071.00 2,181,449.06	102.81 0.97 %	2,241,231.84 1,286.81	2.58 % 59,782.78	Aaa AAA	2.48 2.41
481247AM6	JP Morgan Chase FDIC Guaranteed Note 2.125% Due 12/26/2012	3,250,000.00	04/22/2009 2.04 %	3,260,075.00 3,256,839.56	102.84 0.97 %	3,342,404.00 959.20	3.85 % 85,564.44	Aaa AAA	2.49 2.43
Total FDIC Insured US Corporate		20,015,000.00	1.78 %	20,240,832.83 20,141,413.94	0.76 %	20,551,862.77 39,292.42	23.69 % 410,448.83	Aaa AAA	1.73 1.69
MONEY MARKET FUNDS FI									
431114701	Highmark Govt Money Market Fund	173,428.43	Various 0.05 %	173,428.43 173,428.43	1.00 0.05 %	173,428.43 0.00	0.20 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		173,428.43	0.05 %	173,428.43 173,428.43	0.05 %	173,428.43 0.00	0.20 % 0.00	Aaa AAA	0.00 0.00
US TREASURY									
912828EQ9	US Treasury Note 4.375% Due 12/15/2010	1,000,000.00	10/04/2007 4.04 %	1,010,000.00 1,001,437.18	101.89 0.24 %	1,018,945.00 1,912.57	1.17 % 17,507.82	TSY TSY	0.46 0.46
912828FA3	US Treasury Note 4.75% Due 3/31/2011	2,500,000.00	07/10/2008 2.67 %	2,635,750.56 2,537,321.15	103.31 0.33 %	2,582,812.50 29,849.73	3.01 % 45,491.35	TSY TSY	0.75 0.74
912828FD7	US Treasury Note 4.875% Due 4/30/2011	2,000,000.00	11/29/2007 3.15 %	2,110,703.13 2,026,899.00	103.75 0.37 %	2,075,000.00 16,426.63	2.41 % 48,101.00	TSY TSY	0.83 0.82
912828FK1	US Treasury Note 5.125% Due 6/30/2011	2,000,000.00	Various 3.47 %	2,109,414.06 2,030,814.51	104.71 0.40 %	2,094,140.00 278.54	2.41 % 63,325.49	TSY TSY	1.00 0.99
912828FS4	US Treasury Note 4.625% Due 8/31/2011	1,800,000.00	04/03/2008 2.30 %	1,936,054.69 1,846,703.71	104.86 0.45 %	1,887,399.00 27,825.41	2.20 % 40,695.29	TSY TSY	1.17 1.13
912828KA7	US Treasury Note 1.125% Due 12/15/2011	1,500,000.00	11/16/2009 0.90 %	1,506,919.09 1,504,856.14	100.95 0.47 %	1,514,296.50 737.70	1.74 % 9,440.36	TSY TSY	1.46 1.45



**Alameda County Transportation Authority**  
**Account #470**

**Holdings Report**  
As of 6/30/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
<b>US TREASURY</b>									
912828GQ7	US Treasury Note 4.5% Due 4/30/2012	1,200,000.00	10/04/2007 4.18 %	1,215,703.13 1,206,313.34	107.24 0.53 %	1,286,859.60 9,097.83	1.49 % 80,546.26	TSY TSY	1.84 1.77
912828HG8	US Treasury Note 3.875% Due 10/31/2012	1,225,000.00	08/27/2008 2.88 %	1,272,616.41 1,251,633.97	107.41 0.67 %	1,315,822.73 7,997.45	1.52 % 64,188.76	TSY TSY	2.34 2.24
<b>Total US Treasury</b>		<b>13,225,000.00</b>	<b>2.87 %</b>	<b>13,797,161.07 13,405,979.00</b>	<b>0.42 %</b>	<b>13,775,275.33 94,125.86</b>	<b>15.96 % 369,296.33</b>	<b>TSY TSY</b>	<b>1.17 1.14</b>
<b>TOTAL PORTFOLIO</b>									
		<b>81,913,428.43</b>	<b>2.40 %</b>	<b>85,513,145.94 83,821,380.07</b>	<b>0.75 %</b>	<b>86,253,492.16 661,765.77</b>	<b>100.00 % 2,432,112.09</b>	<b>Aaa AAA</b>	<b>1.77 1.69</b>
<b>TOTAL MARKET VALUE PLUS ACCRUED</b>						<b>86,915,257.93</b>			





# Managed Account Detail of Securities Held

For the Month Ending June 30, 2010

ALAMEDA COUNTY TRANSPORTATION AUTHORITY

Security Type / Description Dated Date / Coupon / Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
<b>U.S. Treasury Bond / Note</b>											
US TREASURY NOTES DTD 12/31/2008 0.875% 12/31/2010	912828JV3	750,000.00	TSY	TSY	07/20/09	07/21/09	751,289.06	0.76	17.83	750,446.05	752,343.75
US TREASURY NOTES DTD 12/31/2008 0.875% 12/31/2010	912828JV3	5,250,000.00	TSY	TSY	04/29/09	04/30/09	5,253,896.48	0.83	124.83	5,251,170.12	5,266,406.25
US TREASURY NOTES DTD 02/15/2009 1.375% 02/15/2012	912828KC3	6,300,000.00	TSY	TSY	03/02/09	03/03/09	6,322,148.44	1.25	32,544.20	6,312,276.31	6,386,133.60
US TREASURY NOTES DTD 04/15/2009 1.375% 04/15/2012	912828KK5	4,345,000.00	TSY	TSY	05/04/09	05/07/09	4,344,660.55	1.38	12,569.04	4,344,798.44	4,410,344.73
<b>Security Type Sub-Total</b>		<b>16,645,000.00</b>					<b>16,671,994.53</b>	<b>1.13</b>	<b>45,255.90</b>	<b>16,658,690.92</b>	<b>16,815,228.33</b>

<b>U.S. Government Supported Corporate Debt</b>											
CITIBANK NA (FIDIC) NOTE DTD 09/22/2009 1.250% 09/22/2011	173143AP8	3,000,000.00	AAA	Aaa	02/24/10	02/25/10	3,022,869.00	0.76	10,312.50	3,017,810.79	3,024,450.00
SOVEREIGN BANK (FIDIC) GLOBAL NOTE DTD 12/22/2008 2.750% 01/17/2012	846042AA7	1,000,000.00	AAA	Aaa	12/17/08	12/22/08	999,050.00	2.78	12,527.78	999,506.19	1,033,423.00
BANK OF AMERICA CORP (FIDIC) GLOBAL MTN DTD 12/04/2008 3.125% 06/15/2012	06050BAA9	1,000,000.00	AAA	Aaa	12/15/08	12/18/08	1,020,390.00	2.51	1,388.89	1,011,637.62	1,044,330.00
JOHN DEERE CAPITAL CORP (FIDIC) GL MTN DTD 12/19/2008 2.875% 06/19/2012	24424DAA7	2,050,000.00	AAA	Aaa	12/16/08	12/19/08	2,045,264.50	2.94	1,964.58	2,047,279.90	2,131,766.30
JPMORGAN CHASE & CO (FIDIC) GLOBAL NOTE DTD 12/22/2008 2.125% 06/22/2012	481247AE4	1,000,000.00	AAA	Aaa	12/18/08	12/22/08	999,500.00	2.14	531.25	999,713.30	1,025,843.00
PNC FUNDING CORP (FIDIC) GLOBAL NOTE DTD 12/22/2008 2.300% 06/22/2012	69351CAC7	2,350,000.00	AAA	Aaa	12/17/08	12/22/08	2,347,250.50	2.34	1,351.25	2,348,421.20	2,419,646.95
<b>Security Type Sub-Total</b>		<b>10,400,000.00</b>					<b>10,434,324.00</b>	<b>2.05</b>	<b>28,076.25</b>	<b>10,424,369.00</b>	<b>10,679,459.25</b>





For the Month Ending June 30, 2010

## Managed Account Detail of Securities Held

ALAMEDA COUNTY TRANSPORTATION AUTHORITY

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
<b>Federal Agency Discount Note</b>												
FNMA DISC NOTE	0.0000% 07/06/2010	313589YZ0	4,000,000.00	A-1+	P-1	02/24/10	02/25/10	3,997,671.11	0.16	0.00	3,999,911.12	3,999,954.64
FHLMC DISC NOTE	-- 0.0000% 09/30/2010	313397H79	6,000,000.00	A-1+	P-1	02/24/10	02/25/10	5,990,958.33	0.25	0.00	5,996,208.36	5,996,771.70

**Security Type Sub-Total** **10,000,000.00** **9,988,629.44** **0.21** **0.00** **9,996,119.48** **9,996,726.34**

<b>Federal Agency Bond / Note</b>												
FHLMC GLOBAL NOTES	DTD 01/08/2009 1.500% 01/07/2011	3137EABW8	2,000,000.00	AAA	Aaa	07/10/09	07/15/09	2,024,840.00	0.65	14,500.00	2,008,711.86	2,012,302.00
FHLMC GLOBAL BONDS	DTD 06/12/2009 1.625% 07/27/2011	3133XTXH4	2,750,000.00	AAA	Aaa	02/24/10	02/25/10	2,790,727.50	0.58	19,116.32	2,780,736.09	2,782,656.25
FHLMC GLOBAL BONDS	DTD 08/27/2008 3.625% 09/16/2011	3133XS4S4	2,440,000.00	AAA	Aaa	02/24/10	02/25/10	2,552,240.00	0.65	25,797.92	2,527,121.76	2,533,787.50
FHLMC NOTES (CALLABLE)	DTD 06/30/2010 0.825% 12/30/2011	3134G1JH8	2,250,000.00	AAA	Aaa	06/30/10	06/30/10	2,251,507.50	0.78	51.56	2,251,504.71	2,253,834.00
FNMA GLOBAL NOTES	DTD 03/02/2010 1.000% 04/04/2012	31398AH54	1,000,000.00	AAA	Aaa	03/25/10	03/30/10	996,280.00	1.19	2,416.67	996,743.20	1,005,312.50
FHLMC TAP BONDS	DTD 05/05/2005 4.375% 06/08/2012	3133XBT39	2,780,000.00	AAA	Aaa	08/05/08	08/06/08	2,812,292.48	4.04	7,770.49	2,796,971.12	2,951,143.75
FHLMC GLOBAL NOTES	DTD 05/21/2009 1.750% 06/15/2012	3137EACC1	4,460,000.00	AAA	Aaa	05/22/09	05/26/09	4,454,648.00	1.79	3,468.89	4,456,528.51	4,547,806.25
FNMA GLOBAL NOTES	DTD 04/19/2010 1.250% 06/22/2012	31398AP71	1,100,000.00	AAA	Aaa	04/15/10	04/19/10	1,099,626.00	1.27	343.75	1,099,655.50	1,110,312.50
FFCB BONDS	DTD 10/15/2008 3.650% 10/15/2012	31331GDH9	4,690,000.00	AAA	Aaa	10/07/08	10/15/08	4,691,547.70	3.64	36,139.06	4,690,912.44	4,981,659.38
FHLMC GLOBAL REFERENCE NOTES	DTD 01/17/2003 4.500% 01/15/2013	3134A4SA3	6,475,000.00	AAA	Aaa	03/25/10	03/30/10	6,974,093.00	1.66	134,356.25	6,929,944.77	7,047,632.81
FHLMC GLOBAL NOTES	DTD 03/04/2010 1.625% 04/15/2013	3137EACJ6	5,800,000.00	AAA	Aaa	03/03/10	03/04/10	5,791,880.00	1.67	30,631.25	5,792,733.18	5,887,000.00



PFM Asset Management LLC



For the Month Ending June 30, 2010

## Managed Account Detail of Securities Held

ALAMEDA COUNTY TRANSPORTATION AUTHORITY

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Security Type Sub-Total		35,745,000.00					36,439,682.18	1.85	274,592.16	36,331,563.14	37,113,446.94
<b>Corporate Note</b>											
GENERAL ELECTRIC CAPITAL CORP (FLOAT)	36962GZ80	2,250,000.00	AA+	Aa2	05/13/09	05/18/09	2,079,243.23	5.28	926.71	2,171,550.92	2,247,106.50
DTD 12/06/2006 0.618% 06/06/2011											
WELLS FARGO & COMPANY GLOBAL SR	949746NJ6	2,000,000.00	AA-	A1	09/01/06	09/07/06	2,003,260.00	5.26	36,805.56	2,000,836.48	2,077,318.00
NOTES											
DTD 08/29/2006 5.300% 08/26/2011											
GENERAL ELEC CAP CORP GLOBAL SR MTN	36962GXS8	1,500,000.00	AA+	Aa2	02/29/08	03/05/08	1,598,040.00	4.06	33,291.67	1,542,207.63	1,594,116.00
DTD 02/15/2002 5.875% 02/15/2012											
WELLS FARGO & COMPANY GLOBAL SR	949746NY3	1,000,000.00	AA-	A1	08/26/08	08/29/08	959,600.00	5.41	18,350.69	975,292.43	1,057,172.00
NOTES											
DTD 01/31/2008 4.375% 01/31/2013											
Security Type Sub-Total		6,750,000.00					6,640,143.23	5.02	89,374.63	6,689,887.46	6,975,712.50
Managed Account Sub-Total		79,540,000.00					80,174,773.38	1.80	437,298.94	80,100,630.00	81,580,573.36
Securities Sub-Total		\$79,540,000.00					\$80,174,773.38	1.80%	\$437,298.94	\$80,100,630.00	\$81,580,573.36
Accrued Interest											\$437,298.94
Total Investments											\$82,017,872.30





**Alameda County Transport. Improvement Authority**  
**Account #471**

**Holdings Report**  
As of 6/30/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
3133XGLE2	FHLB Note 5.125% Due 9/10/2010	1,030,000.00	02/11/2010 0.24 %	1,059,015.10 1,039,809.87	100.95 0.22 %	1,039,805.60 16,276.15	3.44 % (4.27)	Aaa AAA	0.20 0.19
31331YGP9	FFCB Note 3.75% Due 12/6/2010	2,000,000.00	11/17/2009 0.37 %	2,070,764.00 2,029,192.46	101.50 0.28 %	2,030,000.00 5,208.33	6.63 % 807.54	Aaa AAA	0.44 0.43
31331YG46	FFCB Note 2.625% Due 4/21/2011	1,210,000.00	04/01/2010 0.51 %	1,236,674.45 1,230,583.43	101.78 0.41 %	1,231,553.73 6,176.04	4.03 % 970.30	Aaa AAA	0.81 0.80
31398AWQ1	FNMA Note 1.375% Due 4/28/2011	1,000,000.00	06/22/2010 0.40 %	1,008,195.00 1,007,982.83	100.78 0.43 %	1,007,813.00 2,406.25	3.29 % (169.83)	Aaa AAA	0.83 0.82
31359MJH7	FNMA Note 6% Due 5/15/2011	1,835,000.00	04/01/2010 0.56 %	1,945,492.69 1,921,757.22	104.91 0.38 %	1,925,030.61 14,068.33	6.32 % 3,273.39	Aaa AAA	0.87 0.86
31398ARH7	FNMA Note 3.375% Due 5/19/2011	1,500,000.00	01/08/2009 1.63 %	1,560,225.00 1,522,549.36	102.66 0.37 %	1,539,844.50 5,906.25	5.04 % 17,295.14	Aaa AAA	0.88 0.88
3133XQQQ8	FHLB Note 2.625% Due 5/20/2011	1,500,000.00	01/08/2009 1.69 %	1,532,209.50 1,512,083.24	101.94 0.44 %	1,529,062.50 4,484.38	5.00 % 16,979.26	Aaa AAA	0.89 0.88
31331JPX5	FFCB Note 0.5% Due 6/1/2011	1,000,000.00	06/22/2010 0.45 %	1,000,504.00 1,000,492.24	100.06 0.43 %	1,000,625.00 416.67	3.26 % 132.76	Aaa AAA	0.92 0.92
3133XR4U1	FHLB Note 3.125% Due 6/10/2011	1,920,000.00	04/01/2010 0.59 %	1,977,262.08 1,965,703.38	102.25 0.73 %	1,963,200.00 3,500.00	6.41 % (2,503.38)	Aaa AAA	0.95 0.93
3134A4FM1	FHLMC Note 6% Due 6/15/2011	1,410,000.00	Various 2.63 %	1,495,439.22 1,453,802.19	105.34 0.41 %	1,485,347.58 3,760.00	4.85 % 31,545.39	Aaa AAA	0.96 0.94
31331YY46	FFCB Note 3.9% Due 6/20/2011	750,000.00	06/28/2010 0.44 %	775,252.50 775,110.63	103.34 0.45 %	775,078.50 893.75	2.53 % (32.13)	Aaa AAA	0.97 0.96
3137EABN8	FHLMC Note 3.875% Due 6/29/2011	1,000,000.00	06/22/2010 0.45 %	1,034,750.00 1,034,000.67	103.38 0.48 %	1,033,750.00 215.28	3.37 % (250.67)	Aaa AAA	1.00 0.99
3133XRRU6	FHLB Note 3.625% Due 7/1/2011	1,500,000.00	01/08/2009 1.81 %	1,565,748.00 1,526,575.88	103.25 0.37 %	1,548,750.00 26,885.42	5.13 % 22,174.12	Aaa AAA	1.00 0.98
31331VJ80	FFCB Note 5.375% Due 7/18/2011	1,000,000.00	06/16/2008 3.98 %	1,039,964.00 1,013,582.07	105.13 0.48 %	1,051,250.00 24,336.81	3.50 % 37,667.93	Aaa AAA	1.05 1.01
3137EAAF6	FHLMC Note 5.25% Due 7/18/2011	1,400,000.00	01/08/2009 1.64 %	1,524,387.20 1,451,647.73	105.03 0.44 %	1,470,438.20 33,279.17	4.90 % 18,790.47	Aaa AAA	1.05 1.01
3133XHPH9	FHLB Note 4.875% Due 11/18/2011	1,000,000.00	10/28/2008 3.78 %	1,031,172.00 1,014,118.26	105.88 0.60 %	1,058,750.00 5,822.92	3.47 % 44,631.74	Aaa AAA	1.39 1.35
<b>Total Agency</b>		<b>21,055,000.00</b>	<b>1.27 %</b>	<b>21,857,054.74</b> <b>21,498,991.46</b>	<b>0.43 %</b>	<b>21,690,299.22</b> <b>153,635.75</b>	<b>71.17 %</b> <b>191,307.76</b>	<b>Aaa</b> <b>AAA</b>	<b>0.87</b> <b>0.86</b>

Page 217

**FDIC INSURED US CORPORATE**

69351CAA1	PNC Funding Corp FDIC Guaranteed 1.875% Due 6/22/2011	900,000.00	05/27/2010 0.58 %	912,278.70 911,353.81	101.27 0.57 %	911,405.70 421.88	2.97 % 51.89	Aaa AAA	0.98 0.97
91160HAA5	US Bancorp FDIC Guaranteed Note 2.25% Due 3/13/2012	1,225,000.00	03/10/2009 2.25 %	1,224,853.00 1,224,916.71	102.60 0.71 %	1,256,831.63 8,268.75	4.12 % 31,914.92	Aaa AAA	1.70 1.66



**Alameda County Transport. Improvement Authority**  
Account #471

**Holdings Report**  
As of 6/30/10

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
<b>FDIC INSURED US CORPORATE</b>									
38146FAA9	Goldman Sachs FDIC Guaranteed Note 3.25% Due 6/15/2012	800,000.00	12/08/2008 2.83 %	811,088.00 806,184.02	104.71 0.82 %	837,703.20 1,155.56	2.73 % 31,519.18	Aaa AAA	1.96 1.90
06050BAA9	Bank of America Corp FDIC Guaranteed Note 3.125% Due 6/15/2012	800,000.00	12/19/2008 2.01 %	829,896.00 816,844.48	104.43 0.84 %	835,464.00 1,111.11	2.73 % 18,619.52	Aaa AAA	1.96 1.91
949744AC0	Wells Fargo & Company FDIC Guaranteed Note 2.125% Due 6/15/2012	740,000.00	03/25/2009 2.13 %	739,807.60 739,882.72	102.69 0.74 %	759,880.84 698.89	2.48 % 19,998.12	Aaa AAA	1.96 1.92
<b>Total FDIC Insured US Corporate</b>		<b>4,465,000.00</b>	<b>1.95 %</b>	<b>4,517,923.30</b> <b>4,499,181.74</b>	<b>0.73 %</b>	<b>4,601,285.37</b> <b>11,656.19</b>	<b>15.03 %</b> <b>102,103.63</b>	<b>Aaa</b> <b>AAA</b>	<b>1.70</b> <b>1.66</b>
<b>MONEY MARKET FUND FI</b>									
431114701	Highmark Govt Money Market Fund	55,017.33	Various 0.05 %	55,017.33 55,017.33	1.00 0.05 %	55,017.33 0.00	0.18 % 0.00	Aaa AAA	0.00 0.00
<b>Total Money Market Fund FI</b>		<b>55,017.33</b>	<b>0.05 %</b>	<b>55,017.33</b> <b>55,017.33</b>	<b>0.05 %</b>	<b>55,017.33</b> <b>0.00</b>	<b>0.18 %</b> <b>0.00</b>	<b>Aaa</b> <b>AAA</b>	<b>0.00</b> <b>0.00</b>
<b>US TREASURY</b>									
912828FA3	US Treasury Note 4.75% Due 3/31/2011	1,000,000.00	07/10/2008 2.67 %	1,054,300.23 1,014,928.46	103.31 0.33 %	1,033,125.00 11,939.89	3.41 % 18,196.54	TSY TSY	0.75 0.74
912828LF5	US Treasury Note 1.125% Due 6/30/2011	1,000,000.00	06/28/2010 0.37 %	1,007,542.41 1,007,501.19	100.72 0.40 %	1,007,227.00 30.57	3.28 % (274.19)	TSY TSY	1.00 1.00
912828FS4	US Treasury Note 4.625% Due 8/31/2011	1,000,000.00	07/10/2008 2.77 %	1,055,237.73 1,020,533.40	104.86 0.45 %	1,048,555.00 15,458.56	3.47 % 28,021.60	TSY TSY	1.17 1.13
912828FU9	US Treasury Note 4.5% Due 9/30/2011	1,000,000.00	07/10/2008 2.79 %	1,052,190.85 1,020,237.27	105.10 0.41 %	1,051,016.00 11,311.48	3.46 % 30,778.73	TSY TSY	1.25 1.22
<b>Total US Treasury</b>		<b>4,000,000.00</b>	<b>2.16 %</b>	<b>4,169,271.22</b> <b>4,063,200.32</b>	<b>0.40 %</b>	<b>4,139,923.00</b> <b>38,740.50</b>	<b>13.62 %</b> <b>76,722.68</b>	<b>TSY</b> <b>TSY</b>	<b>1.04</b> <b>1.02</b>
<b>TOTAL PORTFOLIO</b>		<b>29,575,017.33</b>	<b>1.49 %</b>	<b>30,599,266.59</b> <b>30,116,390.85</b>	<b>0.47 %</b>	<b>30,486,524.92</b> <b>204,032.44</b>	<b>100.00 %</b> <b>370,134.07</b>	<b>Aaa</b> <b>AAA</b>	<b>1.02</b> <b>1.00</b>
<b>TOTAL MARKET VALUE PLUS ACCRUED</b>						<b>30,690,557.36</b>			





For the Month Ending June 30, 2010

## Managed Account Detail of Securities Held

ALAMEDA COUNTY TRANSPORTATION IMPROV AUTH

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
<b>U.S. Treasury Bond / Note</b>											
US TREASURY NOTES	9/12/28 15	91282815	TSY	TSY	07/15/09	07/16/09	426,956.25	0.62	2,111.48	421,435.64	421,870.26
DTD 09/30/2008 2.000% 09/30/2010											
<b>Security Type Sub-Total</b>							<b>426,956.25</b>	<b>0.62</b>	<b>2,111.48</b>	<b>421,435.64</b>	<b>421,870.26</b>
<b>Federal Agency Discount Note</b>											
FNMA DISC NOTE		313588AD7	A-1+	P-1	02/24/10	02/25/10	6,124,306.51	0.35	0.00	6,131,831.66	6,133,575.96
- 0.000% 01/04/2011											
<b>Security Type Sub-Total</b>							<b>6,124,306.51</b>	<b>0.35</b>	<b>0.00</b>	<b>6,131,831.66</b>	<b>6,133,575.96</b>
<b>Federal Agency Bond / Note</b>											
FHLB TAP BONDS		3133XGLE2	AAA	Aaa	07/10/09	07/15/09	5,257,750.00	0.63	79,010.42	5,042,949.80	5,050,000.00
DTD 08/11/2006 5.125% 09/10/2010											
FFCB BONDS		31331XE40	AAA	Aaa	07/10/09	07/15/09	2,698,733.94	0.63	40,351.50	2,585,605.12	2,586,819.38
DTD 06/13/2007 5.250% 09/13/2010											
FNMA GLOBAL NOTES		31398AV02	AAA	Aaa	12/01/09	12/03/09	523,322.40	0.51	2,453.40	519,645.83	519,989.06
DTD 02/27/2009 1.750% 03/23/2011											
FHLMC GLOBAL REFERENCE NOTES		3137EABN8	AAA	Aaa	03/31/10	04/01/10	4,954,504.05	0.66	1,025.80	4,916,587.71	4,925,818.75
DTD 06/13/2008 3.875% 06/29/2011											
FHLMC GLOBAL REFERENCE NOTES		3137EABN8	AAA	Aaa	06/28/10	06/29/10	9,999,553.60	0.46	2,081.74	9,997,724.81	9,996,362.50
DTD 06/13/2008 3.875% 06/29/2011											
<b>Security Type Sub-Total</b>							<b>23,433,863.99</b>	<b>0.56</b>	<b>124,922.86</b>	<b>23,062,513.27</b>	<b>23,078,989.69</b>
<b>Managed Account Sub-Total</b>							<b>29,985,126.75</b>	<b>0.52</b>	<b>127,034.34</b>	<b>29,615,780.57</b>	<b>29,634,435.91</b>
<b>Securities Sub-Total</b>							<b>\$29,985,126.75</b>	<b>0.52%</b>	<b>\$127,034.34</b>	<b>\$29,615,780.57</b>	<b>\$29,634,435.91</b>
<b>Accrued Interest</b>											<b>\$127,034.34</b>
<b>Total Investments</b>											<b>\$29,761,470.25</b>



PFM Asset Management LLC

***This page intentionally left blank***