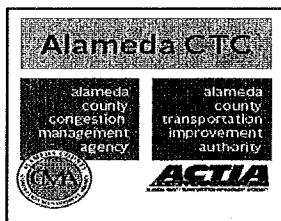




# Monthly Report on Measure B Activities

October 2010







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## SECTION 1

Since the passage of the 2000 Measure B, substantial work has been accomplished on program implementation, as well as on individual ACTIA capital projects. This report addresses program activities, including program pass-through and grant funds, community advisory committee activities, and legislative actions.

### ACTIA MEASURE B PROGRAMS

The Expenditure Plan provides funds for the following programs:

- Bike and Pedestrian Safety
- Local Streets and Roads
- Mass Transit
- Special Transportation of Seniors and People with Disabilities (Paratransit)
- Transit Center Development

ACTIA executed funding agreements for the program funds disbursed on a monthly basis to the Alameda County jurisdictions and for the various countywide funds to grant recipients. Monthly distribution amounts for fiscal years 2008/2009 and 2009/2010 for program funds appear on the ACTIA Website at [http://www.actia2022.com/app\\_pages/view/33](http://www.actia2022.com/app_pages/view/33).

In July 2010, the first stages of the merger between the Alameda County Congestion Management Agency (ACCMA) and ACTIA began. As a joint powers authority, the Alameda County Transportation Commission (Alameda CTC) is taking on the combined roles of the former agencies to plan, fund, and deliver a broad range of transportation projects and programs to enhance mobility throughout Alameda County. Alameda CTC's members include the 14 cities in Alameda County, the County of Alameda, AC Transit, BART, ACCMA, and ACTIA. The newly created Alameda CTC Commission held its second Board meeting on September 23, 2010.

Currently, the Commission is gearing up for end-of-year audits and compliance report submissions from all 19 jurisdictions for fiscal year 2009/2010. On September 16, 2010, 36 people attended the End-of-Year Compliance Workshop at Alameda CTC offices, which gave jurisdiction representatives an overview of the reporting requirements and the opportunity to query key Alameda CTC staff about successful completion of year-end audits and compliance reports.

The fiscal year 2009/2010 end-of-year audits and compliance report forms are on the ACTIA website at [http://www.actia2022.com/app\\_pages/view/32](http://www.actia2022.com/app_pages/view/32). The compliance summary report that compares ACTIA's allocations in fiscal year 2008/2009 to the expenditures by agency/jurisdiction in that timeframe is available at [http://www.actia2022.com/files/managed/Document/1461/ComplianceSummaryReport\\_08-09\\_071910\\_FINAL.pdf](http://www.actia2022.com/files/managed/Document/1461/ComplianceSummaryReport_08-09_071910_FINAL.pdf).

#### *Bicycle and Pedestrian Safety*

**Pass-through Fund Programs:** The Expenditure Plan allocates five percent of net revenues for bicycle and pedestrian safety. Alameda CTC distributes 75 percent of these funds monthly to local jurisdictions, based on population, and allocates the remaining 25 percent to countywide priorities, including, but not limited to, the Bicycle and Pedestrian Coordinator and a grant program.



**Grant Programs:**

Program:	Bicycle and Pedestrian Countywide Discretionary Fund (CDF)
Date Established:	2003
Allocations-to-Date:	More than \$9.5 million
Funding Cycles:	4
Grants:	41 capital projects, programs, and master plans
Completed Projects:	23
Active Projects:	17
Superseded Projects:	1

Of the 23 completed projects, 12 are capital projects that enhance bicycle and pedestrian travel, including streetscape enhancement projects, trails, feasibility studies for highway undercrossings and an estuary crossing, and bicycle lockers at BART Stations; seven are successful plan projects; and four of the programs provide education and outreach, from personalized travel information to a Safe Routes to Schools program. Alameda CTC staff and the Bicycle and Pedestrian Advisory Committee (BPAC) are monitoring the active projects.

The Alameda CTC is coordinating updates of Alameda County's Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan. The goal is to complete the two updates by 2011 and incorporate them into the next Countywide Transportation Plan and into the Regional Transportation Plan. On September 22, the lead contractor Eisen/Letunic submitted the first draft of both the Ped and Bicycle Plan "Vision/Goals Draft Chapters," along with appendices. The Plans Working Group, made up of bicycle and pedestrian agency staff, and nonprofit and advocacy group staff; the Bicycle and Pedestrian Advisory Committee (BPAC); the Paratransit Advisory Planning Committee (PAPCO); the Alameda County Technical Advisory Committee (ACTAC); and the Alameda CTC will comment on the Plans.

The East Bay Greenway Project proposes to build a 12-mile walking and biking path under the elevated BART tracks between Oakland and Hayward. ACTIA selected HQE, Inc., a top-ranked consultant team, out of three RFP respondents to provide professional services in August 2010. Professional services include implementation strategy development, performing preliminary engineering, and obtaining environmental clearance. HQE is a local, Oakland-based, woman-owned firm that has served Bay Area communities and agencies for more than 10 years. HQE is certified as a Small Local Business Enterprise and as a Women's Business Enterprise/Disadvantage Business Enterprise (WBE/DBE), fulfilling contractual requirements of a 70 percent Local Business Enterprise (LBE) goal, and a 30 percent Small Local Business Enterprise (SLBE) goal for these services pursuant to the Authority's Local Business Contract Equity (LBCE) Program. Alameda CTC issued a Notice-to-Proceed on September 1, 2010.

Urban Ecology, a partner agency originally contracted to provide public outreach services under the direction of ACTIA, terminated their agreement with the Authority, effective October 20, 2010 due to an organizational shift from fee-for service-work to volunteer work. Due to this change, Alameda CTC has requested that HQE offer on-call public outreach services to ensure a seamless transition.

In spring 2010, MTC issued a call for projects for a new Climate Initiatives Program, which included \$2 million for creative and innovative Safe Routes to School (SR2S) programs. Cycles of Change, a local nonprofit organization, offering bicycle education and repair and a partner in the current Alameda County SR2S program, approached ACTIA and CMA staff and requested 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), Alameda CTC accepted the role of public sponsor. As public sponsor, Alameda CTC approved up to \$65,000 in Measure B Bicycle and Pedestrian Safety Funds to secure the match for the \$500,000 competitive grant for *The BikeMobile: A Bike Repair and Encouragement Vehicle*, under the Metropolitan Transportation Commission (MTC) SR2S competitive grant program, a grant that Alameda CTC staff submitted to MTC in August 2010. These funds will only be required if the grant application is successful.

### *Local Streets and Roads*

**Pass-through Fund Programs:** The Expenditure Plan allocates 22 percent of net revenues for local transportation needs, such as local streets and roads, local transit, and bicycle and pedestrian projects, and other transportation uses, based on local priorities. ACTIA distributes these funds monthly to local jurisdictions, based on a weighted formula of 50 percent on population and 50 percent on road miles.

### *Mass Transit*

**Pass-through Fund Programs:** The Expenditure Plan allocates 22 percent of net revenues for transit operating funds to transit operators for maintenance of transit services, restoration of service cuts, expansion of transit services, and passenger safety and security. The transit operators determine the priorities for these funds through public processes. Alameda CTC distributes these funds monthly to the transit operators, based on percentages established in the Expenditure Plan, with the exception of Express Bus. Transit operators receiving these funds include Alameda–Contra Costa Transit District (AC Transit), Alameda–Oakland Ferry, the Altamont Commuter Express Rail (ACE), Livermore Amador Valley Transit Authority (LAVTA), and Union City Transit.

### **Grant Programs:**

Program:	Express Bus Service
Date Established:	2006
Allocations-to-Date:	More than \$6.6 million
Funding Cycles:	2
Grants:	6 projects
Completed Projects:	3
Active Projects:	2
Superceded Projects:	1

The Expenditure Plan includes \$10 million (1998 dollars) for Express Bus Service programs. Of the six projects slated to improve express bus services in the County that have been funded by just under \$6.7 to date, one Major Hubs project is complete; two are closing out – a Bus Park and Ride improvement project and a high-performing Rapid line; one was superceded, and two projects – one Rapid line and one express bus line – remain active. Alameda CTC staff continues to monitor the two active projects.

### *Paratransit*

**Pass-through Fund Programs:** The Expenditure Plan allocates 10 percent of net revenues for operations of special transportation for seniors and persons with disabilities (paratransit), including American Disabilities Act (ADA)-mandated services, city-based paratransit programs, and funds to close gaps in services.



**Grant Programs:**

Program:	Measure B Special Transportation for Seniors and People with Disabilities Fund
Date Established:	2004
Allocations-to-Date:	More than \$9 million
Funding Cycles:	4
Grants:	52 projects and programs
Completed Projects:	29
Active Projects:	22
Cancelled Projects:	1

Of the 29 complete projects, two are capital projects focusing on software to enhancing customer service; 14 are programs improving and enabling community members to travel with travel training, fare assistance, driver safety training, and medical return trips; and 13 projects offer services from medical trips and group recreational trips to special transportation for those with dementia. ACTIA staff and the Paratransit Advisory and Planning Committee (PAPCO) monitor all active projects.

ACTIA applied for the third funding cycle of the federal New Freedom Grant Program, in partnership with the Cities of Fremont, Newark, and Union City, and proposed a comprehensive Southern Alameda County Travel Training Program, for the elderly and people with disabilities, that will provide classroom and field training to increase awareness, knowledge, and skills in using public transportation within their communities. MTC chose ACTIA as a recipient, and the contract is under execution with MTC. The New Freedom Cycle 4 will likely begin in January 2011.

***Transit Center Development*****Grant Programs:**

Program:	TCD Funds (local match and/or leverage funds)
Date Established:	2005
Allocations-to-Date:	More than \$1.1 million
Funding Cycles:	2
Grants:	8 projects, programs, and plans
Completed Projects:	4
Active Projects:	4

The Expenditure Plan includes \$2.7 million (1998 dollars) for Transit Center Development (TCD).

Since June 2005, the Board has approved program funding to the cities of Alameda, Pleasanton, and San Leandro for MTC's Station Area Planning Grants and Transportation for Livable Communities (TLC) projects; and to the cities of Berkeley (Ed Roberts Campus), Fremont, Livermore, and Oakland, as local match funds for MTC's TLC Program; and to the Alameda County Congestion Management Agency for the Transit Oriented Development Technical Assistance Program (TOD-TAP), to advance specific projects or studies related to implementation of TOD projects in Alameda County.





## COMMUNITY RELATIONS/OUTREACH/PUBLIC INFORMATION

### *ACTIA Community Advisory Committee Reports*

Four community advisory committees support the Alameda CTC. Committee activities are as follows, and their agendas are on the Authority website (<http://www.actia2022.com>).

#### *Alameda County Paratransit and Advisory Planning Committee (PAPCO)*

The Paratransit and Advisory Planning Committee met on Monday, September 20, 2010 from 1 to 4 p.m. During this meeting, committee members discussed the PAPCO 7th Annual Senior and Disabled Mobility Workshop, *Planning for Progress*, held on July 30, 2010 at the MTC auditorium. The results from the workshop survey, distributed online this year, are as follows:

- **Presentations:** *The State of the System Planning for Progress* and *What Does Planning for Progress Mean* ranked highest as the most informative of the presentations. The presentation, *Mobility through Collaboration* by David Cyra, the United We Ride Ambassador, was considered too “small town.”
- **Resource Fair:** The participants said the resource fair had relevant and helpful information. However, MTC did not follow the room setup plan, and the attendees noted that the setup did not lend itself to easy maneuvering for wheelchairs.
- **Alameda County Coordination Working Session:** Several themes emerged from the working session discussions. Participants highlighted the following needs related to delivery of accessible transportation services in Alameda County.
  - Travel across jurisdictions and service areas
  - Linking transportation planning across the county
  - A spectrum of transportation services across the county, such as, door-to-door services, fixed-route transit, etc.
  - Increasing collaboration with the range of transportation providers operating in communities
  - Developing a single point of contact for accessing transportation information
  - Passenger-centered focus to service delivery
  - Transportation planning approach linked to the needs of the complete community

The workshop location and length received high ratings of acceptability. Overall, the workshop was a great success. Comments received from the survey were positive, and participants greatly appreciated the opportunity to network with peers.

Moore Iacofano Goltsman, Inc. (MIG) provided Committee Leadership Training for PAPCO and staff, on topics including being an effective committee member, time management, and decision-making.

The next PAPCO meeting will be a joint meeting with TAC scheduled for 1 p.m. on Monday, October 25, 2010 at the Alameda CTC offices.

The Paratransit Technical Advisory Committee (TAC) met on September 14, 2010 and discussed the results from the 2010 Senior and Disabled Mobility Workshop. TAC members provided input and information on coordination, mobility management efforts across jurisdictions, emergency preparedness, and revamping jurisdictions’ procedures. Immediately following the TAC meeting, the first countywide Coordination and Mobility Management Planning meeting took place with representative from each planning area. The next regular TAC meeting is scheduled for 9:30 a.m. on Tuesday, November 9, 2010 at the Alameda CTC offices, Suite 300.



***Bicycle & Pedestrian Advisory Committee (BPAC)***

The Bicycle and Pedestrian Advisory Committee met on October 14, 2010. BPAC members discussed and gave input on the Countywide Bicycle and Pedestrian Plans Existing Conditions Chapters. In addition, BPAC members discussed and approved how to use the San Leandro Slough Bridge unused grant funds. Staff gave updates on the launch of the Walking Campaign and the Bike to Work Day and Get Rolling Campaigns. The next BPAC meeting is in December 2010 (date to be determined) at Alameda CTC offices, Suite 300.

***Citizens Advisory Committee (CAC)***

Each quarter, Alameda CTC, in conjunction with the Citizens Advisory Committee, hosts a countywide transportation forum that rotates between county planning areas. The CAC holds its regular business meeting prior to the forum. Forums feature an open house, with easily accessible display tables that project sponsors and other exhibitors host. The open house is followed by formal presentations and a facilitated question-and-answer session.

On Thursday, October 21, 2010, the CAC will meet at Alameda CTC offices for the North County Transportation forum. The CAC meeting is from 5:30 to 6:30 p.m., an open house goes from 6:30 to 7 p.m., and the North County Transportation Forum presentations begin at 7 p.m. This event focuses on programs and projects funded by Measure B that are committed to improving access to transportation programs and services in North County.

Project/Program Presentations	Open House Exhibitors
<ul style="list-style-type: none"> <li>➤ <i>Access to Planning</i> <ul style="list-style-type: none"> <li>• Alameda CTC: A Newly Formed Agency</li> <li>• Oakland Transit Oriented Development Planning</li> </ul> </li> <li>➤ <i>Access for all Ages and Abilities</i> <ul style="list-style-type: none"> <li>• Mobility Management for Seniors and Disabled</li> <li>• Alameda County Bicycle and Pedestrian Activities Update</li> </ul> </li> <li>➤ <i>Access for Alameda County Commuters</i> <ul style="list-style-type: none"> <li>• AC Transit Bus Rapid Transit</li> <li>• I-880/Broadway-Jackson Interchange Improvement</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Community Advisory Committees</li> <li>• ACTIA Local Business Contract Equity Team</li> <li>• Active Transportation</li> <li>• Walk Oakland Bike Oakland</li> <li>• Oakland Public Works Department</li> <li>• East Bay Bicycle Coalition</li> <li>• BART Community Relations Department</li> <li>• Safe Routes to Schools Program</li> <li>• City of Oakland Paratransit for Elderly and Disabled</li> <li>• Caltrans</li> </ul>

***Citizens Watchdog Committee (CWC)***

The CWC met on July 12, 2010 and reviewed and approved the design draft of the CWC 8<sup>th</sup> Annual Report to the Public and discussed distributing the report both online and as a newspaper print article and the associated costs. Alameda CTC staff presented a draft press release for the CWC 8<sup>th</sup> Annual Report. The CWC approved its 8<sup>th</sup> Annual Report to the Public in July 2010 and released it in August 2010. The report is available on the website at [http://www.actia2022.com/files/managed/Document/1481/CWC\\_Annual\\_Report\\_July2010.pdf](http://www.actia2022.com/files/managed/Document/1481/CWC_Annual_Report_July2010.pdf). The committee also determined which capital projects and programs the members will watch in the new fiscal year, and reviewed Board actions from the last quarter. In addition, the Committee formed an ad-hoc committee to focus on the cities of Oakland and Fremont due to the amount of reserves reported in their program compliance reports.

The next regularly scheduled CWC meeting is at 6:30 p.m. on Monday, November 8, 2010 at the Alameda CTC offices.

### ***Outreach Events and Activities***

In keeping with the commitment to involve the public in the oversight and delivery of Measure B transportation improvements, the Alameda County Transportation Commission continues to engage citizens and businesses in our county regarding updates, feedback, and opportunities associated with both the Measure B sales tax and projects and programs formerly managed by the Alameda County Congestion Management Agency.

The Alameda CTC does outreach for its varied capital, programmatic, and legislative activities. Staff has developed outreach tools and resources including an assortment of publications, promotional materials, messaging guidance for Alameda CTC community advisory committees and staff, and a Measure B Communications and Outreach Implementation Strategy. Staff has also developed Benchmarks of Success to help guide and measure the effectiveness of outreach activities.

### ***E-Newsletter***

The September 2010 edition of *ACTIA Reports*, was released on September 30. Themed *Accountability*, it discussed recent news about the ACTIA-ACCMA merger and recent project and program delivery successes in North County. It also introduced Alameda CTC's Executive Director, Arthur L. Dao, and featured details on activities throughout the county, including updates on Measure B-funded efforts such as the Oakland Airport Connector project, International Walk to School Week, and PAPCO's 7<sup>th</sup> Annual Mobility Workshop.

The theme for *ACTIA Reports*' November 2010 edition is *Destinations*, which will focus on the progress made by the Alameda CTC in 2010, and look ahead to the Commission's vision for 2011. This edition will also introduce details about the Countywide Transportation Plan and the Transportation Expenditure Plan, which are in development, and will spotlight Programmatic efforts around Special Transportation and Bicycle and Pedestrian improvements. Copies of *ACTIA Reports* are available through the [ACTIA portal of the Alameda CTC website](#), as well as through an online subscription. Hardcopies are also available at the Alameda CTC offices on request.

### ***Community Outreach***

As part of its general agency outreach to educate and inform Alameda County residents about Measure B, the Alameda CTC participates in a range of business and community events throughout the county. This outreach is intended to familiarize the general public with Measure B, and the projects and programs that the Commission and its partners deliver. Alameda CTC invites members of its community advisory committees to participate in outreach activities and represent their respective committees and the Commission. Staff also provides mailings of publications focused on seniors and people with disabilities to area organizations that serve them.

Recent and upcoming outreach events include:

- September 10 – 13<sup>th</sup> Annual Senior Resource Fair (City of San Leandro)
- September 12 – 36<sup>th</sup> Annual Solano Avenue Stroll (Albany and Berkeley)
- September 18<sup>th</sup> – Family Faith Day in the Park (Kaiser Permanente)
- September 19<sup>th</sup> – Newark Days Community Information Fair
- September 20 – I-580 Castro Valley Interchange Project Ribbon Cutting Ceremony
- September 30 – African American Leadership Commission Kick-off Meeting
- October 4 – Pedestrians Count! Data Modeling & Advocacy Workshop (California WALKS)
- October 6 – Hayward/Union City Business Expo
- October 14 – Annual Urban Economic Conference (Black Economic Council)
- October 28 – Halloween Senior Fair (American Golf Program for Senior Centers)



- October 29 – 3<sup>rd</sup> Annual Health Fair (Catholic Charities of the East Bay)
- November 18 – United Seniors of Oakland and Alameda County 20<sup>th</sup> Annual Convention

**Quarterly Countywide Transportation Forums:** Transportation Forums are the focal point of all Measure B outreach. Four times throughout the year, the Commission holds forums in each planning area of Alameda County. Each forum provides an avenue for information and access to members of the public interested in Measure B-funded projects and programs. The forums also attract businesses interested in contracting opportunities with the Alameda CTC and its partners, and provide media outlets with Measure B program updates. Prior to each forum, every CAC member receives 20 flyers, as well as other collateral materials, to use in his or her individual outreach and networking. Members are also encouraged to connect their respective community groups with presentations from the Commission's speakers' bureau.

Staff and the Media and Public Relations consultant team, provide outreach through e-mail blasts to local stakeholder groups located in the host planning area; media ad placements in news outlets; and targeted speaking engagements to rotary clubs, chambers of commerce, professional organizations, and other interested groups all within the forum host planning area. The Commission also invites local, state, and federal elected officials, and all other community advisory committee members to the forums.

Currently, staff is preparing for a North County Transportation Forum on October 21<sup>st</sup> at the Alameda CTC offices in Oakland as described under Citizens Advisory Committee (CAC).

**Speaker's Bureau:** On request, the Commission hosts events or staff travels to organizations interested in Measure B projects and programs to make tailored presentations. A Speaker Request Form is available for easy download and submittal

([http://www.actia2022.com/files/managed/Document/1578/Speaker\\_Request\\_Form\\_v4.pdf](http://www.actia2022.com/files/managed/Document/1578/Speaker_Request_Form_v4.pdf))

Recent and upcoming speaking engagements for Alameda CTC staff include:

- September 1 – Oakland Mayor's Commission on Aging
- September 17 Oakland Metropolitan Chamber of Commerce
- October 4 – Presentation to Pedestrians Count! Data Modeling and Advocacy Workshop
- October 10 – UC Berkeley Disabled Students Residence Program Presentation
- October 19 – City of Alameda Rotary Club Meeting Presentation
- November 8 – Oakland Mayor's Commission on Persons with Disabilities Presentation

**Countywide Walking Campaign:** The Alameda CTC's Bicycle and Pedestrian Coordination and Media and Public Relations teams are collaborating on the development of a Countywide Walking Campaign to address walking goals in the Countywide Pedestrian Plan and to coincide with the International Walk to School month of October 2010. Alameda CTC released a printed promotional piece and an area on the ACTIA website for this campaign this month.

## COUNTYWIDE TRANSPORTATION PLAN AND EXPENDITURE PLAN DEVELOPMENT

In May 2010, ACTIA and the ACCMA created the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) Development Steering Committee to lead the development of the Alameda Countywide Transportation Plan, a 25-year transportation planning document, and an Expenditure Plan that will serve as a funding element of part of the Countywide Transportation Plan and will go to voters for approval.



The 13-member committee represents all areas of the county and is comprised of Alameda CTC members. A Community Advisory Working Group and a Technical Advisory Working Group were also formed to provide input and make recommendations to the Steering Committee.

The Steering Committee meets on the third Monday of each month, as necessary. Meetings began in May 2010 for the Countywide Transportation Plan and Expenditure Plan development efforts over a two-year period. All of these efforts were approved by the ACTIA and ACCMA Boards.

At the June 21, 2010 Steering Committee meeting, ACTIA and CMA staff gave a presentation that provided an overview of Alameda County transportation statistics, historical financial information, funding projection considerations, and information regarding other transportation agencies' transportation and expenditure plan development. In addition, the committee worked to refine the Alameda County Vision Statement.

At the July 19, 2010 meeting, appointments to the 27-member Community Advisory Working Group (CAWG) were approved. CAWG members encompass a broad array of perspectives in the areas of business, civil rights, education, the environment, faith-based advocacy, health, public transit, seniors and people with disabilities, and social justice. They will meet regularly to participate in making updates to the Countywide Transportation Plan and developing the Transportation Expenditure Plan. At the same meeting, David Vintze of the Bay Area Air Quality Management District provided an update on the Air District's revised California Environmental Quality Act (CEQA) guidelines, which recommend air quality significance thresholds, analytical methodologies, and mitigation measures for local agencies to use when preparing air quality impact analyses under CEQA. His presentation addressed the impact the new guidelines will have on the evaluation of transit-oriented development and priority-development areas.

The Steering Committee met on October 18, 2010. The meeting began with an overview of the CWTP update and TEP development, and with an introduction to the new consultant team contracted to take the lead on this 25-year transportation planning document and expenditure plan. In addition, staff presented a more refined description of the progress of the CWTP-TEP development in relation to other efforts such as the Sustainable Communities Strategy. A speaker from the Strategic Growth Council (SGC) provided an overview of SGC activities, roles, and responsibilities.

The next Steering Committee meeting date will be determined at the October 18<sup>th</sup> meeting.

The current composition of the Steering Committee is as follows:

<b>Mark Green, Chair</b> Mayor, City of Union City	<b>Greg Harper, Director</b> AC Transit	<b>Nate Miley, Supervisor</b> County of Alameda
<b>Kriss Worthington, Vice Chair</b> Councilmember, City of Berkeley	<b>Olden Henson, Councilmember</b> City of Hayward	<b>Larry Reid, Councilmember</b> City of Oakland
<b>Ruth Atkin, Mayor</b> City of Emeryville	<b>Jennifer Hosterman, Mayor</b> City of Pleasanton	<b>Tim Sbranti, Mayor</b> Alternate, City of Dublin
<b>Tom Blalock, Director</b> BART	<b>Beverly Johnson, Mayor</b> Alternate, City of Alameda	<b>Joyce Starosciak, Councilmember</b> Alternate, City of San Leandro
<b>Luis Freitas, Councilmember</b> Alternate, City of Newark	<b>Marshall Kamena, Mayor</b> City of Livermore	<b>Robert Weikowski, Vice Mayor</b> City of Fremont
<b>Scott Haggerty, Supervisor</b> County of Alameda	<b>Rebecca Kaplan, Councilmember-At-Large</b> City of Oakland	



### ***Steering Committee Technical Advisory Working Group (TAWG)***

The TAWG provides technical input throughout the development of the Countywide Transportation Plan and Expenditure Plan. In an advisory capacity to the Steering Committee, TAWG receives information from and shares information with CAWG. As its name suggests, TAWG is a more technically oriented committee. TAWG members review and provide feedback on technical studies and polling conducted to develop the plans. Alameda County, cities, transit agencies, regional agencies, in addition to education, law enforcement, park districts, public health, and social services organizations, appointed TAWG members during late summer 2010. The TAWG held its first orientation meeting on October 5, 2010 at the Alameda CTC offices. Committee members received an overview of the plans development scope and the preliminary implementation schedule, reviewed the TAWG roles and responsibilities and meeting ground rules, and provided feedback on the draft vision developed by the Steering Committee. In addition, members were offered the opportunity to share current planning activities within their jurisdictions.

### ***Consultant Team to Lead Plan Updates***

ACTIA and ACCMA issued a Request for Proposals (RFP) in July 2010 for Updates to Alameda County's Countywide Transportation Plan and Development of a New Transportation Expenditure Plan (RFP A10-015). Two consultant teams submitted proposals on August 19, 2010. At its September 23, 2010 meeting, the Commission approved the highest-ranked consultant team based on the outcome of the team interviews and provided authorization to negotiate and execute a contract for updating the CWTP and developing a sales tax TEP. The Commission gave the chosen firm, the Nelson\Nygaard Team, a notice to proceed on September 30, 2010.

## **LEGISLATIVE ACTIVITIES**

### ***State Update***

The State Legislature continues to grapple with the ongoing annual budget deficits facing California. This is the third year in a row that the State faces sharp cuts and changes as it tries to close an almost \$20 billion budget deficit. At the time of this writing, a budget deal was brokered and a release of reports on its details was expected by the first full week of October. Staff will report on budget details at the Commission meetings.

### ***Federal Update***

No legislative advancement has been made on the reauthorization of the transportation bill. Senator Boxer held a hearing in late September aimed at addressing the long-term financing needs. The bill will likely not be addressed until next year, and it will require another extension beyond the December 31, 2010 sunset date.

### ***State and Federal Legislative Program***

Staff is currently developing the 2011 Legislative Program, and is seeking feedback from the Commission on items for inclusion in the program. In addition, staff is working with other jurisdictions, the agency's community advisory committees, and other partners to develop the legislation program. Commission approval of a final program is anticipated in January 2010.

The currently adopted legislative program contains six sections, including:

### **Federal Transportation Bill Reauthorization**

#### **California Consensus Principles:**

- 1) Ensure the financial integrity of the Highway Trust Fund
- 2) Rebuild and maintain transportation infrastructure in a good state of repair
- 3) Establish goods movement as a national economic priority
- 4) Enhance mobility through congestion relief within and between metropolitan areas
- 5) Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access
- 6) Strengthen comprehensive environmental stewardship
- 7) Streamline project delivery

#### **“Principles Plus”:**

- 1) Support methods to increase the gas tax and alternative methods of financing
- 2) Support rewarding states that provide significant funding into the transportation systems
- 3) Increase funding and flexibility of transit investments
- 4) Increase funding for non-motorized transportation

### **Transportation Funding**

- Continue construction funding for WSX and OAC; advance BRT and project development for Dumbarton and BART to Livermore
- Increase funding and flexibility for transit (also in consensus principles)
- Increase funding for non-motorized transportation (also in consensus principles)
- Protect funding, priority funding for voter-approved measures; improve ACTIA and partner authority to deliver, enhance, augment Measure B projects and programs
- Regional cooperation and coordination to develop, promote and fund solutions to regional problems

### **Project Delivery**

- Support innovative project delivery strategies: design-build, Public Private Partnerships
- Perform environmental streamlining
- Support Caltrans to deliver Measure B projects

### **Multi-Modal Transportation and Transit Oriented Development**

- Encourage and fund Transit Oriented Development (TOD), including reducing barriers to implementation
- Expedite TOD and smart-growth project delivery
- Provide multi-modal transportation choices
- Increase funding for non-motorized transportation (also in consensus principles and transportation funding)
- Increase the amount and flexibility of transportation projects and programs that support senior and disabled mobility

### **Transportation and Social Equity**

- Increase funding and flexibility for transportation services for seniors, disabled, low-income, and youth
- Expand minority and women contracting opportunities in state and local contracting
- Provide employer/employee incentives for alternative transportation use



- Invest to serve transit-dependent communities and in proven, enhanced access to goods, services, jobs, and education

**Climate Change**

- Increase funding innovative infrastructure, operation, and programs to relieve congestion, improve air quality, reduce Green House Gas emissions, and support economic development
- Expand transit service and support safe, efficient, and clear connection to transit service, including walking and biking
- Augment transit funding; do not create unfunded mandates; and support well, thought-out planning and implementation efforts





## MEASURE B CAPITAL PROJECTS

The key issues for the original Measure B Projects (ACTA) and ACTIA projects, summarized by phases of development, are noted below.

### *1986 Measure B Projects (ACTA)*

#### **1986 MEASURE B PROJECTS IN SCOPING PHASE**

##### **Central Alameda County Freeway System Operational Analysis (MB 240)**

- *SR 238 LATIP Approved* - A prioritized list of projects was adopted by the Technical Advisory Committee and Policy Advisory Committee in June 2008. Caltrans, the City of Hayward and the proponents of the lawsuit have resolved outstanding housing issues. Local jurisdictions (Hayward, San Leandro, Alameda County, ACCMA and ACTA) approved the LATIP in September 2009. The LATIP was submitted to the California Transportation Commission for discussion in December 2009 and was formally approved at the May 2010 meeting.

##### **Castro Valley Local Area Traffic Circulation Improvement (MB 241)**

- *Traffic Study Underway* - Alameda County, with the assistance of a consultant, is preparing the Castro Valley Local Area Traffic Circulation Study. The study, which will provide a comprehensive circulation plan for the area, includes the development of conceptual alternatives in the vicinity of the westerly end of Norbridge Avenue, which includes Strobbridge Avenue, Castro Valley Boulevard, and the I-580 Strobbridge Avenue westbound off-ramp. The County made a second presentation on the alternative recommendation to Castro Valley Municipal Advisory Council (CVMAC) in September 2009. The CVMAC voted to approve the recommended alternative and the County is evaluating design alternatives with Caltrans input. Caltrans comments will be incorporated into the study, which is anticipated to be finalized fall 2010. Staff updated the CVMAC on project progress and held a public meeting to solicit input from businesses and residents in June 2010.

#### **1986 MEASURE B PROJECTS IN FINAL DESIGN & RIGHT-OF-WAY ACQUISITION PHASE**

##### **I-880/Mission Boulevard (Route 262) Interchange Reconstruction Phase 1B/2 (MB 196 -1B)**

- *Design Underway* – The Santa Clara Valley Transportation Authority (VTA) is leading the development effort for this project. The contract documents are planned to be completed in late 2010 and the project will be advertised for construction in summer 2011. An early construction contract (advertisement planned for February 2011) will be let for work in the vicinity of the creeks.
- *Construction Cash Flow* - The Santa Clara Valley Transportation Authority (VTA) is planning to advertise construction in summer 2011. However, to advertise the construction contract, all funding must be established and allocated. Significant funding is expected from the sale of excess right-of-way from the East-West Connector Project through the South County Local Alternative Transportation Improvement Program (LATIP), but may not be available in time for construction. The VTA and ACTA are exploring options to advance Measure B funds for the LATIP share of the funding.

##### **I-880 to Mission Boulevard East-West Connector (MB 226)**

- *Project Development Status and Coordination with BART, UPRR and Resource Agencies* – The Authority is currently developing the final design and acquiring necessary right-of-way for the project. The proposed alignment passes under UPRR at two locations and under BART at one location. The largest segment of



the project, which includes all three rail crossings, also contains a portion of a redirected flood control facility. The railroad and BART crossings will require construction of new track structures, temporary track detours around the work zone and relocation of five major fiber optic trunk lines. The project also modifies existing flood control facilities within the project area. The Authority is continuing coordination of project permitting requirements with affected railroad and resource agencies, including the Regional Water Quality Control Board, Alameda County Flood Control District and the Alameda County Water District.

- *Project Funding* – The current project cost estimate is \$211 million. Available funding for this project is approximately \$110 million, including \$88 million in Measure B funds. Additional funding is anticipated from various sources, including possible future STIP programming, possible federal earmark or stimulus funding, Measure B capital reserve surplus, and proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway.

### **1986 MEASURE B PROJECTS IN CONSTRUCTION PHASE**

#### **I-880/Route 92 Interchange (MB 175)**

- *Construction Activities* - The project construction is 77% complete and there are no issues to report. The current schedule shows a completion date of September 2011.
- *For Further Information* - Visit the Bay Area Toll Authority website: <http://bata.mtc.ca.gov>. Click on the following: Bridge Projects/RM1 Program/I-880/Route 92 Interchange/RM 1 Project Monitoring Program Report.

#### **Route 238/Mission-Foothill-Jackson Corridor Improvement (MB 238)**

- *Construction Status* - The city completed the plans, specifications and estimates in April 2010. Bids were received in June 2010. The City awarded the construction contract in July 2010 to Top Grade Construction for \$50.3 million. Construction activities began in August 2010 on Stage 1. The project is expected to complete by the end of 2012.

#### **I-580/Redwood Road Interchange (MB 239)**

- *Construction Activities* - In July 2005, the ACTA Board adopted Amendment No. 1 to the 1986 Expenditure Plan, which deleted the Route 238 (Hayward Bypass) Project and added four projects, including this project. This project provided a \$15 million financial contribution to the ACTIA funded I-580/Castro Valley Interchange Improvements Project (ACTIA 12). Construction began in mid-September 2008. See ACTIA 12 project summary for construction status.

## **ACTIA Projects**

### **ACTIA PROJECTS IN SCOPING PHASE**

#### **I-880/Broadway-Jackson Interchange Improvement (ACTIA 10)**

- *Project Review and Consensus Building* - The ACTIA consultant addressed the Caltrans comments on the second review of the draft Project Study Report (PSR) and FHWA is reviewing the document.

#### **I-680/I-880 Cross Connector Studies (ACTIA 22)**

- *Project Study Report (PSR)* – The project sponsor has completed screening of preliminary project alternatives for a draft PSR. The sponsor is refining the study to focus on the Mission Boulevard corridor



between I-880 and I-680 and on improvements that are feasible at the I-680/Mission Boulevard interchange. The PSR is expected to be completed and approved by Summer 2011.

### **ACTIA PROJECTS IN PRELIMINARY ENGINEERING/ENVIRONMENTAL PHASE**

#### **Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A)**

- *Selection of a Locally Preferred Alternative (LPA) and Environmental Clearance* - All of the local agencies, the cities of Berkeley, Oakland, and San Leandro, have adopted an LPA and forwarded the recommendations to AC Transit. On June 23, 2010, the AC Transit Board unanimously adopted an LPA for inclusion in the Final Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). The adopted LPA has a No Build option in Berkeley with transit signal priority and curbside stations with level boarding where possible and Bus Rapid Transit (BRT) with exclusive lanes on certain segments of the corridor in Oakland and San Leandro. The EIS/EIR is scheduled for publication in fall 2010 and the Record of Decision by the Federal Transit Administration (FTA) is scheduled for early 2011.
- *Project Costs/Funding* - In early February 2010, the FTA awarded AC Transit the first \$15 million in Small Starts funding for the design phase of the project. With the selection of an LPA, the costs for the project will be refined for inclusion in the Final EIS/EIR.
- *BRT Corridor Enhancement Plan (CEP)* - The Alameda County Congestion Management Agency (ACCMA) is seeking funding for a study to address broader transportation and land use goals, beyond the scope of the BRT project, in the corridor. They are exploring options to use excess RM2 funds from another transit project.

#### **Route 92/Clawiter – Whitesell Interchange and Reliever Route (ACTIA 15)**

- *Project Development Status* - The City of Hayward is delivering this project in two phases. Phase 1 consists of Local Street extensions and Phase 2 consists of the Route 92/Clawiter Road-Whitesell Street Interchange. The City has completed preliminary traffic analysis and conceptual development for the proposed Phase 1 project. A funding strategy for Phase 2 is still under development. The City identified issues arising from the reclassification for the Hayward Executive Airport, which affect the feasibility of the proposed West A Street extension. The ACTIA Board approved a city proposal identifying alternative improvements in June 2010 and extended the environmental clearance deadline to March 31, 2011. Project development work is continuing towards environmental clearance of Phase 1.

#### **Westgate Parkway Extension - Phase 2 - to Davis Street (ACTIA 18B)**

- *Project Scope* – The Project Scope for Stage 2 has been revised and was approved by the Authority Board in December 2009. Preliminary design of the pedestrian overcrossing is currently underway. The City of San Leandro is reviewing community input that has been solicited from residents and businesses in the vicinity of the project.

#### **Dumbarton Rail Corridor (DRC) (ACTIA 25)**

- *Funding Shortfall* – In September 2009, project costs were updated to \$701 million (in current dollars), an increase of \$186 million. With this update, the funding shortfall for delivery of the full Dumbarton Rail Corridor project increased to approximately \$400 million.
- *Project Status* - Staff is focusing efforts in the following three areas:
  - *Environmental* – Staff is continuing with additional studies to assess project redefinition for the environmental document. Preliminary ridership studies assessed the impact of service and operational changes. The results of ridership studies that explore expanded transit markets and the financial implications will be presented at the November 5, 2010 PAC meeting. Re-scoping the



project could delay publication of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for one to two years, depending upon the extent of changes to the project.

- *Right-of-Way* - The Capitol Corridor included the acquisition of the Oakland Subdivision right-of-way in a long-range program submitted to the Federal Railroad Administration (FRA) in August 2010. The project was not a priority for the High Speed Intercity Passenger Rail Program funds this funding cycle.
- *Interim Bus Operations* – The Dumbarton Bridge Route Operations Committee (DBROC) continues to explore the potential for using RM2 operating funds for interim bus operations on the Dumbarton Bridge.

#### **I-580 Corridor/BART to Livermore Studies (ACTIA 26)**

- *Environmental Studies* – On July 1, 2010, the BART Board certified the Final Environmental Impact Report (EIR) and adopted Alternative 2B as the preferred alignment for the BART extension to Livermore (LVX). BART staff is working with the funding partners to develop an Early Implementation Plan that outlines the next steps for the BART LVX project.
- *Right-of-Way Preservation* – A Project Specific funding Agreement (PSFA) with the Alameda County Congestion Management Agency (ACCMA) was executed in 2009. The ACCMA is finalizing negotiations with the City of Livermore on a funding agreement that will allow the early ROW acquisition to occur. On July 1, 2010, the BART Board adopted an Initial Project Report (IPR) and authorized BART staff to apply to the Metropolitan Transportation Commission (MTC) for \$1.275 million in AB1171 funds for early right-of-way acquisition of specific parcels, near El Charron Road, for the BART extension to Livermore. The MTC approved the allocation of funds at their July 2010 meeting.

### **ACTIA PROJECTS IN FINAL DESIGN & RIGHT-OF-WAY ACQUISITION PHASE**

#### **I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road) (ACTIA 14B)**

- *Project Development Status* - The project sponsor completed environmental clearance and preliminary engineering documents for the Westbound I-580 HOV Lane Project in January 2010, which includes this ACTIA funded auxiliary lane. Caltrans approved the Project Report in January 2010. Final design and right-of-way acquisition activities are underway. The sponsor submitted the 100% Plans, Specifications and Estimate to Caltrans for review in October 2010. Design is scheduled to be completed before the end of 2010. Construction of the segment including the auxiliary lane is anticipated in summer 2011.

#### **East 14<sup>th</sup> Street/Hesperian Boulevard/150<sup>th</sup> Street Intersection Improvement (ACTIA 19)**

- *PS&E and Right-of-Way Phase* - The topographic survey within project limits was completed in September 2009. The City of San Leandro plans to perform the majority of the design in-house and circulate the 30% design for review in 2010. The City has acquired the “Triangle Property” on East 14<sup>th</sup> Street.

#### **Route 84 Expressway (ACTIA 24)**

- *Utility Relocation* – Expressway design requirements include relocation of an overhead electric transmission line, a large gas main and a sanitary sewer along the length of the road widening, which will require extensive coordination between the City of Livermore, PG&E, the quarries and Zone 7 Water Agency. Zone 7 will operate the quarry lands as the Chain of Lakes when mining is complete. The consultant is developing the 100% plans and specifications, and right-of-way acquisition is underway.

In September 2010, the California Transportation Commission awarded Corridor Mobility Improvement Account (CMIA) bond funds to the project. The project will be constructed in two segments with the

northern segment beginning construction in late 2011. Overall construction is anticipated to be complete in mid 2014.

#### **I-80 Integrated Corridor Mobility Project (ACTIA 27B)**

- *Project Development Underway* - The project sponsor, Alameda County Congestion Management Agency, is proceeding with project development activities, partially funded by ACTIA. Portions of the project are anticipated to begin construction activities in late 2010.

### **ACTIA PROJECTS TO CONSTRUCTION IN 2010/2011**

#### **BART Oakland Airport Connector (OAC) (ACTIA 3)**

- *Funding and Rescission of ARRA Funds* – In February 2010, the Federal Transit Administration (FTA) notified BART that they were rejecting their Title VI action plan and the \$70 million in ARRA funds for the OAC project were subsequently redirected to transit preventive maintenance throughout the region.
- *Full Funding Plan Status*- BART worked with the local and regional funding agencies to identify new funding sources to replace the loss of ARRA funds. In March 2010, a one-year extension of the ACTIA full funding deadline was granted. The BART Title VI action plan was approved by the FTA on April 13, 2010 and BART is actively pursuing the completion of outstanding items to bring BART into full compliance with Title VI. In July 2010, the California Transportation Commission (CTC) and the Alameda County Transportation Commission (ACTC) approved the reprogramming of \$20 million in STIP funds to the OAC project. On July 22, 2010, the BART Board accepted the full funding plan for the OAC.
- *Award of Construction Contract* – On December 10, 2009, the BART Board authorized the award of the Design Build Operation Maintain (DBOM) contract to the Flatiron/Parsons Joint Venture (JV). In July 2010, the BART Board reaffirmed the award of the OAC design/build contract to Flatiron/Parsons JV for \$361 million (\$55 million or 13% below the Engineer's Estimate), contingent upon receipt of the Small Starts funds from the FTA and the \$20 million in state funds. Final action from the CTC (reaffirmation of STIP reprogramming and allocation) occurred in September 2010 following MTC approval of the STIP amendment and on September 16, the BART Board reaffirmed the award of the contract to Flatiron/Parsons JV and Doppelmayr following a commitment for reservation of the Small Starts funds to the project by FTA on September 15. The contract was awarded on September 23, 2010.

### **ACTIA PROJECTS IN CONSTRUCTION PHASE**

#### **Altamont Commuter Express Rail (ACTIA 1)**

- *FY 2009/2010 Projects* –The track improvements project is on hold waiting for UPRR to determine a location for the track improvements. The locomotive upgrade and maintenance facility projects are expected to move ahead this fiscal year.

#### **BART Warm Springs Extension (WSX) (ACTIA 2)**

- *Contract Award* – The BART Board awarded the Central Park Subway contract to the low bidder, Shimmick/Skansa Joint Venture with a bid of \$137 million (45% below the engineer's estimate) in July 2009 and project construction was initiated in September 2009. The project is approximately 45% complete.
- *Construction Status* – Construction of the new dog park, basketball courts, and parking lots are 100% complete and the facilities officially opened in June 2010. Construction of the coffer dam on Lake



Elizabeth and the cement deep soil mixing for the northern part of the subway were completed this summer. Installation of the sheet piling for the southern section of the subway is underway. The jet grouted base slab, which runs the length of the subway, is nearly complete between Stephenson and Lake Elizabeth and operations began north of Stephenson in September. The tunnel excavation and installation of the base and walls for the subway is in full production.

- *LTSS Procurement* - A Request for Qualifications (RFQ) was released in April 2010 and BART received qualification statements from five teams: Tutor Perini/Parsons Joint Venture; Whiting-Turner Contracting Company; Stacy and Witbeck Skanska Steiny Joint Venture; Kiewit Pacific Company; and Shimmick/Flatiron/Herzog Joint Venture. All five teams have been qualified to submit a proposal. The Request for Proposal (RFP) was released on September 24, 2010. Proposals are due in January 2011 and the award of the contract is expected in April 2011.

#### **Downtown Oakland Streetscape Improvement (ACTIA 4)**

- *Private Basements Encroaching Under Public Sidewalks Within Project Limits* – The Phase 4D (Broadway Phase III Streetscape) construction and a portion of Phase 4B (Telegraph Avenue) were completed in 2008. The City of Oakland is implementing a program with property owners to either backfill their basement spaces or ensure that their basement spaces are made structurally sound prior to the implementation of the remaining three streetscape project phases beginning in 2011. Retrofitting/backfill activities have begun on approximately 75% of the affected basements.

#### **Union City Intermodal Station (ACTIA 6)**

- *Site Improvements* – Site improvements were substantially completed in December 2008. BART is negotiating final claims with the contractor and will closeout the project in conjunction with the close-out of the station improvements.
- *Station Improvements* – The project is approximately 90% complete. Procurement and installation of the transit canopies has delayed the station improvements and the project is now scheduled for completion in November 2010 with project closeout anticipated in early 2011.

#### **I-680 Sunol Express Lanes (ACTIA 8)**

- *Southbound Express Lane Contracts* - The southbound express lane project has been implemented in conjunction with the southbound High Occupancy Vehicle (HOV) Lane project sponsored by Caltrans. The Alameda County Congestion Management Agency (ACCMA) led the efforts for the electronic tolling system, including software development, hardware components, inter-agency coordination, and legislation. The first solo drivers with Fastrak tags entered the southbound I-680 Express Lane on September 20, 2010. The ACCMA continues to refine the operations of the Express Lane and to work on closing out the construction phase.

Mitigation and corridor landscaping will be implemented by Caltrans under separate contracts that follow the construction and system integration work.

#### **I-880/Washington Avenue Interchange Improvements (ACTIA 11)**

- *Construction* - The construction contract was awarded in February 2009 to Bay Cities Paving and Grading, Inc, with a bid approximately 17% below engineer's estimate. The project has been completed.

#### **I-580/Castro Valley Interchange Improvements (ACTIA 12)**

- *Construction* - The contract was awarded to RGW for \$12.6 million (approximately 30% below the engineer's estimate) in July 2008. The Authority has contracted with S&C Engineers, Inc. as the construction management team for this project and construction began in mid-September 2008.



Approximately 97% of the construction contract is complete. A ribbon cutting ceremony was held on September 20<sup>th</sup>, 2010 and the newly constructed on and off ramp to Redwood Road from I-580 were opened to traffic on September 21<sup>st</sup>, 2010. Punchlist work is currently on-going.

•  
**Lewelling/East Lewelling Boulevard Widening (ACTIA 13) and Hesperian Boulevard/Lewelling Boulevard Intersection Improvement (ACTIA 17B)**

- *Construction* - Alameda County will implement roadway improvements in conjunction with ACTIA 17B, sponsored by the City of San Leandro, which involves improvements at the Hesperian Boulevard/Lewelling Boulevard intersection across the street from the County's project. The scope of ACTIA 17B has been incorporated into ACTIA 13.

In November 2009, the contract was awarded to Gallagher & Burk, Inc. for \$10.2 million (approximately 32% below the Engineer's Estimate), with a schedule of 450 calendar days to completion. Construction began in January 2010.

The underground subcontractor is completing work on utility trenches and boxes between UPRR track and Meekland Avenue. The contractor is completing the sidewalk subgrade on the north side of Lewelling in front of Orchard Supply Hardware.

**I-580 EB Auxiliary Lane (El Charro Road to Airway Boulevard) (ACTIA 14C)**

- *Construction Underway* – In July 2009, Caltrans awarded the western segment of the construction phase of the Eastbound I-580 HOV Lane Project, which includes this ACTIA funded auxiliary lane. Construction is underway and the auxiliary lane portion of work is expected to be completed in November 2010, followed by overall project completion and closeout activities in 2011.

**Isabel Avenue - Route 84/I-580 Interchange (ACTIA 23)**

- *Construction in Three Segments Underway* - This project is being constructed in three segments: North Local; Main Interchange; and South Local. The City of Livermore awarded two local contracts in June 2009, and Caltrans awarded the interchange contract in July 2009. Favorable bids (approximately 40% under the Engineer's Estimate) were received on all three construction projects. Construction activities, including bridge foundation, column and superstructure construction, utility relocation and earthwork are underway, weather permitting. The North Local project is substantially complete, and the remaining two projects are expected to be substantially completed by the end of 2011.

**OTHER PROJECTS**

**Ironhorse Transit Route (ACTIA 9)**

- *Project Delivery Linked To Funding* - The City made an alternative project request within the project limits, which was approved by the ACTIA Board in May 2010. The revised project would widen Dougherty Road, from four to six lanes to accommodate buses, from the northern City boundary to the vicinity of Scarlett Drive. In addition, the City proposes to include Class II bike lanes within the limits of the project to accommodate bicyclists. The City will begin design in 2010.



## ADMINISTRATION/FINANCE/HUMAN RESOURCES

### *Administration*

#### Continue to Update Program Manual, including all policies and procedures

ACTIA and ACCMA staff, with assistance from Management Partners and outside legal consultants, are in the process of drafting the Alameda CTC benefits package. This, along with other policies, was presented to the Finance and Administration Committee (FAC) and the Alameda CTC Board in October 2010.

### *Finance*

#### Monitor investments to assure optimal returns, through investment advisors

The ACTIA/ACTA Annual Investments Report will be presented to the FAC and the Board in September 2010. Though the report shows lower returns than prior year, it continued to outperform LAIF and the Alameda County Cash Pool.

#### Continue on-going coordination between the budget and strategic planning processes

The latest ACTIA Strategic Plan and the Budget show a need for external debt financing in the 2012-13 timeframe. Staff is closely monitoring the cash flow and plans to bring the financing plans about a year ahead of the actual debt issuance timing.

#### Implementing training for staff – supervision/sensitivity/coaching

Staff will implement new supervisory training and certain staff training programs in the coming month for the combined ACTIA-ACCMA staff.

#### Implement competitive salary and benefit program to retain staff

The annual salary and benefits survey resolution for all Alameda CTC staff will be presented to the Commission in April-May 2011 timeframe.



**SECTION 2**

**OTHER ACTIVITIES**

- None to report at this time.

**SECTION 3**

**APPROVED CONTRACTS UNDER \$25,000 AND WARRANT TRANSACTION ACTIVITIES REPORT (FY 2010/2011)**

The Alameda CTC Executive Director has not approved any new agreements under \$25,000

10/11/2010

	<u>Sep-10</u>	<u>Aug-10</u>
No. of checks and W/T Processed	<u>130</u>	<u>166</u>
\$Amount of checks and W/T Processed	<u>4,178,901</u>	<u>12,045,777</u>

Breakdown by Fund Type	<u>Sep-10</u>			<u>Aug-10</u>		
	<u>ACTA Amount</u>	<u>ACTIA Amount</u>	<u>Total Amount</u>	<u>ACTA Amount</u>	<u>ACTIA Amount</u>	<u>Total Amount</u>
Administration	22,852	224,627	247,479	14,786	176,257	191,043
Capital Project Expenses	58,859	1,864,113	1,922,972	169,049	5,782,850	5,951,899
Professional Services	59,828	208,395	268,223	66,730	396,680	463,410
Program Distributions		1,740,226	1,740,226		5,439,425	5,439,425
Totals	<u>141,540</u>	<u>4,037,361</u>	<u>4,178,901</u>	<u>250,565</u>	<u>11,795,212</u>	<u>12,045,777</u>



