

#### Memorandum

**DATE:** March 15, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

SUBJECT:Approval of Fiscal Year 2011-2012 Alameda County Transportation<br/>Commission Member Agency Fee Schedule

#### **Recommendations:**

It is recommended that the Commission approve the attached member agency fee schedule for FY2011-12 to support the Alameda County Transportation Commission (Alameda CTC) core functions.

#### **Summary:**

Pursuant to the provisions of the new JPA dated March 25, 2010 which created the Alameda CTC, the Alameda CTC is required to adopt an annual budget by June 30 of each year for the succeeding year. However, the Alameda County Congestion Management Agency (ACCMA) has historically adopted the member agencies fee schedule by April 1 with the intent of providing the cities and County of Alameda with the member agency fee schedule for use in developing their respective budgets.

The member agency fee schedule attached for FY2011-12 reflects a 6 percent increase over the fee for FY2010-11 which is a decrease from the growth rate of 9 percent which was employed over the last three years.

#### **Discussion:**

The recommended member agency fee schedule for FY2011-12 reflects the same projected fee for the original 15 member agencies for FY2011-12 that was adopted by the ACCMA Board of Directors in January 2007 and adds a portion equal to the average fee of the 15 original member agencies for the two new transit agency members of the Alameda CTC, AC Transit and BART.

#### Fiscal Impact:

Approval of the recommended fee schedule will set the Alameda CTC's FY2011-12 revenue budget for member agency fees at \$1,315,867 which will be incorporated into the Alameda CTC's consolidated budget scheduled for approval in June, 2011.

#### Attachments:

Attachment A - Alameda CTC FY2011-12 Member Agency Fee Schedule

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	Proposition 111	Subventions			
CITIES/COUNTY	2005/06	Percent		FY 10/11 Fees	FY 11/12 Fees
		of Total			
City of Alameda	\$ 466,679	3.13%		\$ 34,234	\$ 36,288
City of Albany	104,539	0.70%		7,669	8,129
City of Berkeley	651,401	4.36%		47,785	50,652
City of Dublin	238,695	1.60%		17,510	18,561
City of Emeryville	47,739	0.32%		3,502	3,712
City of Fremont	1,302,018	8.72%		95,513	101,243
City of Hayward	901,231	6.04%		66,112	70,079
City of Livermore	489,291	3.28%		35,893	38,047
City of Newark	273,743	1.83%		20,081	21,286
City of Oakland	2,566,697	17.19%		188,286	199,583
City of Piedmont	69,360	0.46%		5,088	5,393
City of Pleasanton	418,186	2.80%		30,677	32,518
City of San Leandro	507,462	3.40%		37,226	39,460
City of Union City	438,021	2.93%		32,132	34,060
Alameda County	6,456,483	43.24%		473,630	502,048
AC Transit					77,404
BART					77,404
TO TAL 8.	¢ 44.024.544	400.000/		¢ 4 005 330	¢ 4 245 007
TOTALS:	\$ 14,931,544	100.00%		\$ 1,095,338	\$ 1,315,867
		History	of City/Coun	ity Fees	
		Fiscal Year	Fees	% Change	
		1991-92	\$1,132,953	N/A	
		1992-93	831,241	-26.63%	
		1993-94	639,084	-23.12%	
		1993-94	581,195		
		1995-96	581,327	0.02%	
		1996-97	599,880	3.19%	
		1997-98	631,858	5.33%	
		1998-99	656,438	3.89%	
		1999-00	704,417	7.31%	
		2000-01	711,320	0.98%	
		2001-02	736,216	3.50%	
		2002-03	736,216	0.00%	
		2002-03	736,216	0.00%	
		2003-04	736,216	0.00%	
		2004-05	736,216	0.00%	
		2005-00	761,984	3.50%	
		2000-07	845,802	11.00%	
		2008-09	921,924	9.00%	
		2009-10	1,004,898	9.00%	
		2010-11 2011-12	1,095,338	9.00% 6.00%	
		2011-12	+ 154,808	0.00%	
		2011-12	. 104,000		
lotes: - The percentage					
	annual fees for the ori				
Supventions is b	ased on the most rece		-		
- The distribution f	or the two new member	er agencies is base	d on the average	fee of the original 15	members as
	for the two new membe Alameda CTC on July 2	-	d on the average	fee of the original 15	members as

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#### Memorandum

**DATE:** March 15, 2011

**TO:** Alameda County Transportation Commission

- **FROM:** Finance and Administration Committee
- SUBJECT: Approval of a Loan Program Between the Alameda County Transportation Authority (ACTA) and the Alameda County Congestion Management Agency (ACCMA) Authorizing the ACTA to Lend up to \$25 Million to the ACCMA

#### Recommendation

It is recommended that the Commission approve a Loan Program which would authorize ACTA to lend up to \$25 million to the ACCMA to help cash flow the ACCMA's Alameda County capital improvement program.

#### Summary

The ACCMA was originally established to administer and monitor the Congestion Management Program which included mainly planning and programming activities such as county-wide transportation planning as well as funding, programming and allocating funds for capital projects in Alameda County. Over the years, the ACCMA has incorporated the project delivery function into its business model, beyond the core functions of planning and programming. However, the ACCMA's original funding sources were not designed to cash flow large capital projects, which is needed for successful project delivery. This has left the ACCMA in a very tight cash flow position as various capital projects ramp up to construction phase incurring significant costs on an ongoing basis. A Loan Program has been designed to address the emerging and emergency situation which the ACCMA is now facing. Based on analysis of ACTA cash flows, it is expected that the ACTA can lend up to \$25 million from the 1986 Measure B Transportation Sales Tax Program to the ACCMA while continuing to deliver the projects designated in the original 1986 Measure B Transportation Expenditure Plan.

#### **Discussion and Background**

Staff plans to implement the Loan Program with an initial loan of \$5 million whereby the ACCMA would repay the ACTA the principal balance when it is in a position to do so, which is expected to be in 2015 when their capital improvement program is expected to wind down. The ACCMA may repay the loan, in whole or in part, at any time without penalty. Additional funds

would be loaned per the approved Loan Program, as needed, by ACTA to the ACCMA as part of the annual budgeting process and approved by the Commission.

The initial \$5 million loan, as well as any subsequent loans totaling up to \$25 million, would be made on an interest free basis. The Loan Program was set up on an interest free basis because the ACCMA does not currently have adequate funding sources that could reimburse interest costs incurred on an inter-governmental loan. According to the United States Office of Management and Budget (OMB) Circular A-87 which determines Federal government policies on grants and other financial assistance, costs incurred for interest on borrowed capital or the use of a governmental unit's own funds are an unallowable cost. These are the rules that govern cost allocation plans. The ACCMA would not be allowed to allocate interest cost from this loan program to the capital projects for which they were incurred.

An alternative option, if the ACTA were to charge the ACCMA interest, would be to increase member agency fees to cover the cost of interest on the loans from ACTA, as that is one of ACCMA's few funding source which is not restricted by OMB A-87. Staff is recommending that we do not increase the member agency's fees at this time and have ACTA provide the loan to ACCMA on an interest free basis.

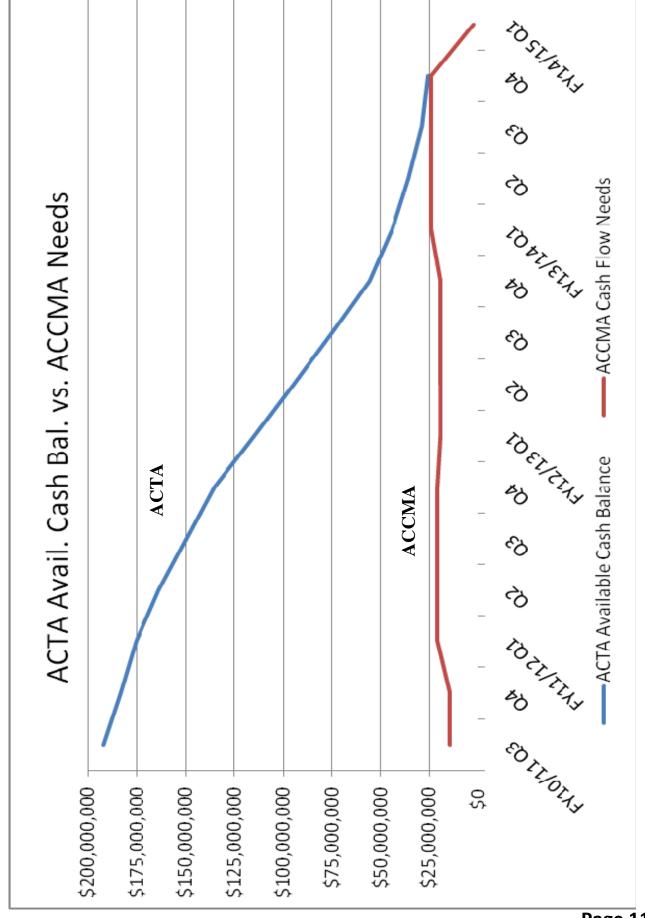
The ACCMA receives reimbursement from various funding sources including granting agencies to fund the capital improvement program, but these funds are received on a reimbursement basis. Frequently there is a lag in the reimbursement of funds due to funding agency issues. Because the cash flow issue is due to timing on funding, the cash flow need does not compound from year to year, but is based on project activity throughout each fiscal year. The ACCMA must find a way to bridge the cash flow gap while waiting for reimbursement from granting agencies in order to remain solvent. Based on current cash flow projections, ACTA will have funds available to cash flow the ACCMA's cash flow need throughout the life of the current capital improvement program, which has been demonstrated in the attached chart (Attachment A).

#### **Fiscal Impacts:**

There is no net impact to the Alameda CTC budget for the approval of this item, and the fiscal impact of the Loan Program due to lost return on investment for the ACTA would be negligible.

#### **Attachments:**

Attachment A -- Chart of ACTA's Available Cash Balance vs. ACCMA's Needs



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#### Memorandum

**DATE:** March 15, 2011

**TO:** Alameda County Transportation Commission

- **FROM:** Finance and Administration Committee
- SUBJECT: Approval of the ACCMA Small Business Enterprise (SBE) and Local Business Enterprise (LBE) Fiscal Year-to-Date Reports and Disadvantaged Business Enterprise (DBE) Quarterly Report for the Period of October 1 through December 31, 2010

#### Recommendation

It is recommended that the Commission approve the attached ACCMA SBE and LBE fiscal year-todate (YTD) reports and DBE Quarterly Report for the period ended December 31, 2010.

#### Summary

SBE and LBE Reports (July 1, 2010 through December 31, 2010)

There were a total of thirteen (13) contracts awarded by the ACCMA. Of these contracts, approximately 81% of the amount awarded or \$7.7 million went to Local Business Enterprises (LBE) and 26% of the amount awarded or \$2.4 million went to Small Business Enterprises (SBE). In aggregate, the LBE goal of 70% and the SBE goal of 15% for Professional Services contracts were exceeded. No construction contracts were awarded for this period. (See Attachment A)

#### DBE Quarterly Report (October 1, 2010 through December 31, 2010)

One contract was awarded for this period with a contract-specific Underutilized Disadvantaged Business Enterprise (UDBE) goal of 3.43%. The contract met and exceeded the contract-special goal with 7.96% participation of UDBEs. No construction contracts were awarded for this period. (See Attachment A)

#### Overall Professional Services Contracts (Inception through December 31, 2010)

There are approximately 50 active professional contracts worth \$81 million that were awarded by ACCMA funded with local, state and/or federal funds. Overall, approximately 88% of the amount awarded or \$72 million went to LBEs and approximately 18% of the amount awarded or \$15 million went to SBEs.

#### Background

#### LBE and SBE Program:

The ACCMA recognizes the challenges that small and local business enterprises may encounter when competing against larger more established businesses. One of ACCMA's concerns is the under utilization of small and local business enterprises in ACCMA contracts. In an effort to encourage and

promote participation of small and local business enterprises and to ensure that a fair proportion of the contracts are placed with these enterprises, ACCMA adopted a Small Business Enterprise Policy ("SBE") and Local Business Enterprise Policy ("LBE") for projects funded with local dollars. In 2006, the CMA Board approved a SBE and LBE policy pursuant to these policies for the procurement of professional services and construction. That policy set goals of 70% for LBE, 15% for SBE.

#### Summary of Results for Professional Contracts for the Current Reporting Period:

As shown in Table 1, the LBE goal of 70% and the SBE goal of 15% were exceeded for the active professional contracts, including active contracts that are state and/or federally funded where the goals are not applicable because of state and/or federal mandated requirements.

	L	TABLE 1 – Contract BE/SBE Contracts: Goa	s Awarded with Local als = 70% for LBE; 15		E	
Contract	Number of	Payments	s from July 1, 2010 thr	ough Dec	ember 31, 2010	
Funding Type	Contracts	Total Contract Amount	Amount Awarded to LBE	LBE %	Amount Awarded to SBE	SBE
Local	3	\$1,187,515	\$1,007,515	84%	\$68,000	0%
State / Federal	10	\$8,289,071	\$6,652,188	80%	\$2,354,076	28%
Total	13	\$9,476,586	\$7,659,703	81%	\$2,422,076	26%

#### Summary of Results for Active Professional Services Contracts:

ACCMA has historically met or exceeded adopted goals for LBE and SBE contract participation due to our aggressive interagency outreach and the assistance from other local agencies such as ACTIA and the County of Alameda. As shown in Table 2, the LBE goal of 70% and the SBE goal of 15% were exceeded for all active professional contracts, including contracts that are state and/or federally funded where the goals are not applicable because of state and/or federal mandated requirements.

		TABLE 2 – A LBE/SBE Contrac		l Services Contract for LBE; 15% for			
Contract	Number	Pa	yments from Sta	rt Date through D	ecember	31, 2010	
Funding Type	of Contracts	Total Contract Amount	Total Payment Amount	Amount Awarded to LBE Firms	LBE %	Amount Awarded to SBE Firms	SBE
Local	26	\$23,555,491	\$22,036,857	\$22,542,758	95%	\$2,340,994	9%
State / Federal	24	\$57,721,390	\$50,045,089	\$49,110,062	85%	\$12,519,659	21%
Total	50	\$81,276,881	\$72,081,946	\$71,652,820	88%	\$14,860,653	18%

#### **DBE Program**:

Caltrans adopted a race conscious program based on the Federal Highway Administration's ("FHWA") approval of the 2009 Disadvantaged Business Enterprise (DBE) "Annual Overall Goal". The FHWA approval requires implementation of the new DBE Program that includes a race conscious component. As part of the implementation of this race conscious program, local agencies <u>must</u> change to a race conscious DBE program to maintain federal funding eligibility. ACCMA Board

adopted a DBE Participation Program on May 28, 2009, in compliance with the DBE regulations issued by the Department of Transportation (49 Code of Federal Regulations Part 26).

Caltrans and FHWA provides oversight relative to DBE Program compliance and goal attainment reporting as part of the project administration and monitoring to ensure there is equal participation of the DBE groups specified in 49 CFR 26.5. ACCMA calculates the contract-specific UDBE goal as required and audited by Caltrans and FHWA. A UDBE firm is one that meets the definition of DBE and is a member of one of the following groups: Black American, Asian-Pacific American, Native American and Women.

#### Summary of Results for Contracts with DBE goals for FFY 2010/2011:

As shown in Table 3 of this report, the DBE percentage of 7.96% exceeded the contract-specific UDBE goal of 3.43%.

		TABLE 3 – Contracts with S           Contract Specific	8	
Contract	Number	Contract Award from	n October 1, 2009 through I	December 31, 2010
Funding Type	of Contracts	Total Contract Amount	Amount Awarded to DBE	DBE %
State / Federal	1	\$1,599,894	\$127,306	7.96%
Total	1	\$1,599,894	\$127,306	7.96%

#### **Outreach Activities Update**

In our outreach and procurement efforts, ACCMA will continue to partner with agencies such as Caltrans (CalMentor Program), County of Alameda Business Outreach Bureau ("BOB"), East Bay Interagency Alliance ("EBIA"), Small Business Administration and the Bay Area Business Outreach Committee ("BOC"). The BOC consists of 14 agencies such as AC Transit, BART, CCTA, GGBHTD, MTC, SamTrans, SFMTA, TJPA, VTA, WETA and WESTCAT.

#### **Next Steps**

As part of various mandated funding requirements, ACCMA will continue to support the following areas: 1) participate in workshops and outreach events, targeting minority, women, local, small and disadvantage business participation, 2) publish all contracting opportunities on the website, 3) hold pre-bid meetings, 4) assist with bonding and insurance, when necessary, 5) develop a database for mass emailing notices of procurements, 6) ensure compliance to prompt payment specifications, and 7) continue to build partnerships with other transportation agencies to increase participation of small, local and disadvantaged business enterprises.

#### **Fiscal Impact**

Approval of this Report has no fiscal impact.

#### Attachment

Attachment A - SBE and LBE Reports – Period of July 1, 2010 through December 31, 2010 and DBE Report – Period of October 1, 2010 through December 31, 2010

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### Attachment A

## Quarterly SBE and LBE Report

					ounniary of contracts (>\$000) Awarded from out 2010 the centurer 2010	ou) Awai ueu i			an infino				
					Protessional Services	al services						-	
Project/Contract Name	Contract Type/ Service	Contract Number	Contract Date	Prime	Subs	Firm Location	Fund Source	An To	Total \$ Amount	Alameda Local Business	East Bay Local Business	-ocal ss	SBE Firm
440.0 Webster Street SMART Corridor Project	Construction Management Services	A10-010	7/23/2010	Harris & Associates		Concord, CA	Local	\$	112,000		\$	112,000	
						0	Contract Total:	\$	112,000 \$		\$	112,000 \$	
420.0 I-580 Eastbound HOV Lane Widening Project	Construction Inspection Services	A10-014	7/23/2010	S & C Engineers		Oakland, CA	State	ŝ	202,929 \$	202,929	\$	202,929 \$	202,929
						0	Contract Total:	\$	202,929 \$	202,929	\$ 2	202,929 \$	202,929
100.0 Computer Support	Administrative Computer	A08-029.A1	8/2/10	Novani		San Francisco, CA	Local	Ş	68,000			68,000 \$	68,000
						0	Contract Total:	\$	68,000 \$		\$	68,000 \$	68,000
Various Project	Project Control Services	A07-004.2	8/26/10	MAA		Pleasonton, CA	Federal	\$ 2,2	2,213,675 \$	2,213,675	\$ 2,2	2,213,675	
						0	Contract Total:	\$ 2,5	2,213,675 \$	2,213,675	s	2,213,675 \$	
424.0 I-580 Westbound HOT Lane Project	Final Design Services	A07-011.A3	8/16/10	BKF Engineers		Pleasanton, CA	Local	\$ 1,0	1,007,515 \$	1,007,515	¢	1,007,515	
						0	Contract Total:	\$ 1,0	1,007,515 \$	1,007,515	\$	1,007,515 \$	-
491.0 L80 Integrated Corridor Mobility Project	System Integrator	A07-007.Ph3	8/23/10	Kimley-Horn		Oakland, CA	Federal	ŝ	170,533 \$	170,533	Ф	170,533	
						0	Contract Total:	\$	170,533 \$	170,533	\$	170,533 \$	
410.0 I-880 SB HOV Lane Project	Design Services	A08- 017.WMH	8/24/10	WMH Corporation		Oakland, CA	Federal	\$	782,850 \$		\$	782,850 \$	782,850
						0	Contract Total:	Ś	782,850 \$	782,850	Ş	782,850 \$	782,850
		A10-012	9/3/10	PB Americas		Oakland, CA	Federal	ся ся	335,240 \$	335,240	Ф	335,240	
					RBF Consulting	Oakland, CA		ŝ	75,812 \$	75,812	\$	75,812	
	Assist with the				Fehr & Peers	Walnut Creek, CA		\$	65,960		\$	65,960 \$	65,960
265.0 I-80 / Gilman Interchange Improvements	Preparation of Project Study				Bottomley Design and Planning	Oakland, CA		ŝ	5,060 \$	\$ 5,060	\$	5,060	
	Report (PSR) Services				Vallier Design Associates, Inc.	Richmond, CA		Ş	29,455		\$	29,455	
					Kittleson & Associates, Inc.	Portland, OR		\$	104,354				
					<b>Bicycle Solutions</b>	San Mateo, CA		\$	9,570		\$	9,570	
					LSA	Bekeley, CA					\$	28,577	
						U	Contract Total:	ş	654,028 \$	335,240	\$	549,674 \$	65,960
		A10-013	9/9/10	RBF Consulting		Oakland, CA	Federal	\$	490,888 \$	490,888	⇔	490,888	
					WMH Corporation	Oakland, CA		\$	396,352 \$	396,352	\$	396,352	
	Pre				URS	Oakland, CA		\$	297,617 \$	297,617	\$	297,617	
410.0 L880 North Safety and Operational Improvements at	Plan, Specification &				BRG	Sacramento, CA		¢	22,401				
23rd and 29th Street					ARWS	Pleasant Hill, CA		\$	287,505		\$	287,505	
	Services				Earth Mechanics	Oakland, CA		\$	167,776 \$	\$ 167,776	÷	167,776	
					Kittleson & Associates, Inc.	Portland, OR		Ş	88,710				
					Haygood & Associates	Albany, CA		ŝ	23,354 \$	23,354	\$	23,354	
							Contract Total: \$ 1,774,603	\$ 1,	74,603 \$	1,375,987	\$	1,663,492 \$	

# Summary of Contracts (>\$50,000) Awarded from July 2010 through December 2010

### Attachment A

## Quarterly SBE and LBE Report

				summary or co	summary or contracts (>\$>0,000 Awarded from July 2010 through December 2010 Professional Services	uu) Awarged n al Services	rom July 20	i u tirrougin					
Project/Contract Name	Contract Type/ Service	Contract Number	Contract Date	Prime	sqnS	Firm Location	Fund Source	Total \$ Amount	Alameda Local Business	East Bay Local Business	ocal	SBE Firm	
430.0 F880 Southbound HOV Land Project	PS &E Services	A07- 011.RM.PH2	10/11/10	Rajjapan & Meyer Consulting Engineers		San Jose, CA	Federal	\$ 138,001		\$ 10	138,001	\$ 138,001	5
Contract Total:								\$ 138,001	\$	- *	138,001	\$ 138,001	2
430.0 F880 Southbound HOV Land Project (Northern Segment)	PE and Design Services	A08- 017.RM(NS)	10/11/10	Rajjapan & Meyer Consulting Engineers		San Jose, CA	Federal	\$ 655,568		\$ 66	655,568	\$ 655,568	68
Contract Total:								\$ 655,568	\$	- \$ 6	655,568	\$ 655,568	68
440.0 Webster Street SMART Corridor Project	Professional Services	900-60V	11/3/10	TJKM Transportation Consultants		Pleasanton, CA	Local	\$ 96'360	066'96 \$	\$	6,990	066'96 \$	06
Contract Total:								\$ 96,990	066'96 \$	\$	066'96	96'96 \$	06
		A10-0003/4	A10-0003/4 12/15/2010	Nelson Nygaard Consulting Services		Oakland, CA	Oakland, CA Federal/Local	\$415,428	3 \$ 415,428	в	415,428		
					Cambridge Systematics	Oakland, CA		\$442,684	Ф	Ф	442,684		
					DIM	Berkeley, CA		\$ 286,230	\$ 286,230	\$	286,230	\$ 286,230	30
Transportation Blan and					Jacobs Engineering	Oakland, CA		\$ 153,494	\$ 153,494	\$	153,494		
Development of a New	Professional				Eisen / Letunic	Berkeley, CA		\$ 49,880	\$ 49,880	\$	49,880		
Transportation Expenditure Plan	Services				Community Design + Architecture	Oakland, CA		\$ 62,312	\$ 62,312	Ŷ	62,312	\$ 62,312	12
					Nancy Whelan Consulting	San Francisco, CA		\$ 48,350					
					Apex Consulting	Concord, CA		\$ 34,160				\$ 34,160	60
					Advance PDI	Oakland, CA		\$ 34,880	\$ 34,880	\$	34,880		
					Gray Bowen	Walnut Creek, CA		\$ 43,400					
					M Lee Corporation	Oakland, CA		\$ 29,076	\$ 29,076	\$	29,076	\$ 29,076	076
						C	Contract Total:	\$1,599,894	\$1,473,984		\$1,473,984	\$411,778	778
						Professional Services Total:	services Total:	\$9,476,586	\$7,659,703		\$9,135,211	\$2,422,076	076
					Percent	Percentage Awarded (7/1/10-12/31/10)	/10-12/31/10)		81%	%	%96	2	26%
						CMA Ac	CMA Adopted Goals		LBE 70%	%		SBE 15%	5%
Report Nates: This report includes all contracts over \$50,000 avarded or amended from July 2010 through December 2010. This report excitedes after out initias HP, and Amenu's handlits, and the Apanciu's Screagenetin and D. C. Renes	tracts over \$50,0	00 awarded or and Arency b	amended fror	n July 2010 through Dece a Arency's Sacramento s	mber 2010. and D.C. Remesentat	series							

# Summary of Contracts (>\$50,000) Awarded from July 2010 through December 2010

This report excludes office rent, utilities, HR, and Agency benefits, and the Agency's Secamento and D.C. Representatives. If a contract was avarded prior to the reporting period of FY 10/11, only the contract amendments and change orders that were executed during FY 10/11 have been included in hits report.

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## Quarterly DBE Report

$\left[ \right]$						49,880		48,350				29,076	\$127,306	7.96%	\$127,306	
						\$		\$				Ş		7.9	\$	
		\$415,428	\$442,684	\$ 286,230	\$ 153,494	\$ 49,880	\$ 62,312	\$ 48,350	\$ 34,160	\$ 34,880	\$ 43,400	\$ 29,076	\$1,599,894		\$1,599,894	
ber 2010		Federal/Local		5									Contract Total:	3.43% - RC	Total Awarded	
through Decen		Oakland, CA	Oakland, CA	Berkeley, CA	Oakland, CA	Berkeley, CA	Oakland, CA	San Francisco, CA	Concord, CA	Oakland, CA	Walnut Creek, CA	Oakland, CA	ö	Specific Goal	Tot	
October 2010 1	ervices		Cambridge Systematics	MIG	Jacobs Engineering	Eisen / Letunic	Community Design + Architecture	Nancy Whelan Consulting	Apex Consulting	Advance PDI	Gray Bowen	M Lee Corporation		UDBE Project Specific Goal		
Summary of Contracts (>\$50,000) Awarded from October 2010 through December 2010	<b>Professional Services</b>	Nelson Nygaard Consulting Associates														
acts (>\$50,		12/10/2010														
immary of Contra		A10-0003/4														
Su		Technical Studies														
			202.0 Countywide	and Development	Transportation Expenditure Plan	-	1	1			1					

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#### Memorandum

**DATE:** March 15, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

SUBJECT:Approval of ACTIA's Semi-Annual Local Business Contract Equity<br/>Program Utilization Report of Local Business Enterprises and Small<br/>Local Business Enterprises for the Period of July 1, 2010 through<br/>December 31, 2010

#### Recommendation

It is recommended that the Commission approve the attached Semi-Annual Local Business Contract Equity (LBCE) Program Utilization Report for the payment period of July 1, 2010 to December 31, 2010. The contracts and contract payment data which serve as a basis for this report have been reviewed and accepted by the Commission's contract equity consultant L. Luster and Associates.

#### Summary

In the current reporting period there were a total of 46 active contracts with LBCE Program goals. Of these contracts roughly 91% of payments or \$6.2 million went to firms certified as Local Business Enterprises (LBE) and 35% of payments or \$2.4 million went to firms certified as Small Local Business Enterprises (SLBE). In aggregate, the LBE goal of 70% for Administrative and Engineering contracts was exceeded, as was the goal of 60% for construction contracts. The SLBE goal of 30% for Administrative and Engineering contracts fell short of the 20% SLBE goal, with less than 1% of payments going to firms certified as SLBE.

Note: For the Lewelling/East Lewelling Boulevard Improvement project (the only construction project with both LBCE goals and payments in this reporting period) bids were reviewed by the ACPWA, Anue Management Group, and staff from the Alameda County Transportation Improvement Authority (ACTIA). The low bidder met the bid proposal requirements, achieving 53.3% LBE and 15.5% SLBE participation with acceptable documentation of good faith efforts.

Additional information collected for contracts with LBCE Program goals include: 14% of payments or \$1 million went to firms certified as Very Small Local Business Enterprises (VSLBE), 10% of payments or \$0.7 million went to firms certified as Disadvantaged Business Enterprises (DBE), 9% of payments or \$0.6 million went to firms certified as minority-owned business enterprises (MBE), and 6% of payments or roughly \$0.4 million went to firms certified as woman-owned business enterprises (WBE).

There were 35 active contracts without LBCE Program goals in this reporting period, of which roughly 28% of payments or \$4.4 million went to LBE-certified firms, 2% of payments or roughly \$0.3 million went to SLBE-certified firms, 0.5% of payments or about \$80,000 went to VSLBE-certified firms, 20% of payments or \$3.1 million went to DBE-certified firms, 20% or about \$3.1 million went to MBE-certified firms, and 0.4% or about \$64,000 went to WBE-certified firms.

As of December 31, 2010, there were a total of 438 firms certified with ACTIA, 79 of which were certified during the reporting period. Firms certified as of January 1, 2009, are categorized using the North American Industry Classification System (NAICS) to increase participation of bidders, both 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 LBE/SLBE program for contracts funded with local dollars and the 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, ACTIA 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. Those Measure B-funded contracts exempted from the LBCE Program and goals were those that had additional Federal and/or State funds, 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 many 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 December 31, 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. In construction contracts, where the LBE and SLBE goals are 60% and 20%, respectively, only the LBE goal was exceeded.

		– Contracts with LBCE ntracts: Goals = 60%-7						
	Number of	Payment	s from Jul	y 1, 2010 t	hrough Dec	ember 31,	2010	
Contract Type	Contracts	Payment Amount	LBE %	SLBE %	VSLBE %	DBE %	MBE %	WBE %
Administrative	31	\$2,230,960.15	85%	68%	39%	21%	21%	13%
Engineering	14	\$4,097,251.90	93%	40%	5%	9%	6%	5%
Construction	1	\$533,064.23	98%	0.6%	0%	0%	0%	0%
All Industries	46	\$6,861,276.28	91%	35%	14%	10%	9%	6%

Table 2 on the following page summarizes participation of LBE and SLBE firms, as well as DBE, MBE and/or WBE firms on contracts that were exempt from the Authority LBCE Program goals. Per policy, the Program is not applied to these contracts, either because they are jointly funded with federal and/or state or otherwise non-local funds, <u>or</u> because they are less than \$50,000 in contract value. Nonetheless, 28% of payments in this contract category went to

certified LBE firms, 2% to SLBE firms, 20% to DBE firms, 20% to MBE firms, and 0.4% went to WBE firms.

	TABLE 2 – Co	ntracts Exempt from L	BCE Pro	gram Goa	al Require	ments		
	Number of	Payments from	n July 1, 2	010 throug	gh Decembe	er 31, 2010		
Contract Type	Contracts	Payment Amount	LBE %	SLBE %	VSLBE %	DBE %	MBE %	WBE %
Administrative	2	\$12,107.36	0%	0%	0%	0%	0%	0%
Engineering	20	\$2,577,789.73	15%	3%	1%	1%	0.4%	1%
Construction <sup>1,2</sup>	13	\$13,312,171.18	30%	2%	0.4%	23%	23%	0.4%
All Industries	35	\$15,902,068.27	28%	2%	0.5%	20%	20%	0.4%

<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)

#### **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 67 payment verification survey forms were sent to prime contractors and subcontractors. Approximately 69% responded during the allotted time.

Staff utilized the same method of reporting from the last reporting period—January through June 2010—which included an automated summary of processed payments by vendor report (similar to a bank statement) and an automated utilization report generated from an in-house database (see Attachment A – Contract Equity Utilization Report).

In regards to billing and timely receipt of payment, approximately 89% of the respondents indicated that they had not experienced any billing-related issues and 87% indicated that they had received timely payments from the project sponsors and/or 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, data, 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 B – 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 on the following page summarizes by contract type the number of active firms certified with the Commission and new firms that were certified since July 1, 2010. Prior to July 1, 2010, there were 318 active firms certified with the Commission. By December 31, 2010, the Commission's list of certified firms had grown to 438, an increase of 37%. All 438 firms are

certified LBE, 292 firms or 67% of the total number of certified firms are certified SLBE, and 214 firms or 49% are certified VSLBE.

During the reporting period, certification was granted to 79 firms, 53 of which were renewal certifications and 26 new certifications. It is noteworthy that of these 26 new certifications, 6 or 23% were processed and approved in conjunction with contracting opportunities during the reporting period.

Table 3 -	- Certified Firr	ns by Contract	Types	
Contract Type	$\mathbf{LBE}^{1}$	SLBE <sup>2</sup>	VSLBE	# of Firms Certified this Reporting Period
Administrative/Engineering	59	37	28	59
Commodities/Vendors	4	3	2	4
Construction	16	13	8	16
Total	79	53	38	79

<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 Commission for 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 – Semi-Annual Local Business Contract Equity Utilization Report

Attachment B – Independent Review of Semi-Annual Local Business Contract Equity Program Utilization Report

#### **Contract Equity Utilization Report**

Project		Contract	Total Payment	Payment		Cumul	ative To Re	eporting En	d Date			C	urrent Rep	orting Peri	od	
Number	Company	Amount	to Date	Current Period	LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE
Contra	t Type: Administrative Contracts															
Goal Re	equirements of 70% for LBE and 30%	% for SLBE														
02																
ACTIA	A06-0011.1 - LanLogic, Inc.	\$256,567.39	\$226,774.32	\$62,602.97	100.00%	100.00%	0.00%	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	\$155,433.60	\$4,376.40	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
ACTIA	A08-0018 - PFM ASSET MANAGEMENT, LLC	\$360,000.00	\$238,459.56	\$44,975.91	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
ACTIA	A08-0019 - CHANDLER ASSET MANAGEMENT	\$360,000.00	\$261,621.00	\$48,269.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
ΑΟΤΙΑ	A08-0051 - Anue Management Group, Inc.	\$127,300.00	\$127,300.00	\$4,458.26	100.00%	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	\$259,999.78	\$13,047.13	100.00%	100.00%	58.39%	100.00%	100.00%	100.00%	100.00%	100.00%	18.47%	100.00%	100.00%	100.00%
ΑCTIA	A09-0001 - Wendel, Rosen, Black & Dean	\$435,000.00	\$288,118.22	\$59,266.32	100.00%	0.29%	0.29%	0.00%	0.00%	0.00%	100.00%	0.18%	0.18%	0.00%	0.00%	0.00%
ACTIA	A09-0002 - The Gibbs Law Group, P.C.	\$127,500.00	\$120,000.00	\$10,000.00	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%
ACTIA	A09-0005 - Francis Fruzzetti	\$115,000.00	\$84,289.32	\$10,074.12	100.00%	100.00%	100.00%	0.00%	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	\$1,707,422.28	\$304,764.36	97.67%	95.15%	46.27%	46.27%	46.27%	0.00%	93.18%	91.43%	44.61%	44.61%	44.61%	0.00%
ACTIA	A09-0007 - Moore lacofano Goltsman, Inc.	\$220,000.00	\$220,000.00	\$39,483.64	83.17%	29.85%	29.85%	0.00%	0.00%	0.00%	84.65%	49.54%	49.54%	0.00%	0.00%	0.00%
ACTIA	A09-0009 - Patel and Associates	\$50,000.00	\$38,821.25	\$4,972.50	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%
ACTIA	A09-0010 - Rochelle Wheeler	\$281,000.00	\$217,239.15	\$81,803.50	70.59%	70.59%	70.59%	0.00%	0.00%	70.35%	66.46%	66.46%	66.46%	0.00%	0.00%	66.46%
ACTIA	A09-0011 - Acumen Building Enterprise, Inc.	\$660,000.00	\$633,037.50	\$72,001.14	100.00%	100.00%	100.00%	97.53%	97.53%	2.30%	100.00%	100.00%	100.00%	94.43%	94.43%	5.57%
ACTIA	A09-0029 - MV TRANSPORTATION INC	\$50,000.00	\$22,761.20	\$1,903.60	100.00%	0.00%	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	\$335,632.13	\$20,736.64	100.00%	30.08%	30.08%	28.12%	28.12%	1.97%	100.00%	45.48%	45.48%	37.77%	37.77%	7.729
ACTIA	A10-0002 - Nelson/Nygaard Consulting Associates	\$335,600.00	\$118,742.09	\$118,742.09	100.00%	27.32%	1.15%	26.18%	26.18%	73.82%	100.00%	27.32%	1.15%	26.18%	26.18%	73.82%
ACTIA	A10-0003 - Wendel, Rosen, Black & Dean	\$555,000.00	\$167,395.49	\$167,395.49	80.80%	0.54%	0.54%	0.00%	0.00%	0.00%	80.80%	0.54%	0.54%	0.00%	0.00%	0.00%
ACTIA	A10-0006 - Francis Fruzzetti	\$115,000.00	\$40,524.86	\$40,524.86	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%
ACTIA	A10-0007 - MV TRANSPORTATION INC	\$50,000.00	\$9,631.10	\$9,631.10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
ACTIA	A10-0008 - Moore Iacofano Goltsman, Inc.	\$205,271.00	\$82,483.23	\$82,483.23	82.26%	25.94%	25.94%	43.68%	43.68%	43.68%	82.26%	25.94%	25.94%	43.68%	43.68%	43.689
ACTIA	A10-0009 - St. Mini Cab Corporation	\$125,000.00	\$21,432.00	\$21,432.00	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%
ACTIA	A10-0011 - The Gibbs Law Group, P.C.	\$90,000.00	\$37,500.00	\$37,500.00	100.00%		100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%
ΔΟΤΙΔ	A10-0011 - The clipps Law cloup, F.C. A10-0012 - Patel and Associates	\$50,000.00	\$12,691.25	\$12,691.25	100.00%	100.00% 100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.009
ACTIA	A10-0012 - Pater and Associates A10-0013 - Rochelle Wheeler	\$266,000.00	\$79,038.00	\$79,038.00			81.22%			94.97%		81.22%	81.22%	0.00%	0.00%	94.97%
ACTIA	A10-0013 - Koumen Building Enterprise, Inc.	\$642,000.00	\$210,604.54	\$210,604.54	81.22%	81.22%	2.72%	0.00%	0.00%	an an an tao amin' an	81.22%	100.00%	2.72%	0.00%	0.00%	0.009
ACTIA	A10-0014 - Acumen Building Enterprise, inc.	\$173,000.00	\$59,996.53		100.00%	100.00%	99.00%	0.00%	0.00%	0.00%					0.00%	0.009
ACTIA	A10-0015 - L. Luster & Associates A10-0016 - Anue Management Group, Inc.	\$175,000.00		\$59,996.53	100.00%	100.00%		0.00%	0.00%	0.00%	100.00%	100.00%	99.00%	0.00%	100.00%	100.009
ACTIA	A10-0010 - Ande Management Group, inc. A10-0017 - Bay Area Program Management Group	\$1,650,000.00	\$17,500.00	\$17,500.00 \$535,707.17	100.00%	100.00%	100.00% 51.17%	100.00%	100.00%	100.00%	100.00%	100.00%		100.00%	18.55%	0.009
	A10-0017 - Bay Area Program Management Group A10-0018 - Lynn M Suter	\$1,030,000.00	\$535,707.17 \$21,882.00		87.42%	87.42%		18.55%	18.55%	0.00%	87.42%	87.42%	51.17%	18.55% 0.00%	0.00%	0.009
ACTIA ACTIA	A10-0019 - Lynn Wister A10-0019 - Maze and Associates	\$113,140.00	\$56,470.00	\$21,882.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	and the second second second second	0.00%	0.009
		CONTRACTOR CONTRACTOR		\$33,096.40	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00,
Sur	nmary for Administrative Contracts with G	ioal Requireme										-				
Tot			\$6,408,507.57	\$ <b>2,23</b> 0,960.15	84.34%	69.02%	44.05%	34.81%	34.81%	12.13%	84.94%	68.44%	39.45%	20.65%	20.65%	13.179
xemp	of Goal Requirements															
-02																
ACTIA	A09-0008 - SIMON & CO INC	\$30,000.00	\$29,940.25	\$2,514.22	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00
ACTIA	A10-0023 - SIMON & CO INC	\$30,000.00	\$9,593.14	\$9,593.14	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00

#### ATTACHMENT A

#### End Date:

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Reporting Period End Date: 12/31/10		Со	ntract Ed	quity	Utiliz	ation	•		ng Period St	art Date:	0	<b>ATT</b> 7/01/10	End Da	MEN1	A 12/31/10
									- 					•	
Project Number Company	Contract Amount	Total Payment to Date	Payment Current Period	LBE	SLBE	VSLBE	porting En				CARLES CONTRACTOR	NO STRUCTURE OF	orting Perio		WDE
Summary for all Administrative Contracts with a					SLDE	VOLDE	DDE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE
Total			\$2,243,067.51	83.82%	68.60%	43.78%	34.59%	34.59%	12.06%	84.49%	68.07%	39.24%	20.54%	20.54%	13.09%
Contract Type: Construction Contracts (in	ncluding Spon	sor Lead)													
Exempt of Goal Requirements															
A06-0020															
06 A06-0020 - Union City	\$12,561,000.00	\$8,657,647.26		3.23%	0.20%	0.00%	0.06%	0.00%	0.00%						
407-0065															
11 02 - Bay Cities Paving and Grading	\$859,000.00	\$859,000.00		100.00%	2.80%	0.00%	0.00%	0.00%	0.00%						
A07-0001															
12 A08-0047 - RGW Construction Company	\$14,200,000.00	\$13,739,950.52	\$2,468,948.95	64.73%	0.00%	0.00%	0.00%	0.00%	0.00%	61.99%	0.00%	0.00%	0.00%	0.00%	0.00%
Summary for Construction Contracts (includ					and the second										
Total Summary for all Construction Contracts (including	enter and the second	\$23,256,597.78 with and without		43.14%	0.18%	0.00%	0.02%	0.00%	0.00%	61.99%	0.00%	0.00%	0.00%	0.00%	0.00%
Total		\$23,256,597.78					0.039/	0.000/	0.000/	61 000/	0.000/	0.00%	0.00%	0.00%	0.00%
Contract Type: Cooperative Agreement v	and the second	\$23,230,397.78	\$2,468,948.95	43.14%	0.18%	0.00%	0.02%	0.00%	0.00%	61.99%	0.00%	0.00%	0.00%	0.00%	0.00%
	with carrians														
Exempt of Goal Requirements															
01	674 055 000 00	670 001 740 05				0.000/		ی۔ ۲۰۰۰ در ۲۰۰۰ د							
21 4-1925 - CALTRANS	\$71,055,382.00	\$70,031,740.05		12.14%	0.00%	0.00%	0.35%	0.00%	0.35%						
Summary for Cooperative Agreement with C		\$70,031,740.05	nts (1 detail recor		0.00%	0.00%	0.35%	0.00%	0.350/						
Total Summary for all Cooperative Agreement with Ca		Contraction Contraction Contraction International Contraction Cont	quirements (1 det	12.14% tail record)	0.00%	0.00%	0.35%	0.00%	0.35%						
Total		\$70,031,740.05	4 ( (	12.14%	0.00%	0.00%	0.35%	0.00%	0.35%						
Contract Type: Funding Agreement	and the second second												The second second		
Goal Requirements of 60% for LBE and 20	)% for SLBF														
A06-0022															
13 A06-0022 - Alameda County	\$6,745,286.00	6522.064.22													
	JU, 14J, 200.00	\$533,064.23	\$533,064.23	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%
Summary for Funding Agreement with Goal		\$533,064.23 L detail record)	\$533,064.23	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%
			\$533,064.23 \$533,064.23			0.00%							0.00%	0.00%	
Summary for Funding Agreement with Goal		L detail record)		97.97% <b>97.97%</b>	0.62% 0.62%		0.00%	0.00%	0.00%	97.97% 97.97%	0.62%	0.00%			
Summary for Funding Agreement with Goal Total		L detail record)													
Summary for Funding Agreement with Goal Total Exempt of Goal Requirements		L detail record)													0.00%
Summary for Funding Agreement with Goal Total Exempt of Goal Requirements	Requirements (1	L detail record) \$533,064.23	\$533,064.23	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%
Summary for Funding Agreement with Goal Total Exempt of Goal Requirements NO9-0013 02 01 - BART	Requirements (1	L detail record) \$533,064.23	\$533,064.23	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%
Summary for Funding Agreement with Goal Total Exempt of Goal Requirements A09-0013 02 01 - BART A08-0003-A 14A A08-0003-A - ACCMA A07-0063	Requirements (1 \$57,224,805.09 \$1,466,833.88	L detail record) \$533,064.23 \$17,059,687.78 \$4,100.00	\$533,064.23	<b>97.97%</b> 18.22%	<b>0.62%</b> 2.99%	0.00% 0.33% 0.00%	<b>0.00%</b> 19.40%	0.00%	<b>0.00%</b> 0.55%	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%
Summary for Funding Agreement with Goal Total Exempt of Goal Requirements A09-0013 02 01 - BART A08-0003-A 14A A08-0003-A - ACCMA A07-0063 15 01 - City of Hayward	<b>Requirements (1</b> \$57,224,805.09	L detail record) \$533,064.23 \$17,059,687.78	\$533,064.23	<b>97.97%</b> 18.22%	<b>0.62%</b> 2.99%	0.00%	<b>0.00%</b> 19.40%	0.00%	<b>0.00%</b> 0.55%	97.97%	0.62%	0.00%	0.00%	0.00%	0.00% 0.00% 0.46%
Summary for Funding Agreement with Goal Total Exempt of Goal Requirements A09-0013 02 01 - BART A08-0003-A 14A A08-0003-A - ACCMA A07-0063 15 01 - City of Hayward A07-0064	Requirements (1 \$57,224,805.09 \$1,466,833.88 \$497,968.97	L detail record) \$533,064.23 \$17,059,687.78 \$4,100.00 \$332,042.80	\$533,064.23	<b>97.97%</b> 18.22% 100.00% 87.70%	0.62% 2.99% 100.00% 36.66%	0.00% 0.33% 0.00% 0.00%	0.00% 19.40% 0.00% 0.00%	0.00% 19.13% 0.00%	0.00% 0.55% 0.00%	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%
Summary for Funding Agreement with Goal Total Exempt of Goal Requirements A09-0013 02 01 - BART A08-0003-A 14A A08-0003-A - ACCMA A07-0063 15 01 - City of Hayward A07-0064 19 01 - San Leandro	Requirements (1 \$57,224,805.09 \$1,466,833.88	L detail record) \$533,064.23 \$17,059,687.78 \$4,100.00	\$533,064.23	<b>97.97%</b> 18.22% 100.00%	<b>0.62%</b> 2.99% 100.00%	0.00% 0.33% 0.00%	<b>0.00%</b> 19.40% 0.00%	<b>0.00%</b> 19.13% 0.00%	0.00% 0.55% 0.00%	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%
Summary for Funding Agreement with Goal Total Exempt of Goal Requirements A09-0013 02 01 - BART A08-0003-A 14A A08-0003-A - ACCMA A07-0063 15 01 - City of Hayward A07-0064 19 01 - San Leandro A09-0012	Requirements (1 \$57,224,805.09 \$1,466,833.88 \$497,968.97 \$28,273.50	L detail record) \$533,064.23 \$17,059,687.78 \$4,100.00 \$332,042.80 \$18,273.50	\$533,064.23	97.97% 18.22% 100.00% 87.70% 0.00%	0.62% 2.99% 100.00% 36.66% 0.00%	0.00% 0.33% 0.00% 0.00%	0.00% 19.40% 0.00% 0.00%	0.00% 19.13% 0.00% 0.00%	0.00% 0.55% 0.00% 0.00%	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%
Summary for Funding Agreement with Goal Total Exempt of Goal Requirements A09-0013 02 01 - BART A08-0003-A 14A A08-0003-A - ACCMA A07-0063 15 01 - City of Hayward A07-0064 19 01 - San Leandro	Requirements (1 \$57,224,805.09 \$1,466,833.88 \$497,968.97	L detail record) \$533,064.23 \$17,059,687.78 \$4,100.00 \$332,042.80	\$533,064.23	<b>97.97%</b> 18.22% 100.00% 87.70%	0.62% 2.99% 100.00% 36.66%	0.00% 0.33% 0.00% 0.00%	0.00% 19.40% 0.00% 0.00%	0.00% 19.13% 0.00%	0.00% 0.55% 0.00%	97.97%	0.62%	0.00%	0.00%	0.00%	0.00%

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Reporting Per	riod End Date: 12/31/10		Co	ontract E	quity	Utiliz	atior	· · ·	<b>Ort</b> ent Reportir	ng Period St	tart Date:	(	AT1	End Da	MEN ate:	ГА 12/31/10
Project		Contract	Total Payment	Payment		Cumul	ative To Re	eporting En	d Date			Cı	urrent Rep	orting Peri	od	
Number Co	impany	Amount	to Date	Current Period	LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE
A07-0058																
	Livermore	\$1,613,000.00	\$894,954.39		91.06%	0.00%	0.00%	0.00%	0.00%	0.00%						
A08-0045																
23 01 - I A07-0038	Livermore	\$19,950,000.00	\$1,368,558.58	\$680,539.56	30.27%	0.00%	0.00%	0.00%	0.00%	0.00%	28.17%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACCMA	\$1,891,477.30	\$611,413.66	\$119,936.36	98.82%	0.47%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ry for Funding Agreement without				96.8270	0.4770	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	i i i i i i i i i i i i i i i i i i i		\$20,708,210.32		27.26%	4.06%	0.27%	15.98%	15.76%	0.45%	27.59%	2.44%	0.52%	28.59%	28.53%	0.43%
	or all Funding Agreement with and v				21.20%	4.00%	0.2770	15.90%	13.70%	0.45%	21.39%	2.4470	0.5270	20.35%	20.33/0	0.4370
Total			•	\$11,376,286.46	29.03%	3.97%	0.26%	15.58%	15.37%	0.44%	30.89%	2.35%	0.49%	27.25%	27.19%	0.41%
CORRECT CONTRACTOR CONTRACTOR	pe: Professional Services/En			+==;010;200:40	20.00/0	0.0770	5.2070	10.0070	10.0770	5.77/0	20.0570	2.0070	0.40/0			0.12/0
	rements of 70% for LBE and 3															
10 A06-	-0043 - Kimley-Horn and Associates Inc.	\$1,480,000.00	\$1,465,648.85	\$32,026.79	97.76%	30.02%	0.00%	11.77%	11.77%	0.00%	100.00%	51.95%	0.00%	24.98%	24.98%	0.00%
10 A09-	-0037 - WMH Corporation	\$346,070.00	\$329,618.13	\$148,044.69	89.05%	89.05%	65.80%	0.00%	0.00%	0.00%	83.79%	83.79%	57.99%	0.00%	0.00%	0.00%
A07-0001																
	-0045 - Mark Thomas & Company, Inc.	\$3,831,900.91	\$3,695,596.50	\$93,213.75	83.47%	27.61%	0.32%	14.69%	9.00%	5.69%	91.27%	57.33%	0.00%	4.61%	3.49%	1.13%
	-0037 - S & C Engineers	\$2,796,971.00	\$2,456,389.56	\$509,619.76	100.00%	91.26%	0.11%	9.77%	9.77%	0.00%	100.00%	91.33%	0.00%	2.74%	2.74%	0.00%
A07-0062 17B 02 - [ I-01	Dowling Associates, Inc.	\$72,475.00	\$67,562.68		100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	t Tentester					
21 2001	1-05 - PBQD, Inc.	\$13,115,000.00	\$12,951,109.94	\$49,358.64	94.86%	31.93%	0.00%	33.03%	15.83%	29.66%	100.00%	62.20%	0.00%	62.20%	0.00%	62.20%
21 A06-	-0016 - Mendoza & Associates	\$2,008,977.88	\$1,999,985.88	\$41,553.60	99.36%	99.36%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
A05-0001							o Honeson part de 200 Mitere			ngan nga kanggalang nga pasising ang						
	-0004 - URS Corporation Americas	\$11,442,071.19	\$9,665,483.73	\$870,826.30	85.66%	35.63%	0.00%	34.86%	26.03%	5.69%	80.56%	22.41%	0.00%	23.35%	18.77%	3.64%
A07-0053										7						
	-0033 - PB Americas, Inc.	\$5,289,118.00	\$27,817.14	\$4,870.19	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28-100		¢500.000.00	674.460.00	A74 4 60 00		3.5	100.000									
28 A10-0	-0026 - HQE, Inc.	\$500,000.00	\$74,160.23	\$74,160.23	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%
	-0021 - EISEN/LETUNIC	\$249,250.00	\$80,519.00	\$80,519.00	64.010/	64.010	40.86%	40.000/	0.00%	40.000	CA 010/	CA 010/	40.869/	40.950/	0.000/	40.969/
226-100		\$249,250.00	\$80,519.00	\$80,519.00	64.91%	64.91%	40.80%	40.86%	0.00%	40.86%	64.91%	64.91%	40.86%	40.86%	0.00%	40.86%
	7-0001 - TY Lin International/CCS	\$5,357,490.00	\$5,357,435.24		99.36%	29.63%	0.00%	20.13%	17.31%	2.82%						
	7-0001-1 - TY Lin International/CCS	\$8,654,950.00	\$2,934,113.96	\$1,825,417.64	99.36%	29.63%	0.00%	0.00%	0.00%	0.00%	98.94%	28.54%	0.00%	0.00%	0.00%	0.00%
AA08-0001			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	+-,),1	50.0070	23.3370		0.0070	0.0070	0.0070	56.5470	20.3470	0.0070	0.0070	0.0070	0.0070
	Mark Thomas & Company, Inc.	\$7,500,000.00	\$6,816,057.71	\$367,641.31	91.23%	32.77%	0.00%	15.36%	10.61%	4.75%	90.71%	18.75%	0.00%	12.02%	5.15%	6.87%
MB 240 2 - Ki	imley-Horn and Associates Inc.	\$3,262,000.00	\$1,086,301.68		92.79%	29.46%	0.62%	0.57%	0.00%	0.00%	<b>4</b>					
Summar	ry for Professional Services/Engine	ering Contracts wi	th Goal Require	ments (15 detail r	ecords)											
Total Exempt of (	Goal Requirements		\$49,007,800.23	\$4,097,251.90	92.81%	38.29%	0.70%	26.05%	18.29%	10.58%	93.09%	40.11%	4.71%	9.25%	6.08%	4.78%

A05-0040

12/31/10		Co	ontract E	quity	tart Date:	ATT 07/01/10		TACHMEN End Date:		12/31/10						
	Contract	Total Payment Payment Cumulative To Reporting End Date									Current Reporting Period					
	Amount	to Date	Current Period	LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE	
	\$450,000.00	\$438,599.00	\$177,980.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	\$66,233.00	\$49,944.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$104,000.00	\$19,270.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$33,120.00	\$28,981.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
S	\$6,638.00	\$2,576.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$20,000.00	\$17,122.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			a and a second secon				
	\$56,237.00	\$30,259.00		100.00%	100.00%	0.00%	0.00%	0.00%	0.00%							
	\$2,272,705.00	\$2,163,797.00		4.91%	0.74%	0.00%	0.74%	0.74%	0.00%							
	\$504,736.00	\$504,736.00		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%			na tradici				
cson, P.C.	\$133,655.00	\$122,502.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$68,906.00	\$59,863.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
ns, Inc.	\$468,565.00	\$343,272.00		1.40%	0.00%	0.00%	0.00%	0.00%	0.00%							
nger, LLP	\$417,016.00	\$274,175.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$4,278,864.00	\$2,574,330.00		81.41%	9.32%	0.00%	16.63%	12.21%	4.41%							
	\$3,010,265.74	\$1,824,375.25	\$6,696.00	15.25%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	\$150,000.00	\$91,064.15		1.57%	0.00%	0.00%	0.00%	0.00%	0.00%	e - se						
n	\$58,085.95	\$58,085.95		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$1,153,374.61	\$980,479.73		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$500,000.00	\$161,032.62	\$67,186.67	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	\$398,910.00	\$108,476.01		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$310,000.00	\$301,535.10	\$10,887.23	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	\$130,000.00	\$123,576.62	\$18,448.24	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	
	\$3,816.73	\$3,816.73		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		et se					
5	\$425,000.00	\$400,843.75	\$39,765.19	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	\$19,909.34	\$19,909.34		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$30,926,305.04	\$2,269,141.27	\$1,291,865.23	20.53%	1.79%	0.00%	0.00%	0.00%	0.00%	9.20%	0.00%	0.00%	0.00%	0.00%	0.00%	
	\$7,800.00	\$7,800.00		100.00%	100.00%	0.00%	0.00%	0.00%	0.00%							
	\$135,000.00	\$135,000.00		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	W						
es, Inc.	\$5,000.00	\$5,000.00	\$5,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
ners	\$5,000.00	\$5,000.00	\$5,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
qu	\$617,412.07	\$394,960.62		7.64%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$328,000.76	\$313,029.73		77.30%	0.00%	0.00%	0.00%	0.00%	0.00%					al and a		
	\$9,000.00	\$1,699.92		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	af blendan nyaro domenanya ponya panya		en e				
Vlahos	\$44,599.75	\$32,552.63		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
	\$20,000.00	\$9,415.02		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							

00	oo enames baney, rissoenates	\$104,000.00	<i>Ş13,270.00</i>		0.00%	0.00%	0.0070	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										a series a series and sectors and			
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. lams	\$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		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		4.91%	0.74%	0.00%	0.74%	0.74%	0.00%			
03	06 - Earth Tech	\$504,736.00	\$504,736.00		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		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
03	08 - PGH Wong Engineering, Inc.	\$68,906.00	\$59,863.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
03	09 - Cubic Transportation Systems, Inc.	\$468,565.00	\$343,272.00		1.40%	0.00%	0.00%	0.00%	0.00%	0.00%			
03	10 - Freshfields Bruckhaus Derringer, LLP	\$417,016.00	\$274,175.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
A05-0005													
07A	01 - Cambridge Systematics	\$4,278,864.00	\$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	\$1,824,375.25	\$6,696.00	15.25%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
A04-0045												a tha a dh' an an tao	
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%	S. Service		
08	02 - Wendel, Rosen, Black & Dean	\$58,085.95	\$58,085.95		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
08	03 - URS Corporation Americas	\$1,153,374.61	\$980,479.73		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
08	04 - Wilbur Smith Associates	\$500,000.00	\$161,032.62	\$67,186.67	0.00%	0.00%	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	\$310,000.00	\$301,535.10	\$10,887.23	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
08	09 - Dowling Associates, Inc.	\$130,000.00	\$123,576.62	\$18,448.24	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	
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	\$425,000.00	\$400,843.75	\$39,765.19	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		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
A08-0044				n den ministra et 1900 en de Santa en la seconda de la						and a second			
08	A08-0044 - ACCMA	\$30,926,305.04	\$2,269,141.27	\$1,291,865.23	20.53%	1.79%	0.00%	0.00%	0.00%	0.00%	9.20%	0.00%	
A08-0003-	В												
14B	02 - Dowling Associates, Inc.	\$7,800.00	\$7,800.00		100.00%	100.00%	0.00%	0.00%	0.00%	0.00%			
14B	03 - TY Lin International/CCS	\$135,000.00	\$135,000.00		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
24-100													and a second second
24	PN61521 - Hulberg and Associates, Inc.	\$5,000.00	\$5,000.00	\$5,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
A07-0053													
24	68-0064615 - Stealth Street Partners	\$5,000.00	\$5,000.00	\$5,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
A05-0007													
25	01 - Parsons Transportation Group	\$617,412.07	\$394,960.62		7.64%	0.00%	0.00%	0.00%	0.00%	0.00%			
25	03 - HNTB	\$328,000.76	\$313,029.73		77.30%	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		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
		Acc											-

25 06 - Dana Property Analysis

Reporting Period End Date:

03 03 - ERM-West, Inc.

03 02 - Booz-Allen & Hamilton Inc.

05 - Charles Bailey, Associates

Number Company

Project

03

**PAGE 138** 

Page 4 of 5

#### Contract Equity Utilization Report

Current Reporting Period Start Date:

07/01/10

Project		Contract	Total Payment	Payment		Cumu	lative To R	eporting En	d Date			С	urrent Rep	orting Peri	od	
Number	Company	Amount	to Date	Current Period	LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE
06-0046																
25	02 - Carter & Burgess, Inc	\$30,000.00	\$27,263.23	\$10,447.88	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	\$353,330.71	\$11,021.08	90.32%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.009
25	04 - PBQD, Inc.	\$1,317,094.00	\$24 <mark>5,017.51</mark>	\$73,777.04	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	\$4,130.98	\$1,320.51	\$867.84	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.009
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		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
08-0048										n an				10.1		
26	02 - Kal Krishnan Consulting Services	\$959,875.00	\$876,506.00	\$7,643.00	100.00%	3.55%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	03 - Pillsbury Wintrop Shaw Pittman LLP	\$275,000.00	\$259,892.00	\$92,361.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.009
26	04 - Wilbur Smith Associates	\$2,300,000.00	\$2,266,090.00	\$454,761.00	7.12%	5.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00
26	06 - Nelson/Nygaard Consulting Associates	\$44,492.00	\$18,848.00	\$13,463.00	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00
26	07 - Donald J. Dean, MCP Environmental Planning	\$96,390.00	\$94,933.00	\$94,933.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00
08-0053																
27B	02 - Kimley-Horn and Associates Inc.	\$553,932.00	\$553,931.09		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
27B	03 - PG & E	\$92,801.00	\$92,800.95		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
27B	04 - Alameda Program Managers	\$77,748.00	\$77,747.44		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
02										2						
ACTIA	A09-0016 - Urban Ecology	\$8,811.28	\$8,811.28	\$8,811.28	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
ACTIA	A09-012 - ACCMA	\$201,780.00	\$24,527.87	\$24,527.87	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.009
ACTIA	ACTC A10-0002 - Roberts Consulting Group, Inc.	\$25,000.00	\$25,000.00	\$25,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.005
ACTIA	L10-0002 - Moore Iacofano Goltsman, Inc.	\$13,700.00	\$13,700.00	\$13,700.00	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.009
ACTIA	L10-003 - ACCMA	\$25,000.00	\$22,531.88	\$22,531.88	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.009
25-200																
MB 225	AA07-XXX2 - EverGreen LandCare Inc.	\$6,880.00	\$5,000.00	\$5,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.009
99-0003																
MB196	A99-0003 - PBQD, Inc.	\$7,999,276.00	\$7,569,003.22	\$96,115.30	85.69%	17.60%	0.00%	10.95%	7.90%	3.06%	72.27%	29.29%	0.00%	29.29%	10.94%	18.34
Sun	nmary for Professional Services/Engineeri															
			\$26,416,137.26			7 430/	0.00%	4.030/	2 510/	1 210/	14 700/	2 7 6 9/	0.05%	1.00%	0 410/	0.69
Tota Summa	ai Iry for all Professional Services/Engineerin	g Contracts w			53.42%	7.42%	0.09%	4.82%	3.51%	1.51%	14.70%	2.76%	0.95%	1.09%	0.41%	0.68
	i y for an i foressional services/Engineerin	e contracts w					0.000/	40.649/	40 440/	7 9 9 9 (	<b>CO</b> 000(		2 2 2 4	C 400/	2.00%	2.20
Total	at all Anting Construction with an in the	Caal	\$75,423,937.49		79.02%	27.48%	0.49%		13.11%	7.33%	62.82%		3.26%	6.10%	3.89%	3.20
	y of All Active Contracts with and without nents	Goal	\$196,401,590.83	\$22,703,344.55	45.67%	13.26%	1.65%	10.10%	7.83%	3.38%	48.91%	15.41%	5.07%	17.43%	16.76%	2.43

Reporting Period End Date:

12/31/10

#### ATTACHMENT A

End Date:	12/31/10
Lind Dutter	

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**PAGE 140** 

#### L. Luster & Associates

То:	Arun Goel, Alameda CTC
From:	Joan Fisher, L. Luster & Associates
CC:	Anees Azad, Alameda CTC Dr. Laura Luster, L. Luster & Associates
Date:	February 7, 2011
RE:	Independent Review of ACTIA Semi-Annual Contract Equity Utilization Report Data for the period July 1, 2010 through December 31, 2010

L. Luster & Associates (LLA) has reviewed ACTIA payment and vendor data for the period of July 1, 2010 through December 31, 2010 provided by Alameda CTC 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 July 1, 2010 through December 31, 2010.

ACTIA LBCE Office: 1333 Broadway. Suite 300 .Oakland. CA. 94612 **u** Tel: 510.267.6133 Email: outreach@actia2022.com certification@actia2022.com This page intentionally left blank



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

#### Application for Alameda County Transportation Improvement Authority's <u>Citizens Advisory Committee</u>

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).

Name:	HARPA	L MAN	N	** <u>***********************************</u>					a the same and game at the together and the same at
Home Ad	dress:	3479	0 KLONDIKE	CT, UNIC	N CITY	, CA 94587			an
Mailing a	ddress (i	f differe	nt):		1997 - Fritzen Briegen and Briegen and Amerikaansk staat				
Phone: (h	ome)	(510)	790-3064	(work)	(510)	585-5674	_ (fax) _	(510)	790-3064
Email:	harpa	lmanr	n@mann.net	~		anna said a' sige dalamati gana a sa	entral and a second second	an a sa ma <b>ng kang kang kang kang k</b> ang kang kang kang kang kang kang kang k	and the state

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.
- 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.
- 111. 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.

Agang In Ma Date 3/7/2011 Signature

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

Appointing ACTIA Board Members Date:

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

#### HARPAL MANN

#### 34790 KLONDIKE COURT

#### UNION CITY, CA 94587

#### **RE: ACTIA ADDENDUM QUESTIONAIRE**

- 1. Commission/Committee Experience: I have been appointed to the Planning Commission as an Alternate Commissioner in the City of Union City, California in February 2011.
- II. Statement of Qualification: The Citizens Advisory Committee (CAC) within the ACTIA plays an important role, and with my background being an entrepreneur, along with working on complex engineering projects with budgets gives me the experience to look at projects and provide non biased feedback.
- III. I volunteer with the Sikh Temple in Fremont, on all IT and Technology matters, including the Parking plan and traffic management during large functions.

#### HARPAL S. MANN

34790 Klondike Ct. Union City, CA 94587 510-585-5674 harpalmann@mann.met 0 8 2011

#### ENGINEERING MANAGEMENT

Over 15 years of management and engineering in both small and large corporations. Recognized for building and leading high-performance engineering teams to develop, launch, and support high-volume flagship products that generate significant revenue.

#### SUMMARY

- Successfully managed Core Engineering projects in multiple locations enabling triple play applications.
- System Architect and Principal Engineer responsible for the development and production release of multi-generation, high volume, multi-gigabit LAN/WAN Stackable switches.
- Familiar with IP and other protocols required for feature definition, digital design, packet • walk and functional implementation details.
- Created innovative architectures to support evolving features while maintaining performance and schedule requirements.
- Identified, assessed, captured and authored relevant patents during product • development.
- Able to manage complex projects through successful relationships with Sales, • Marketing, and Engineering.

#### **PROFESSIONAL EXPERIENCE**

#### City of Union City, California Alt Planning Commissioner

Reviews development and land use proposals and provides recommendations to the City Council on certain types of applications.

Economic Development and Jobs Element of the General Plan on attracting High Tech jobs to Union City.

#### Clear Mobitel Ltd,

(A 4G Telecommunications Startup Company with Spectrum in the UK Channel Islands) Founder and CEO

Day to day operations of Clear Mobitel, including budgeting, regulatory affairs, technology roadmap, board meetings, raising funds.

#### Ikanos Communications, Fremont, California

(A semiconductor company providing programmable, mixed signal, solutions for high performance silicon and software for interactive broadband and VDSL solutions enabling triple play).

Senior Customer Engineering Manager, Reporting to VP of Customer Engineering

Responsible to manage the Engineering Applications team in Fremont and Bangalore.

Managing two joint development projects with Alcatel-Lucent on high density VDSL line cards:

#### Project 1 Alcatel-Lucent 48-port MCM design (SL9450 Ikanos 4th generation chipset)

Placed at customer site for joint development of VDSL line card:

- System Architecture •
- Static Timing analysis
- **Processor Selection**
- Alternate component selection and optimization
- Schematic & Layout review
- Board bring up
- Performance optimization

#### Page 145

#### 2008 - Present

2005-2008

#### 

RECEIVED

02/2011-Present

This is a high density design using Ikanos 4<sup>th</sup> generation MCM-chipset. The biggest challenge was to fit the 48 port into the size constrained dimension. This project is successfully completed and is currently being deployed at Bell-Canada.

#### and is currently being deployed at beil-Callada.

#### Project 2 Alcatel Belgium 48-port design (CO5-lkanos 5<sup>th</sup> generation chipset)

Also acting as Project Manager, responsible for both hardware and software deliverables.

- System Architecture
- Static Timing analysis
- Schematic review
- Layout review
- Board Bring up
- Protection and Hi-POT design and testing
- Performance optimization
- Fault Report Resolution
- Software QA
- European Agency Testing

This challenging project requires managing a core team of Engineering from both companies. This card was the fastest paced project in Alcatel Belgium with lot of efforts to reduce the components, components sizes, alternate components suggestions etc... This 48 port card in customer's lab for final Software and Systems integration along with agency qualification, and will go into deployment this year.

#### Additional Responsibilities at Ikanos

- Part of architecture team worked on QOS feature development in CO5 BME chipset
- Worked on Embedded Ethernet MAC
- Simulated and created the thermal models for the CO4 / CO5 chipsets
- Did the power characteristics for BME, AFE, IFE and HLD chipset of CO5 family
- Responsible for CO5 datasheet reviews and releases for CO5 chipsets

#### ALCATEL Enterprise Networking Division, Calabasas, CA

1996-2005

#### Senior System Architect- reporting to the CTO/Sr. VP of Engineering

- Defined system architecture and implemented on the Omniswitch 6800 series based on the Broadcom BCM5695 Forwarding/Classifier and the BCM5675 Fabric. Alcatel AOS software and proprietary features ported to merchant silicon
- Defined system architecture and implemented on the Omniswitch 6600 series based on the Intel IXE2424 ASIC. Alcatel AOS software and proprietary features ported to merchant silicon
- Defined Power Over Ethernet for entire Chassis and Stackable line
- Verified IBM HSSL Core for FE and Fabric ASICS
- Defined Hot Swap and Redundancy for Falcon & Eagle Switching Platforms
- Defined MPLS functionality for Falcon & Eagle using Network Processors
- Bill Of Material (BOM) proposals and analysis
- Competitive Analysis
- Define System Architecture of Kite and Hawk Stack Product line to the ODM
- Due Diligence of Companies for prospective OEM relationships Symbol Technology –
   Wireless company potential partner for Wireless solutions with Alcatel and a solution and a solutions with Alcatel and a solution and a solutions with Alcatel and a solution and a solution and a solutions with Alcatel and a solution and a solut
- Participated in the IEEE 802.3ah EFM/OAM standards committee agent at the same control of the second s
- Defined IEEE 802.3ah OAM data path for the Firenze MAC (ASIC)

#### **Principal Engineer**

- Architect and Hardware Design Engineer for following projects:
  - OmniStack1032C, 1032F, 1032CF, 4024G 24 Port FE + 2 GE
  - ESM-16FW-16 Port 10Base FL Board OmniSwitch
  - ESM-T24-24 Port Telco Ethernet Board OmniSwitch
  - Gigabit Daughter Card OmniStack + OmniSwitch
  - ESX-FM24 VF45 Fiber 10BaseFL Board OmniSwitch Router

- ESX-F24 MTRJ Fiber 10BaseFL Board OmniSwitch Router
- OA512
- Emulation and Verification of Pico Switching ASIC for WAN
- Maintenance on Mammoth Based ESM boards 10Mb, 10/100Mb
- Maintenance of FPGA for L3 functionality and Routing for OmniSwitch CMM
- Responsible for Hardware until into production
  - Prepare functional specs
  - Participate in design and functional specification reviews
  - Prepare hardware test plans, test cases and test summaries
  - Responsible for the project till release

#### UCLA Graduate Division, Los Angeles CA

1993-1996

#### Network & Systems Manager reporting to the Executive Vice Chancellor

- ATM & FDDI backbone design for Graduate Division.
- Defined and Designed the first Web Based Graduate Application for UCLA, automating the interface to the IBM Mainframe with built in Security
- Defined and Designed built in Network Security Policy for the Division

IT Consultant to Vice Chancellor Claudia Mitchell-Kernan

Define and propose IT policy for the UCLA Campus Computing

IT Consultant to Academic Budget and Planning Office

Define automation of Financial Systems used by the Budget Office

#### University Computing Services, University of Southern California, Los Angeles CA Computer Network Engineer 1989 - 1993

Designed the FDDI based Campus Backbone for over 15,000 nodes based on Cisco Routers **Research Assistant** 

Programming, trouble shooting and debugging multi-processor array boards for the SNAP project; 64 Parallel Processors - a massively parallel computer used by the Border Patrol

#### CO-FOUNDER STARTUP COMPANIES

#### Nemo Systems, Los Angeles, CA. (June 2004 – December 2004) Wimox Stantun/Croup

#### Wimax Startup/Group

- Architect system for the integration of a seamless WiMax/WiFi/LAN solution with Security, Mobile IP, VOIP, Billing (Mobile Switching)
- Knowledge of 802.11a/b/g, 802.11e, 802.11f, 802.11i, 802.16, 802.16e, 802.1x, RFC3704, RFC3697, RFC2194, RFC2477, RFC2486, RFC2607, MCAST, DVMRP
- Fast Handover and Context Transfers, TGi Key, PPPEXT, IPSec and IPSRA, Diffserv, TCP, NAT, SSL/TLS, iSCSI, XML
- Knowledge of RF: 802.11 (2.4Ghz), 802.11a (5Ghz), 802.16

#### Askari Networks, Santa Monica, CA (March 2001 to September 2001) CO-Founder

- Co-authored the business plan and presented to VC's in Australia, Singapore and New Zealand
- Signed a MOU with the Christchurch Economic Development Agency
- Architect for Wire speed 10G Security Router for both Carrier and Enterprise

#### SKILLS:

#### Switching Technology

- Switching at level 2 for Ethernet, Fast Ethernet, Gigabit Ethernet, 10Gigabit Ethernet, Token-Ring, FDDI, ATM and Frame-Relay media. POE
- Virtual LANS, MAC Based VLANS, IP Subnet Based VLANS, Multicast VLANS
- Port Mirroring, Link Aggregation, Spanning Tree Protocol

#### ATM Technology

- LANE 1.0 (Ethernet and Token-Ring LEC), Classical IP, UNI 3.0/3.1, PNNI 1.0, RFC 1483, Classical Protocols
- Bridging and routing of following protocols: IP, IPX, AppleTalk, DECnet, NetBIOS, Banvan Vines (bridging only)

#### **Networking Tools**

Sniffer (Ethernet, Token-Ring, FDDI and ATM), Telenex Analyzer, W&G, Netcom's SMB 1000 series, RadCom's ATM analyzer, ANVL Validation suites for IP, IPX, OSPF, AppleTalk, UNIX C shell and Expect Scripting for automating test cases

#### Management of Telecom/Datacom Protocols

Data: ATM, IP, MPLS, RSVP, OSPF, LDP, BGP Service/VPN Management: VPLS (Virtual Private LAN Service), VLL (Virtual Private Line; Pseudo wire), VPRN (RFC 2547bis), Frame Relay, VLAN Optical: SONET/SDH, DWDM/CWDM

#### Languages

the second s

- C++ (including STL), C, Java (J2EE + J2SE), Verilog, Perl, XML

#### **Operating Systems**

- Linux, Solaris, Windows XP, 2K3, NT, 2K, MacOS, MVS, VM, VxWorks

#### STARS BEFORE THE CONTRACTOR STARS IN THE PATENTS SERVICE OF THE REPAIRS SERVICE OF THE

#### Patent: 60/516,191

Fatter Contract of the Description: Virtual Chassis for Continuous Switching

#### Patent: 20060147031

Description: Echo cancellation using Adaptive IIR an FIR filters.

#### **EDUCATION**

MS in Computer Engineering, University of Southern California, Los Angeles BS in Electrical Engineering, University of Southern California, Los Angeles CiscoPro Certification (Dec 1995), Cisco Systems Inc.

#### PROFESSIONAL ACTIVITIES AND AWARDS

Employee of the Month, March 1992, University Computing Services.

Vice-President IEEE USC Branch 1992-1993

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- Carmen Taub Leadership Award, 1994, UCLA Graduate Division.
- Member, Institute of Electrical and Electronics Engineers (IEEE)

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## Attachment A Alameda CTC Community Advisory Committee Appointment Detail for Supervisor Nadia Lockyer, Alameda County

## Bicycle and Pedestrian Advisory Planning Committee (BPAC)

Glenn Kirby 30520 Hoylake Street Hayward, CA 94544 Email: gkirby@silcon.com Home Phone: (510) 487-2442 Work Phone: (510) 675-5382 **Term Began:** January 2010 **Term Expires:** January 2012

## **Citizen Advisory Committee (CAC)**

□ Appoint

### Vacant

Dimitris Kastriotis P.O. Box 327 Sunol, CA 94586 Email: argochartering@aol.com Home Phone: (925) 862-0450 Term Began: January 2010 Term Expires: January 2012 \*\* missed 3 out of 3 meetings for fiscal year 2010-2011



Audrey LePell 299 Ocie Way Hayward, CA 94541 Email: kansgirl16@aol.com Home Phone: (510) 785- 2840 **Term Began:** January 2009 **Term Expires:** January 2011

## Citizens Watchdog Committee (CWC)

Peter Dubinsky 695 Posada Way Fremont, CA 94536 Email: <u>foxrun9@comcast.net</u> Home Phone: (510) 494-9181 Cell Phone: (510) 541-4951 **Term Began:** October 2010 **Term Expires:** October 2012

(over)

## Paratransit Advisory and Planning Committee (PAPCO)

X	Reappoint	
---	-----------	--

Herb Clayton 671 West A Street, Apt. 114 Hayward, CA 94541 Email: ucberkeley71@hotmail.com Phone: (510) 397-4430 **Term Began:** March 2009 **Term Expires:** March 2011

Michelle Rousey 540 23rd Street, Apt. 306 Oakland, CA 94612 Email: <u>mlyn13@hotmail.com</u> Home Phone: (510) 763-7158 **Term Began:** May 2010 **Term Expires:** May 2012

Supervisor Nadia Lockyer, Alameda County

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: Angie Ayers 1333 Broadway, Suite 300 Oakland, CA 94612 Fax: 510-893-6489 Alameda County Transportation Commission 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.	Mr. Van Demark, Vice-Chair	Tom	Oakland	Supervisor Miley, District 4	Oct-04	Jan-09	Jan-11	1
3	Mr.	Mr. Boyer	David	Union City	Mayor Mark Green, Union City	Nov-06	Nov-08	Nov-10	2
4		Mr. Chen	Alexander	Fremont	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11	<del>.</del>
5	Ms.	Gigli	Lucy	Alameda	Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11	÷
6	Mr.	Mr. Johansen	Jeremy	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-10		Jan-12	0
7	Mr.	Mr. Jordan	Preston	Albany	Supervisor Carson, District 5	Oct-08	Sep-10	Sep-12	0
8	Mr.	Mr. Kirby	Glenn	Hayward	Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	Jan-12	2
6	Mr.	Mr. Salomone	Anthony	Union City	May Marshall Kamena, Livermore	Jan-10		Jan-12	2
10	.sM	Welsh	Ann	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-09		Oct-11	t
11		Vacancy			Councilmember Beverly Johnson, Alameda				

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Alameda County Transportation Commission <u>Citizen Advisory Committee</u> Roster and Attendance Fiscal Year 2010/2011

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Mr.	Mr. Ferrier, Chair	Barry	Union City	Mayor Mark Green, Union City	Jan-04	Jan-10	Jan-12	0
2	Ms.	Dorsey, Vice-Chair	Cynthia	Oakland	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
3	.sM	Brown	Meredith	Oakland	Supervisor Nate Miley, D-4	Apr-07	Apr-09	Apr-11	3
4		Mr. Castro	Norbert	San Leandro	Councilmember Joyce Starosciak, San Leandro	Dec-07	Feb-10	Feb-12	3
5	Ms.	Chinn	Val	Hayward	Mayor Marshall Kamena, Livermore	Dec-99	Feb-10	Feb-12	0
9	Mr.	Collier	Joseph	San Leandro	Councilmember Joyce Starosciak, San Leandro	Dec-09		Dec-11	1
7	.sM	Hilliard	Frances	Oakland	Supervisor Wilma Chan, D-3	Jun-02	Feb-10	Feb-12	1
8		Mr. Hilson	Joseph	Hayward	Mayor Marshall Kamena, Union City	Dec-06	Feb-11	Feb-13	3
6		Mr. Hottlle	Brad	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-10		Oct-12	0
10		Mr. Jefferson	Alton	San Leandro	Supervisor Wilma Chan, D-3	Sep-08	Sep-10	Sep-12	1
11		Dr. Jindal	Roop	Hayward	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	0
12		Mr. Kastriotis	Dimitris	Sunol	Supervisor Nadia Lockyer, D-2	Dec-07	Jan-10	Jan-12	3
13		Ms. LePell **	Audrey	Hayward	Supervisor Nadia Lockyer, D-2	May-04	Mar-11	Mar-13	0
14	Ms.	Lorenzana-Campo	Pilar	Oakland	Councilmember Rebecca Kaplan	May-10		May-12	1
15	Mr.	Mann **	Harpal	Union City	Supervisor Nadia Lockyer, D-2	Mar-11		Mar-13	
16	Mr.	Rose	Frank	Oakland	Supervisor Nate Miley, D-4	Sep-08	Feb-11	Feb-13	0
17	Ms.	Sample	Clara	Union City	Mayor Mark Green, Union City	Sep-10		Sep-12	0
18	Mr.	Sebastian	Nicholas	Emeryville	Councilmember Berverly Johnson, Alameda	Sep-07	Sep-09	Sep-11	3
19		Mr. Sedlak	Mike	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	May-10		May-12	0
20	Ms.	Stocking	Gerarda	Livermore	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	3
21		Ms. Walker	Brenda	Oakland	Supervisor Nate Miley, D-4	Oct-09		Oct-11	3

## Alameda County Transportation Commission <u>Citizen Advisory Committee</u> Roster and Attendance Fiscal Year 2010/2011

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
22		Mr. Washington	Ronald	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	ĸ
23		Mr. White	Darren	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-08	Sep-10	Sep-12	З
24		Mr. Zukas	Hale	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	L
25		Vacancy			Councilmember Beverly Johnson, Alameda				
26		Vacancy			Councilmember Berverly Johnson, Alameda				
27		Vacancy			Mayor Jennifer Hosterman, Pleasanton				
28		Vacancy			Mayor Marshall Kamena, Livermore				
29		Vacancy			Mayor Mark Green, Union City				
30		Vacancy			Councilmember Rebecca Kaplan				
31		Vacancy			Councilmember Rebecca Kaplan				
32		Vacancy			Supervisor Wilma Chan, D-3				
33		Vacancy			Supervisor Scott Haggerty, D-1				
		** Pending approval at the March 24, 2011	the March 24,	2011 Commiss	Commission Meeting				

		Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Mr.	Mr. Paxson, Chair	James	Pleasanton	EBEDA	Apr-01		V/N	0
2	Ms.	Ms. Lew, Vice-Chair	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Feb-10	Feb-12	0
3	Ms.	Belchamber	Pamela	Berkeley	Alameda County Mayor's Conference, D-5	Mar-09		Mar-11	1
4	Mr.	Mr. Chavarin	Roger	Oakland	Alameda Labor Council AFL-CIO	Dec-08		N/A	0
5	Mr.	Mr. Dubinsky	Peter	Fremont	Supervisor Nadia Lockyer, D-2	Oct-10		Oct-12	0
9	Mr.	Mr. Gallagher	Thomas	Pleasanton	Alameda County Mayors' Conference, D-1	Jan-08	Feb-10	Feb-12	3
7	Mr.	Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	3
8	Mr.	Mr. Haussener	James	Castro Valley	Supervisor Nate Miley, D-4	Feb-10		Feb-12	1
6	Ms.	Ms. Miriam	Hawley	Berkeley	League of Women Voters	Oct-10		Oct-12	Ļ
10	Mr.	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		May-12	1
11	Ms.	Ms. Saunders	Harriette	Alameda	PAPCO	Jul-09		N/A	L
12	Mr.	Mr. Zukas	Hale	Berkeley	Supervisor Keith Carson, D-5	90-un		Jun-11	0
13		Vacancy			Alameda County Mayor' Conference, D-3				
14		Vacancy			Alameda County Mayor's Conference, D-4				
15		Vacancy			Supervisor Wilma Chan, D-3				
16		Vacancy			Supervisor Scott Haggerty, D-1				

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1333 Broadway, Suite 220 🔹 Oakland, CA 94612 💻 1333 Broadway, Suite 300 
Oakland, CA 94612

www.AlamedaCTC.org

## **Paratransit Advisory and Planning Committee Meeting Minutes** Monday, January 24, 2011, 1 p.m., 1333 Broadway, Suite 300, Oakland

At	tendance Key (A = Absent, P = Present)	
Members:		
<u>P</u> Sylvia Stadmire,	<u>P</u> Joyce Jacobson	<u>P</u> Michelle Rousey
Chair	<u>P</u> Sandra Johnson	<u>P</u> Clara Sample
<u>P</u> Carolyn Orr,	P Jane Lewis	<u>P</u> Harriette
Vice-Chair	<u>P</u> Jonah Markowitz	Saunders
<u> </u>	P Betty Mulholland	<u>P</u> Will Scott
<u>P</u> Larry Bunn	P Sharon Powers	P_Maryanne Tracy-
<u>A</u> Herb Clayton	P Vanessa Proee	Baker
<u>P</u> Shawn Costello	P_Carmen Rivera-	<u>P</u> Renee Wittmeier
P Herb Hastings	Hendrickson	<u>P</u> Hale Zukas
Staff: <u>P</u> Tess Lengyel, Programs Public Affairs Manager <u>P</u> Naomi Armenta, Parat Coordinator <u>A</u> Rachel Ede, Nelson\Ny	ransit <u>P</u> Krystle Coordi	Ayers, Acumen Building rise, Inc. Pasco, Paratransit nation Team
,	<b>.</b>	

## 1. Welcome and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Jennifer Cullen, Senior Support; Pam Deaton, City of Pleasanton; Kim Huffman, AC Transit; Ashley VanMaanen, Alzheimers Service of the East Bay; Wilson Lee, City of Union City; Mary Steiner; Laura Timothy, BART

## 2. Public Comments

There were no public comments.

## 3. Approval of November 22, 2010 Minutes

Sandra Johnson-Simon moved that PAPCO approve the minutes as written. Shawn Costello seconded the motion. Betty Mullholland and Maryanne Tracy-Baker abstained. The motion carried 19-0 with two abstentions.

## 4. Recommendation on Gap Funding

Naomi Armenta reviewed the Gap Funding Memo and stated that there were no available funds to issue a call for grant projects for Cycle 5. Naomi stated that staff is not recommending any more funding for stabilization for fiscal year 2011-2012 due to the original intent for this funding being to stabilize programs. Staff believes that revenues will increase. Naomi mentioned that potential CMMP pilot programs are being written up during this time, and Alameda CTC is recommending \$500,000 for Coordinated Mobility Management Planning (CMMP) pilot programs. This process is a follow up to the study that Richard Weiner completed last year on how we can improve coordination in the county.

Committee members discussed the Gap Funding memo, the remaining funds in the current gap grant, the selection process for the CMMP pilot programs and staff's recommendation to not issue stabilization funds, along with the projected increase for revenues in this coming year.

## 5. Update on Measure B Pass-through Funding

Tess Lengyel gave an update on the Measure B pass-through funding; 40 percent goes to capital projects and 60 percent goes to the local jurisdictions for bicycle and pedestrian, local streets and roads, mass transit, paratransit (services for seniors and people with disabilities), and transitoriented development programs. Grant programs are also offered to the local jurisdictions. She mentioned that the jurisdictions, the county, and the transit agencies have sent in their annual compliance audits and compliance reports that describe the transportation programs on which they spent the funding. Tess explained that the Citizens Watchdog Committee (CWC) is tasked with looking through these reports and sharing the information with the public. CWC and staff are in the process of reviewing the reports that are available on the website under the financials page. The binders are also available for viewing.

## 6. Presentation: Update on Countywide and Regional Processes

Tess introduced the presentation on the countywide and regional processes. Paul Rosenbloomof MIG gave a presentation on the CWTP-TEP Outreach Toolkit, the outreach questionnaire, and the opportunity for committee members to get involved.

Committee members discussed the presentation and the questionnaire. Betty Mulholland made a comment regarding the technical language of the questionnaire and suggested revising it. Harriette Saunders asked about the relevance of question one on the questionnaire, and Tess replied that staff is looking for information on the person who fills out the form to ensure that we include all cross sections in the county.

Paul stated that the community workshop information will be presented to the committee very soon.

7. Preparedness Discussion and Conducting a "slow-mo-go" Drill Ana-Marie Jones, Executive Director of CARD, conducted a "slow-mo-go" drill with the PAPCO members.

Committee members discussed the "slow-mo-go" drill and received further tips on emergency preparedness.

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

Michelle Rousey informed the committee of a transportation hearing that will take place on Wednesday in Sacramento.

## 9. Committee Reports

- A. East Bay Paratransit Services Review Advisory Committee (SRAC) There were no updates on SRAC.
- B. Citizens Watchdog Committee (CWC) There were no updates on CWC.

## **10.Staff Updates**

A. Mobility Management

- B. Outreach Update There were no outreach updates.
- C. Other Staff Updates

Tess updated the committee on the Alameda CTC's new Finance Director, Patricia Reavy.

Naomi reminded the committee members to complete the survey about the other committees that PAPCO members are involved in. She also stated that she will provide more information on the 5310 process at the next PAPCO meeting.

## **11.Mandated Program and Policy Reports**

There were no program and policy reports.

## 12. Draft Agenda Items for February 28, 2011 PAPCO

- A. 2011 Mobility Management Workshop Brainstorm
- B. Quarterly Reports from the City of Alameda and the City of Hayward
- C. Report from the East Bay Paratransit
- D. TAC Report
- E. Clipper Presentation
- F. Quarterly Education and Training Outreach Training, Update on Legislative Program

## 13.Adjournment

The meeting adjourned at 2:30 p.m.

Alameda County Transportation Commission <u>Paratransit Advisory and Planning Committee</u> Roster and Attendance Fiscal Year 2010/2011

					1100 (0101 Inter 1010)				
	Title	Last	First	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July-10
1	Ms.	Stadmire, Chair	Sylvia J.	San Leandro	Supervisor Wilma Chan, 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	1
3	Ms.	Aysoy	Aydan	Berkeley	City of Berkeley	Jul-09		Jul-11	0
4	Mr.	Bunn	Larry	Union City	Union City Transit	Jun-06	Sep-10	Sep-12	3
5	Mr.	Clayton **	Herb	Hayward	Supervisor Nadia Lockyer, D-2	Sep-03	Mar-11	Mar-13	2
9	Mr.	Costello	Shawn	Dublin	City of Dublin	Sep-08	Sep-10	Sep-12	٢
7	Mr.	Hastings	Herb	Dublin	Supervisor Scott Haggerty, D-1	Mar-07	Mar-09	Mar-11	٦
8	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville	Mar-07	Mar-09	Mar-11	٢
6	Ms.	Johnson	Sandra J.	Oakland	Supervisor Nate Miley, D-4	Sep-10		Sep-12	0
10	Ms.	Lewis	Jane	Dublin	City of Livermore	Sep-09		Sep-11	1
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	2
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	2
16	Ms.	Rousey	Michelle	Oakland	Supervisor Nadia Lockyer, D-2	May-10		May-12	0

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**Paratransit Advisory and Planning Committee Alameda County Transportation Commission Roster and Attendance** Fiscal Year 2010/2011

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	Sep-10	Sep-12	0
19	Mr.	Scott	Will	Berkeley	Supervisor Keith Carson, D-5	Mar-10		Mar-12	~
20	Ms.	Tracy-Baker	Maryanne	San Leandro	Supervisor Scott Haggerty, D-1	Oct-08		Oct-10	0
21	Ms.	Waltz	Esther Ann	Livermore	LАVТА	Feb-11		Feb-13	
22		Ms. Wittmeier	Renee	San Lorenzo	Supervisor Wilma Chan, D-3	May-09		May-11	0
23	Mr.	Zukas	Hale	Berkeley	A. C. Transit	Aug-02	Mar-09	Mar-11	0
<mark>24</mark>		Vacancy			City of Alameda				
25		Vacancy			City of Albany				
<mark>26</mark>		Vacancy			City of Newark				
27		Vacancy			City of Piedmont				
<mark>28</mark>		Vacancy			City of San Leandro				
		** Pending approval at the March 24, 201	e March 24, 2011	1 Commission meeting	stina				

Pending approval at the March 24, 2011 Commission meeting



## Memorandum

**DATE:** March 15, 2011

**TO:** Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information

## Recommendation

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

## Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

## Discussion

Staff will be submitting monthly reports to ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee. The purpose of these reports is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website.

## March 2011 Update:

This report focuses on the month of March 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule is found in Attachment B. Highlights include MTC/Alameda CTC Call for Projects, MTC Committed Funding and Projects Policy, an approach to developing financial forecast assumptions, ABAG's release of the Initial Vision Scenario, Update on SCS presentations to Councils, and Upcoming Meetings on Countywide and Regional Planning Efforts, as described below:

## 1) RTP/SCS Work Element Proposals and Release of Initial Vision Scenario

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:

- 25-year financial forecast assumptions:
- preliminary draft committed funds and projects policy scheduled to be reviewed by MTC Committees in March as a draft and adopted as final in April,
- guidance for the call for projects,
- draft projects performance assessment approach, and
- transit capital, local streets and roads maintenance needs, and transit operation needs approach.

The supporting documentation can be found at <a href="http://apps.mtc.ca.gov/events/agendaView.akt?p=1617">http://apps.mtc.ca.gov/events/agendaView.akt?p=1617</a>.

Also, ABAG and MTC released the Initial Vision Scenario on March 11. An update will be provided at the meeting under Item 7B.

Jurisdiction	Date to	Type of item	Completed?
	Council/Board		
Alameda County	February 8		Yes
Alameda	February 1		Yes
Albany	January 18	Presentation	Yes
Berkeley	January 25	Information to Council	Yes
	January 19	Presentation to Planning Commission	Yes
Dublin	January 25	Information to Council	Yes
	January 29	District 1 Workshop	
Emeryville	January 18	Working Session	Yes
Fremont	January 29	District 1 Workshop	Yes
Hayward	January 18	Working Session	Yes
Livermore	February 28	Information to Council	Yes
	January 29	District 1 Workshop	Yes
Newark	February 24		Yes
Oakland	February 15	Presentation to Council	Yes
	February 2	Presentation to Planning Commission	Yes
Piedmont	February 7		Yes
Pleasanton	February 1 (tentative)		Yes
	January 29	District 1 Workshop	Yes

2) Update on SCS Presentations to City Councils and Boards of Directors on Initial Vision Scenario

Jurisdiction	Date to	Type of item	Completed?
	Council/Board		
San Leandro	February 22	Working Session	Yes
Union City	January 25	Presentation	Yes
AC Transit	March 23	Presentation	
BART	January 27		Yes

All presentations have been completed.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 <sup>th</sup> Thursday of the month, noon	March 24, 2011
	Location: Alameda CTC	April 28,2011
CWTP-TEP Technical Advisory	2 <sup>nd</sup> Thursday of the month, 1:30 p.m.	March 10, 2011
Working Group	Location: Alameda CTC	April 14, 2011
CWTP-TEP Community Advisory	1 <sup>st</sup> Thursday of the month, 3:00 p.m.	March 3, 2011
Working Group	Location: Alameda CTC	April 7, 2011
SCS/RTP Regional Advisory Working	1 <sup>st</sup> Tuesday of the month, 9:30 a.m.	March 1, 2011
Group	Location: MetroCenter,Oakland	April 5, 2011
SCS/RTP Performance Target Ad Hoc	Varies	No additional
Committee	Location: MetroCenter, Oakland	meetings
		scheduled
SCS/RTP Equity Ad Hoc Committee	Location: MetroCenter, Oakland	March 9, 2011
		April 13, 2011
SCS/RTP Housing Methodology	10 a.m.	March 24, 2011
Committee	Location: BCDC, 50 California St.,	April 28, 2011
	26th Floor, San Francisco	
CWTP-TEP Public Workshops and	Location and times vary	<b>CWTP-TEP:</b>
Initial Vision Scenario Outreach		February 24, 2011
		(Oakland)
		February 28, 2011
		(Fremont)
		March 9, 2011
		(Hayward)
		March 16, 2011
		(San Leandro)
		March 24, 2011
		(Dublin)
		IVC.
		<b>IVS:</b> March 16, 2011
		(San Leandro)
		(San Leandro) March 24, 2011
		(Commission mtg)
		March 24, 2011
		Iviai CII 24, 2011

Committee	<b>Regular Meeting Date and Time</b>	Next Meeting
		(Dublin)
		Other TBD

## **Fiscal Impact**

None.

## Attachments

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule

## Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities (March through May)

## Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. In the March to May time period, the CWTP-TEP Committees will be focusing on:

- Finalizing the Briefing Book, available on the Alameda CTC's website, that is intended to be an information and reference document and a point of departure for the discussion on transportation needs;
- Identifying performance measures and a methodology for prioritizing transportation improvements in the CWTP;
- Coordinating with ABAG and local jurisdictions on defining the Vision Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Identifying transportation needs and issues including presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Developing and implementing a Call for Projects and Committed Funding and Project Policy that is consistent and concurrent with MTC's call for projects and guidance and identifying supplemental information needed for Transportation Expenditure Plan projects and programs;
- Developing financial projections;
- Identifying transportation investment packages for evaluation;
- Conducting polling and reviewing polling results for an initial read on voter perceptions;
- Conducting public outreach on transportation needs and the Initial Vision Scenario.

## Regional Planning Efforts

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

In the three month period for which this report covers, MTC and ABAG are focusing on developing an Initial SCS Vision Scenario (released March 11, 2011), assisting in presenting the Initial Vision Scenario to the public and City Councils and Boards of Directors; developing draft financial projections, adopting a committed transportation funding and project policy, releasing and implementing a call for projects, completing the work on targets and indicators for assessing performance of the projects and beginning the performance assessment.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees: on-going performance targets and indicators and the equity sub-committee;

These activities will feed into our discussion on revenue and financial projections and availability and the discussion of transportation investment both new and existing that will begin around the early spring timeframe.

## Key Dates and Opportunities for Input

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

## Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed Initial Vision Scenario Released: March 11, 2011: Completed Detailed SCS Scenarios Released: July 2011 Preferred SCS Scenario Released/Approved: December 2011/January 2012

## RHNA

RHNA Process Begins: January 2011 Draft RHNA Methodology Released: September 2011 Draft RHNA Plan released: February 2012 Final RHNA Plan released/Adopted: July 2012/October 2012

## RTP

Develop Financial Forecasts and Committed Funding Policy: March/April 2011 Call for RTP Transportation Projects: March 1 through April 29, 2011 Conduct Performance Assessment: March 2011 - September 2011 Transportation Policy Investment Dialogue: October 2011 – February 2012 Prepare SCS/RTP Plan: April 2012 – October 2012 Draft RTP/SCS for Released: November 2012 Prepare EIR: December 2012 – March 2013 Adopt SCS/RTP: April 2013

## CWTP-TEP

Develop Land Use Scenarios: May 2011 Call for Projects: Concurrent with MTC Outreach: January 2011 - June 2011 Draft List of CWTP screened Projects and Programs: July 2011 First Draft CWTP: September 2011 TEP Program and Project Packages: September 2011 Draft CWTP and TEP Released: January 2012 Outreach: January 2012 – June 2012 Adopt CWTP and TEP: July 2012 TEP Submitted for Ballot: August 2012

Calendar Year 2010

							Meeting					
			50	2010			FY2010-2011			2010		
Task	January	February	March	April	May	June	July	August	Sept	Oct	Νον	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/ responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach					Informati	Information about upcoming	ming CWTP Update and reauthorization	Ithorization				
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP		Technical Work	
Polling												
Sustainable Communities Strategy/Regional Transportation Plan	a <mark>nsportation Plar</mark>											
Rectional Sustainable Community Strateov Development			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vi	Start Vision Scenario Discussions	suoissions
Process - Final RTP in April 2013											Adopt methodology for Jobs/Housing Forecast (Statutory Target)	Projections 2011 Base Case
ge 1												Adopt Voluntary Performance Targets
69												

# Countywide Transportation Plan and Transportation Expenditure Plan Preliminary Development Implementation Schedule - Updated 12/22/10

## Calendar Year 2011

			2011	11			FY2011-2012			2011		
Task	January	February	March	April	Мау	June	July	August	Sept	Oct	Νον	Dec
Alameda CTC Committee/Public Process												
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use rcmmdn	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEP
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs	all areas of County: d needs	East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in County: feedback on CWTP, TEP; North County Transportation Forum	2nd round of public workshops in County: feedback on CWTP, TEP; orth County Transportation Forum	No Meetings
Agency Public Education and Outreach		Ongoing	g Education and Outre	Ongoing Education and Outreach through November 2012	er 2012			Ongoing Ed	Ongoing Education and Outreach through November 2012	ch through Novembe	ər 2012	
Alameda CTC Technical Work Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Feedback on Technical Work, Modified Vision, Preliminary projects lists	fied Vision, Preliminar	y projects lists		Work with feedback on CWTP and financial scenarios	Tect	nical work refinem	Technical work refinement and development of Expenditure plan, 2nd draft CWTP	t of Expenditure pla	n, 2nd draft CWTP	
Polling		Conduct baseline poll								Polling on possible Expenditure Plan projects & programs		
Sustainable Communities Strategy/Regional Trar	ar											
			Release Initial Vision Scenario	Detailed	Detailed SCS Scenario Development	ment	Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology	of SCS Scenarios; al Housing Needs lethodology	SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Discuss Call for Projects	ojects	Call for Transport Project Performs	Call for Transportation Projects and Project Performance Assessment	Project Evaluation	luation	Draft Regional Housing Needs Allocation Methodoligy					
ge 17	Develop Dra	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy	Transportation Financial Forecasts Fransportation Funding Policy	and Committed								
0												

# Countywide Transportation Plan and Transportation Expenditure Plan Preliminary Development Implementation Schedule - Updated 12/22/10

## Calendar Year 2012

			2012				CV0011 0010				
			2012	_			F12011-2012				
Task	January	February	March	April	Мау	June	July	August	Sept	Oct	November
Alameda CTC Committee/Public Process											
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings t	Meetings to be determined as needed		Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot			VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings	Meetings to be determined as needed	pepee						VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings	Meetings to be determined as needed	pepee						VOTE: November 6, 2012
Public Participation			Expenditure F	Expenditure Plan City Council/BOS Adoption	\$ Adoption						VOTE: November 6, 2012
Agency Public Education and Outreach	Ongoing	Education and Out	reach Through Nove	Ongoing Education and Outreach Through November 2012 on this process and	ocess and final plans	ans	Ongoing Educati	on and Outreach thro	Ongoing Education and Outreach through November 2012 on this process and final plans	on this process a	nd final plans
Alameda CTC Technical Work Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Finalize Plans									
Polling					Potential Go/No Go Poll for Expenditure Plan						
Sustainable Communities Strategy/Regional Trar	_										
Regional Sustainable Community Strategy Development	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan		Begin RTP Technical Analysis & Document Preparation			L	Prepare SCS/RTP Plan	_			Release Draft SCS/RTP for review
Process - Final RTP in April 2013											
e 17											
1											

# Countywide Transportation Plan and Transportation Expenditure Plan Preliminary Development Implementation Schedule - Updated 12/22/10

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## Memorandum

**DATE:** March 15, 2011

**TO:** Alameda County Transportation Commission

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

SUBJECT: Update on the Sustainable Communities Strategy Initial Vision Scenario

## Recommendation

This is an information item only.

## Summary

On March 11, 2011, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) released an Initial Vision Scenario which is an integral component of the development of the Bay Area Sustainable Communities Strategy (SCS).

MTC and ABAG have requested assistance from the Congestion Management Agencies (CMA) to assist in providing opportunities for all elected officials within the counties to receive information about and have the opportunity to comment on the county-specific components of the Initial Vision Scenario. To facilitate this request, the Alameda CTC has established four opportunities for elected officials through the county in each planning area to hear a presentation about the Initial Vision Scenario and to proved feedback. In recognition of the significant amount of meetings elected officials have already been asked to attend for regional and countywide planning efforts, Alameda CTC staff linked the Initial Vision Scenario meetings to other countywide workshops already scheduled, as well as with the Alameda CTC Commission meeting scheduled in March. A list of the meeting dates and times are shown below, and all elected officials have been invited to these meetings. In addition, a special CWTP-TEP Technical Advisory Working Group (TAWG) meeting will be held on March 18 to receive a presentation on the Initial Vision Scenario. The TAWG membership includes the Planning Directors for all Alameda County jurisdictions and will fulfill the ABAG/MTC's Planner to Planner Briefing requirement.

## Discussion

The Initial Vision Scenario is a major milestone in the development of the Bay Area Sustainable Communities Strategy, which state law (SB 375) requires to be integrated with the Regional Transportation Plan. The SCS/RTP effort integrates transportation, land-use and housing with the goal of reducing greenhouse gas emissions from cars and light-duty trucks, and housing the region's population across all income levels. It also requires that the Regional Housing Needs Allocation follow the development patterns specified in the adopted Sustainable Communities Strategy.

The Initial Vision Scenario is the first release of MTC and ABAG's preliminary assessment of the Bay Area's future development. The Initial Vision Scenario includes land use patterns and the distribution of housing and jobs, and also provides a first analysis of the future region's performance on greenhouse gas emissions reductions and other adopted regional performance targets.

Elected official feedback on the Initial Vision Scenario is very important to ensure that each jurisdiction's comments on this preliminary assessment of future development patterns are heard. In addition to the meetings below, a special CWTP-TEP Technical Advisory Working Group meeting will be held on March 18, 2011 in Hayward from 11:30 a.m. to 1:30 p.m. to allow the planning managers and public works staff throughout the county an opportunity to review and comment on the Initial Vision Scenario. City and county planning and public works staff have also been invited to the following meetings:

## Central County Elected Officials: Wednesday, March 16, 2011 Cities of Hayward, San Leandro, Alameda County

5:30-6:30 p.m., Wednesday March 16th — San Leandro San Leandro Library, 300 Estudillo Avenue, San Leandro —Karp Room This meeting will be immediately followed by a workshop hosted by the Alameda CTC for public feedback on the Countywide Transportation Plan and Transportation Expenditure Plan Development.

## South County Elected Officials: Saturday, March 19, 2011

Cities of Fremont, Newark, Union City, Alameda County

8:30 a.m.-12:00 p.m., Saturday March 19th — Newark Newark Hilton, 39900 Balentine Drive, Newark

This meeting is Supervisor Lockyer's Sustainable Communities Strategy Workshop and will include a portion of the agenda focusing on the Initial Vision Scenario.

## North County Elected Officials: Thursday, March 24, 2011

## Cities of Albany, Alameda, Berkeley, Emeryville, Oakland, Piedmont, Alameda County

1:00-2:00 p.m., Thursday, March 24th – Oakland

Alameda CTC offices, 1333 Broadway, Suite 300, Oakland

This meeting will be followed by the Alameda County Transportation Commission meeting which will begin at 2:30. The Countywide Plans Steering Committee meeting will be held earlier this day from 11 a.m. to 1:00 p.m.

## East County Elected Officials: Thursday, March 24, 2011 Cities of Dublin, Livermore, Pleasanton, Alameda County

5:30-6:30 p.m., Thursday, March 24th — Dublin

Dublin Public Library—Community Meeting Room, 200 Civic Plaza, Dublin

This meeting will be immediately followed by a workshop hosted by the Alameda CTC for public feedback on the Countywide Transportation Plan and Transportation Expenditure Plan Development.

The Initial Vision Scenario is one of the key elements that will be used to inform the ultimate development of a preferred SCS, which is scheduled to be completed at the end of 2011. Additional updates on this process will be provided throughout the year and more information is available from MTC and ABAG at <u>www.onebayarea.org</u>.

## **Fiscal Impact:**

There is no fiscal impact at this time.

## Attachments

- Attachment A Invitation letter to Alameda County elected officials from Mayor Green for review and feedback on the Initial Vision Scenario
- Attachment B SCS Informational Workshop hosted by Supervisor Nadia Lockyer

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Commission Chair Mark Green, Mayor - Union City

Commission Vice Chair Scott Haggerty. Supervisor - District 1

AC Transit Greg Harper, Director

## Alameda County

Supervisors Nadia Lockyer - District 2 Wilma Chan - District 3 Nate Miley - District 4 Keith Carson - District 5

BART Thomas Blakock, Director

City of Alameda Beverly Johnson, Councilmember

City of Albany Farid Javandel, Mayor

City of Barkeley Laurie Capitelli, Councilmember

**City of Dublin** Tim Stranti, Mayor

City of Emeryville Ruth Atkin, Councilmember

City of Fremont Suzanne Chan, Vice Mayor

City of Hayward Olden Henson, Councilmember

City of Livermore Marshall Kamena, Mayor

City of Newark Luis Freitas, Vice Mayor

City of Oakland Councilmembers Larry Reld Rebecca Kaplan

City of Piedment John Chiang, Vice Mayor

City of Pleasanton Jennifer Hosterman, Mayor

City of San Leandre Joyce R. Starosciał, Councimember

Executive Director Arthur L. Dao SUBJECT: Invitation to Review and Comment on ABAG and MTC's Sustainable Communities Strategy Initial Vision Scenario

Dear Alameda County Elected Officials,

March 2, 2011

This letter is to request your participation in one or more of the upcoming meetings listed below to provide feedback on the Initial Vision Scenario that the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) will release on March 11, 2011.

The Initial Vision Scenario is a major milestone in the development of the Bay Area Sustainable Communities Strategy, which state law (SB 375) requires to be integrated with the Regional Transportation Plan. The SCS/RTP effort integrates transportation, land-use and housing with the goal of reducing greenhouse gas emissions from cars and light-duty trucks, and houses the region's population across all income levels. It also requires that the Regional Housing Needs Allocation follow the development patterns specified in the adopted Sustainable Communities Strategy.

The Initial Vision Scenario is the first release of MTC and ABAG's preliminary assessment of the Bay Area's future development. The Initial Vision Scenario will include land use patterns and the distribution of housing and jobs, and will also provide a first analysis of the future region's performance on greenhouse gas emissions reductions and other adopted regional performance targets.

Your feedback on the Initial Vision Scenario is very important to ensure that your jurisdiction's comments on this preliminary assessment of future development patterns are heard. Please plan to come to one or more of the following meetings to provide feedback on the Initial Vision Scenario, which will affect future development in Alameda County over the next 25 years.

## <u>Central County Elected Officials: Wednesday, March 16, 2011</u> <u>Cities of Hayward, San Leandro, Alameda County</u>

5:30-6:30 p.m., Wednesday March 16th — San Leandro San Leandro Library, 300 Estudillo Avenue, San Leandro —Karp Room

> R:\PPLC\2011\03-14-11\4C SCS Initial Vision Scenario Update\Initial Vision Scenario\_SCS\_InvitationtoProvideFeedback\_030111.docx

1333 Broadway, Suites 220 & 300 🔹

Oakland, CA 94612

www.AiamedaCTC.org

PH: (510) 208-7400

This meeting will be immediately followed by a workshop hosted by the Alameda CTC for public feedback on the Countywide Transportation Plan and Transportation Expenditure Plan Development.

## South County Elected Officials: Saturday, March 19, 2011 Cities of Fremont, Newark, Union City, Alameda County

8:30 a.m.-12:00 p.m., Saturday March 19th — Supervisor Lockyer's Sustainable Communities Strategy Workshop, which will include a portion of the agenda focusing on the Initial Vision Scenario (see attached agenda; continental breakfast 8:30 to 9 a.m.) Newark Hilton, 39900 Blantine Drive, Newark,

## <u>North County Elected Officials: Thursday, March 24, 2011</u> <u>Cities of Albany, Alameda, Berkeley, Emeryville, Oakland, Piedmont, Alameda County</u>

1:00-2:00 p.m., Thursday, March 24th — Oakland Alameda CTC offices, 1333 Broadway, Suite 300, Oakland This meeting will be followed by the Alameda County Transportation Commission meeting which will begin at 2:30. The Countywide Plans Steering Committee meeting will be held earlier this day from 11 a.m. to 1 p.m.

## East County Elected Officials: Thursday, March 24, 2011 Cities of Dublin, Livermore, Pleasanton, Alameda County

5:30-6:30 p.m., Thursday, March 24th — Dublin Dublin Public Library—Community Meeting Room, 200 Civic Plaza, Dublin This meeting will be immediately followed by a workshop hosted by the Alameda CTC for public feedback on the Countywide Transportation Plan and Transportation Expenditure Plan Development.

The Initial Vision Scenario is one of the key elements that will be used to inform the ultimate development of a preferred SCS, which is scheduled to be completed at the end of 2011. You will be receiving updates on this process throughout the year and can find more information at <u>www.onebayarea.org</u>.

I encourage your attendance at these upcoming meetings to ensure your jurisdiction provides input into the future development of transportation and land use in Alameda County. If you have any questions, please contact staff Alameda CTC staff (Tess Lengyel or Beth Walukas) at 510-208-7400.

Sincerely,

Man Sie

Mark Green Chair of the Alameda County Transportation Commission

Attachment: Agenda for Supervisor Lockyer's SCS Workshop on Saturday, March 19, 2011

Cc:

Alameda County Transportation Commission Alameda County Administrator and City Managers City and County Public Works and Planning Directors AC Transit and BART Boards of Directors MTC, ABAG, BCDC, BAAQMD Executive Directors and Management Staff East Bay Economic Development Alliance Alameda County Waste Management Board East Bay Regional Parks District Board and Management Staff Alameda CTC CAWG, TAWG, and ACTAC members This page intentionally left blank



Location: Newark/Fremont Hilton 39900 Balentine Drive Newark, CA 94560

## The Regional Sustainable Communities Strategy (SCS) What is the SCS and How it Affects Local Jurisdictions & Revised CEQA Guidelines 2010

Hosted By: Alameda County Supervisor Nadia Lockyer, Second District

## AGENDA

I. Welcome & Introductions – Supervisor Nadia Lockyer, moderator

## Regional Agency Update

- II. The Sustainable Communities Strategy (SCS) Overview
  - a. Housing & Land Use Association of Bay Area Governments (ABAG); Mark Green, president & Mayor of Union City; Ezra Rapport, Executive Director
  - b. The Regional Transportation Plan (RTO) Metropolitan Transportation Commission (MTC) Ann Flemer, Deputy Director, Policy
- III. California Environmental Quality Act (CEQA) Guidelines Update Bay Area Air Quality Management District (BAAQMD) Jack Broadbent, Executive Officer
- IV. Adapting to Rising Tides San Francisco Bay Conservation and Development Commission (BCDC) Will Travis, Executive Director

Countywide Agency Update

V. The Alameda Countywide Transportation Plan (CWTP) & SCS – Alameda County Transportation Commission (ACTC) Art Dao, Executive Director

## Request for Specific Feedback

- VI. Continued SCS Discussion and Request for Feedback on the Release of the Initial Vision Scenario – Association of Bay Area Governments (ABAG); Ezra Rapport, Executive Director
- VII. Panel Q&A Session ABAG, MTC, BAAQMD, BCDC, and ACTC
- VIII. Public Comment
- IX. Wrap up Nadia Lockyer
- X. Adjourn

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## Memorandum

**DATE:** March 17, 2011

**TO:** Alameda County Transportation Commission

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

## SUBJECT: Review of the Call for Projects and Programs for the Countywide and Regional Transportation Plans

## Recommendation

Staff recommends that the Commission review and provide feedback on potential projects and programs for inclusion in the countywide and regional transportation plans. A preliminary list of potential projects and programs is found in Attachment A. This list will serve as preliminary guide to understand the realm of potential projects and programs that may be submitted in response to the Call for Projects and Programs for both Plans, as well as to help identify those that should be submitted by Alameda CTC for inclusion in the Regional Transportation Plan (RTP). Information about project and program suggestions that have been provided at the Commission retreat in December, through the CAWG and TAWG meetings, outreach efforts throughout the County as of March 9, 2011, and the 2008 Countywide Transportation Plan are summarized in Attachment A. ACTAC and TAWG were informed at their March 2011 meetings of the preliminary list and were asked to review and submit comments to Alameda CTC by March 18, 2011 about which projects they intend to sponsor. The preliminary list of projects and programs was also sent to the Community Advisory Working Group for their review and input.

## Summary

The Alameda CTC is concurrently working on the update of the CWTP and development of a new TEP, both of which will inform the RTP and Sustainable Community Strategy (SCS). The county-level plans development is in sync with the regional efforts and this memo details the process for administering the MTC-directed call for projects in Alameda County, which has been delegated to the CMAs to implement. The MTC-directed Call for Projects for the Regional Transportation Plan (RTP) and development of the Sustainable Communities Strategy (SCS) was released to Bay Area Congestion Management Agencies (CMA) on February 14, 2011 and delegated significant outreach, review and evaluation requirements to the CMAs (Attachment B). The Alameda CTC process for implementing the call for projects and programs was approved by the Commission on February 24, 2011, and the Call was released in Alameda County immediately thereafter. MTC's on-line application for project and program submissions became available on March 1, 2011, and the Alameda CTC issued access codes for the on-line application to all jurisdictions.

This call for projects and programs will also be used to support the update of the Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP), which may be placed on the November 2012 ballot.

The remainder of this memo summarizes how Alameda CTC will meet the requirements of MTC's Call for Projects and details how project and program submissions will be sought, evaluated, approved and submitted to MTC by the April 29, 2011 deadline. It also presents supporting information in terms of programs and projects for consideration in the submittal of countywide and regional applications and seeks early feedback from the jurisdictions about which projects and programs they intend to submit applications for.

The Alameda CTC schedule is included in Table 1 and requires that Alameda County jurisdictions submit projects and programs to the Alameda CTC, using the MTC web-based application, by no later than April 12, 2011. This due date is necessary to allow the Alameda CTC to perform the required evaluations and to package a draft list for submission to MTC by April 29, 2011. The submittal will occur in two steps. The Alameda CTC will submit a draft list that meets the \$11.76 Billion county-share allocation by the April deadline followed by a final list in May. This is to ensure that the proposed list of projects and programs is presented for comment to all Alameda CTC committees, including the Alameda County Technical Advisory Committee (ACTAC), the CWTP-TEP Community and Technical Advisory Working Groups, the CWTP-TEP Steering Committee, the Planning, Policy and Legislation Committee, a public hearing, and adoption of a final list by the full Commission on May 26, 2011.

## Discussion

The update of the RTP and development of the SCS includes a series of efforts and evaluation processes for integrating the first Bay Area SCS in accordance with SB 375 with the proposed transportation system. This effort includes the following:

- Development of <u>performance goals and targets</u> (*adopted January 2011*)
- Development of an <u>Initial Vision Scenario</u>, which takes the currently planned land use in the nine-county region adds housing and employment to address the projected population that must be accommodated in the region as required by SB 375 and overlays the Transportation 2035 RTP transportation system with some augmented services (*to be released March 11, 2011*)
- A <u>call for projects</u> (*released February 14, 2011 to the CMAs and a web based application available March 1, 2011*) for potential projects and programs.
- A performance assessment of projects and programs submitted during the Call for Projects from which projects for the Detailed SCS Scenarios will be selected (*May through July 2011*)
- Development and evaluation of Detailed SCS scenarios using information from the Initial Vision Scenario and the selected projects resulting from the performance assessment (*July through September 2011*).

- After further evaluation and repackaging on how detailed scenarios are meeting goals, a <u>Preferred SCS</u> will be developed and adopted and will be included in the environmental impact report review with the RTP (*adoption expected January/February 2012*)
- Adoption of a <u>Final SCS/RTP</u> (*April 2013*)

# **Call for Projects**

MTC delegated the implementation of the call for projects and programs to each of the Congestion Management Agencies (CMAs) for county-level coordination, packaging and submission to MTC (Attachment B). This effort is being done on a tight schedule to meet the developmental deadlines of the SCS/RTP, and for CWTP-TEP in Alameda County.

Draft guidance for the Call for Projects was issued by MTC at the end of January and final guidance submitted to the CMAs on February 14, 2011. Implementation of the call and evaluation of the project and program submittals will also be guided by several sets of policies and procedures, some of which are still going through the approval processes by MTC, ABAG and Alameda CTC in March and April.

In January, MTC adopted the RTP/SCS goals and performance targets, which will be used to evaluate projects and programs in meeting both statutory and voluntary performance targets. In addition, draft policies regarding committed funds and projects, as well as project performance assessments are currently in circulation for review and are expected to be adopted in April 2011. Meanwhile, MTC's schedule for the call for projects is as follows:

- Issue Call for Projects Letter to CMAs February 14, 2011
- Open Online Project Application Form for Use by CMAs/ Project Sponsors: March 1, 2011
- Close of Project Submittal Period April 29, 2011 (See Table 1 for Alameda CTC's submission deadline of April 12, 2011)
- MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios: May through July 2011

According to MTC's guidance for implementation of the call for projects, there are seven specific efforts the CMAs must do as part of the call. MTC's requirements are shown below in bold, and Alameda CTC's approach is detailed in italics:

# 1. Public Involvement and Outreach:

a) Conduct countywide outreach to stakeholders and the public to solicit project ideas. The Alameda CTC has adopted a public involvement strategy for the development of the CWTP-TEP, which includes informing stakeholders and the public about the call for projects and seeking public comment on project and program ideas. This effort will be done through its technical and community advisory working groups, as well as through targeted countywide outreach that seeks feedback on potential projects and programs using a specifically designed Toolkit and questionnaire, which will be used at meetings and will also be placed on the Alameda CTC webpage. This outreach effort is broadbased, addresses language and access needs, and will be conducted throughout the county. Information about the call, submission processes and decision-making timelines are included on the agency website. Five public meetings are being held in each area of the County to also share information and solicit project and program feedback. These include the following 2011 dates, times and locations:

### Thursday, February 24th — Oakland, 5:30-7:30pm

City of Oakland City Hall—Hearing Room 3 (1 Frank H. Ogawa Plaza) 5:30–6:00 pm—Informational Open House 6:00–7:30 pm—Workshop

### Monday February 28th — Fremont, 6:30-8:30pm

Fremont Public Library—Fukaya Room A (2400 Stevenson Blvd.) 6:30–7:00 pm—Informational Open House 7:00–8:30 pm—Workshop

### Wednesday March 9th — Hayward, 6:30-8:30pm

Hayward City Hall—Conference Room 2A (777 B Street) 6:30–7:00 pm—Informational Open House 7:00–8:30 pm—Workshop

### Wednesday March 16th — San Leandro, 6:30-8:30pm

San Leandro Library—Karp Room (300 Estudillo Avenue) 6:30–7:00 pm—Informational Open House 7:00–8:30 pm—Workshop

### Thursday, March 24th — Dublin, 6:30-8:30pm

Dublin Public Library—Community Meeting Room (200 Civic Plaza)

b) **Document the outreach effort undertaken for the local call for projects.** Alameda CTC will provide an overall description of the outreach process including how project and program submissions were solicited, evaluated and recommended to MTC. Table 1 below describes the Alameda CTC timeline, public hearings and opportunities for public comment on the draft and recommended project and program lists that will be submitted to MTC. A fully documented summary of outreach, how the outreach followed MTC's Public Participation Plan, as well as comments received and responses to comments addressing project/program inclusion will be submitted to MTC.

**2. Agency Coordination: Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS.** Alameda CTC has begun and will continue to inform elected officials, the public, stakeholders, local jurisdictions, transit operators and other partners of the call for projects, submission timelines

and public commentary periods, and will be responsible for assigning passwords to local jurisdiction staffs, fielding questions about the project application form, reviewing and verifying project information, and submitting projects to MTC.

**3. Title VI Responsibilities: Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.** Alameda CTC has developed a public participation approach specifically designed for broad engagement, which will also address the Title VI requirements. The CWTP is subject to Title VI and therefore, all work associated with the update of the CWTP has been planned to meet these requirements and will be documented as described above.

**4.** County Target Budgets: Ensure that the County project list fits within the target budget defined by MTC for the county. Alameda CTC will use the targeted budget of \$11.76 Billion supplied by MTC as a starting point to guide the County's recommended project list with the understanding that additional work will be conducted after the call for projects to hone in on a more financially constrained list of projects and programs that fit within the RTP/SCS financially constrained envelope. The final list of projects and programs included in the CWTP and TEP will not necessarily be as constrained as the list submitted to MTC for inclusion in the RTP.

**5.** Cost Estimation Review: Establish guidelines for estimating project costs. Alameda CTC has developed a cost estimating guide specifically for use with this call for projects and which may also be used for a second more refined effort related to projects that could be included in the TEP. The Alameda County cost estimating guidelines has been finalized and placed on the Alameda CTC website. All project submittals will be evaluated prior to submission to MTC to ensure that appropriate cost estimates were used.

**6. General Project Criteria: Identify whether projects meet basic project parameters and criteria as outlined by MTC**. Alameda CTC will communicate MTC's criteria to project sponsors, encouraging submission of projects that support the goals and performance targets adopted by MTC in January 2011. These basic project criteria, which have been articulated in MTC's Call for Projects Guidance, are as follows:

- Support the goals and performance targets of the RTP/SCS (adopted by MTC)
- Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned development such as new retail malls, sports complexes, etc., or major transportation terminals as well as most terminals themselves.)
- Support focused growth by serving existing housing and employment centers FOCUS Priority Development Areas
- Derives from an adopted plan, corridor study, or project study report (e.g., countywide transportation plan, regional bicycle plan, climate action plans, etc.)

Based on information that will be presented to the Committees and the Commission, there may be additional screening criteria proposed that reflect the goals and targets from the CWTP-TEP process. This process will build on on-going programs and information gathered from the Working Groups, Committees and the public participation process.

**7. Programmatic Categories.** As directed in MTC's call for projects, Alameda CTC will group similar types of projects and programs that are exempt from regional air quality conformity and do not add capacity or expand the transportation network into broader programmatic categories. This process will build on on-going programs and information gathered from the Working Groups, Committees and the public participation process.

### Alameda CTC Timeline for the Call for Projects

Table 1 describes the timeline for the countywide and regional transportation plan project and program solicitation, submission, evaluation, approvals and delivery to MTC.

Alameda CTC: CWTP-TEP Process Timeline		MTC/ABAG: SCS-RTP Process	
		Timeline	
Activity	Date	Activity	Date
Update on Call for Projects	ACTAC: 2/1 CAWG: 2/3 TAWG: 2/10 SC: 2/24	Official Call for Projects Release to CMAs	February 14
Alameda CTC Issues Call for Projects Guidance and Schedule	February 25		
Alameda CTC issues access codes to Alameda County jurisdictions	March 1	 MTC Web Based Application Available	March 1
MTC Training on on-line Application	March	 Define Project Performance Assessment Methodology	Through April
Update on Call for Projects	ACTAC: 3/1 CAWG: 3/3 TAWG: 3/10 PPLC/PPC: 3/14 SC: 3/24	Release Initial Vision Scenario	March 11. Seek stakeholder feedback through end of April
Sponsor Submittals to Alameda CTC	April 12, 5 p.m.		
Alameda CTC preliminary evaluations	April 12-21		
Mailout of Draft list to Steering Committee	April 21		
Steering Committee Meeting/Approval of DRAFT project/program list	April 28		

### **Table 1: 2011 Call for Projects Timeline**

Submission of draft list to MTC	Friday, April 29		
Mailout of draft list to Alameda CTC Committees and Working Groups: ACTAC, CAWG, TAWG, PPLC and PPC	May 2		
Advisory Committee meetings discussion of draft list	ACTAC: 5/3 CAWG: 5/5 TAWG: 5/12	 Adopt Project Performance Methodology	April 27
Revised list submitted to PPLC, PPC	May 6 (via email)		
PPLC/PPC Review final draft list	May 9		
Alameda CTC additional evaluation	May 10-19		
Steering Committee Mailout	May 19	-	
Steering Committee Meeting/Public Hearing/ Recommendation of final list to full Alameda CTC Commission for approval of project/program list	May 26		
Alameda CTC Commission Approval of Final project/program list	May 26		
Submission of list to MTC	Friday, May 27	MTC Project Performance Evaluation and Selection Process for Projects for Detailed SCS Scenarios	May – July

# **Fiscal Impact**

There is no fiscal impact at this time.

### Attachments

- Attachment A: Preliminary list of potential programs and a summary of currently adopted 2008 CWTP projects
- Attachment B: MTC Call for Projects
- Attachment C: Letter to MTC Comments on RTP/SCS Goals and Performance Targets

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# Memorandum

# **DATE:** March 15, 2011

- **TO:** Alameda County Transportation Commission
- **FROM:** Planning, Policy and Legislation Committee

# SUBJECT: Call for Projects: Supporting Information for the Project and Programs Call For Project Application Process

In order to facilitate the Call for Projects process, Alameda CTC staff has assembled supporting information to help in the submittal of applications. Attached you will find:

Attachment A1.	List of Projects and Programs identified through the CWTP-TEP process to date including through the Board Retreat, CAWG, TAWG, Steering Committee, Public Outreach, Alameda CTC Committees and Commission.
Attachment A2	Preliminary Programmatic Categories identified for the 2012 CWTP-TEP development compared to 2008 CWTP Programmatic Categories and
	MTC's Program Categories for the RTP.
Attachment A3.	Status update of the projects and programs in the 2008 Countywide Transportation Plan including identifying the completed projects.

This item was presented to TAWG on March 10, 2011 and they were requested to identify by March 18<sup>th</sup> and inform Alameda CTC regarding the projects and programs for which the sponsors will be submitting applications.

Alameda CTC will be reviewing the information and identifying if additional project sponsorship should be considered. The deadline for submitting application is April 12.

#	PROJECTS/PROGRAMS	MTC Program Category
	PROGRAMS	
1	Bike trails	1.2
		1,2
	Bike access import Fremont Blvd and I-680 @ Automall	2,3
	Electric trolley buses	26,27,29
	Bay Trail gap closures	1,2,3
	East Bay Greenway/ Iron Horse and Bay Trail Completion	1
	Alameda Creek (trail?) ped/bike bridge UC - Coyote Hills	1
	Alameda Creeek Trail improvements	2,3
	Ped/bike local network gap closures	1,2
	Union City Blvd bikes lanes	1,2
	Bike lanes	1,2
	Improve pedestrian/walking infrastructure	2,3
	Bike lane to San Francisco	1,2
	Bike/ped overcrossing of I-880 in South County	1,2
	AC Transit GPS	5
	NextBus real time info	5
16	Bus stop enhancements (esp low income areas)	4,5
17	Restoration of cancelled bus routes	11,27,28,29
18	Bus enhancements: wifi and cupholders	5
	Express bus service -extended hrs of service for later work	
19	schedules	11
20	Bathrooms on BART	5
21	More BART parking	29,30
22	BART station enhancement - amenities/cleanliness	5
23	ITS	5,13,20,24
24	Complete Streets	13,15
	Maintenance programs	11,13,24
	TDM	26,27,28,29
	511 (improve user-friendliness)	28,29
	Seniors Transportation (edu/access)	4,5,28
	Healthy living, walking, bike promotion	2,3,4,28, 29
30	Multi-lingual access/education	4,28,29
31	Bike/walk to transit	2,3,4,5,13,20,28
32	Info for transit transfers	28,29
33	Walk to school promotion	26,27,28, 29
	Public awareness of transit	26,27,28, 29
-	Free /reduced cost student bus passes	26,27,29
	Paratransit - tie funding to efficiency	4,5
	Pre-paid transit supporting TOD/employers	26,27,28, 29
	Pricing - programs to induce behavior change	26,27,28, 29
	Parking programs (demand mgmt, pricing, unbundling) Port of Oak - change to 24 hr facility	28,29,30 26,27
	Č Č	
	Address truck impacts on local streets	13,15,24,26,27
	Safe Routes to School - expansion	26,27,28, 29
	Traffic calming near schools	13,15,20
	Crossing guard program	29
	Freeway Service Patrol	19
46	Bus stop safety/security improvements	2,4,5

# Table 1. Projects and Programs Identified Through the CWTP-TEP Process To Date\*

#	PROJECTS/PROGRAMS	MTC Program Category
47	School buses	11
48	Shuttles - employer, TOD, local (i.e. Union City FLEA)	11,26,27,29
49	Bikeshare program	26,27,28, 29
50	Bike access on transit	2,5,29
51	Secure funding for transit operations	11
52	Transit ops - reliable/on-time buses	5, 29
53	24 hr operations for BART	11
54	eliminate time of day restrictions for Bikes on BART	29
55	Bus driver training (wheelchair securing)	5
56	Bus driver training - customer service skills	5
57	Transit civility education program	5
58	Increase bus service frequency in South County (1/2 hr)	5, 11, 29
59	Transit connectivity -first and last mile	5, 11, 29
60	Transit connectivity - transfers btw systems	5, 11, 29
61	Support urban growth boundaries	TBD
	Employer- alternative work shifts	26,27,28, 29
	Transit agency mergers for efficiency	TBD
	Guaranteed Ride Home Program	
	Safe Routs to School	
	I-880 Operations Improvements	
	CBTP Projects	
	Travel Training	
	Bike Education Training Program	
09	Rehab of Major Arterials, Complete Streets, access to transit,	
70	signal synchronization, spot improvements	
		1,2,3,4,5,11,15,26,
71	GHG reduction programs	27, 28,29,30
71		
	PROJECTS	
72	PROJECTS Dumbarton Rail	
72 73	PROJECTS Dumbarton Rail Irvington BART station	
72 73 74	PROJECTS Dumbarton Rail Irvington BART station BART to Livermore/Connect to High Speed Rail	
72 73 74 75	PROJECTS Dumbarton Rail Irvington BART station BART to Livermore/Connect to High Speed Rail Capitol Corridor stop at Union City	
72 73 74 75 76	PROJECTS Dumbarton Rail Irvington BART station BART to Livermore/Connect to High Speed Rail Capitol Corridor stop at Union City HSR over Altamont	
72 73 74 75 76 77	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)	
72 73 74 75 76 77	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"	
72 73 74 75 76 77 78	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and	
72 73 74 75 76 77 78 79	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger	
72 73 74 75 76 77 78 79 80	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre	
72 73 74 75 76 77 78 79 80 81	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)	
72 73 74 75 76 77 78 79 80 81 82	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)	
72 73 74 75 76 77 78 79 80 81 81 82 83	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)         Fremont @ Peralta grade separation	
72 73 74 75 76 77 78 79 80 81 82 83 83 84	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)         Fremont @ Peralta grade separation         Decoto Rd (congestion relief/safety)	
72 73 74 75 76 77 78 79 80 81 81 82 83 83 84 85	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)         Fremont @ Peralta grade separation         Decoto Rd (congestion relief/safety)         Grade separation of rail crossings at major roadways	
72 73 74 75 76 77 78 79 80 81 81 82 83 83 84 85 86	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)         Fremont @ Peralta grade separation         Decoto Rd (congestion relief/safety)         Grade separation of rail crossings at major roadways         Integrated Corridor Mobility	
72 73 74 75 76 77 78 79 80 81 82 83 83 84 85 86 87	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)         Fremont @ Peralta grade separation         Decoto Rd (congestion relief/safety)         Grade separation of rail crossings at major roadways         Integrated Corridor Mobility         I-580/I-680 connector/flyover	
72 73 74 75 76 77 78 79 80 81 82 83 81 82 83 84 85 86 87 88	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)         Fremont @ Peralta grade separation         Decoto Rd (congestion relief/safety)         Grade separation of rail crossings at major roadways         Integrated Corridor Mobility         I-580/I-680 connector/flyover         I-880 HOT lanes	
72 73 74 75 76 77 78 79 80 81 81 82 83 84 85 86 87 88 88 88 88 88 89	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)         Fremont @ Peralta grade separation         Decoto Rd (congestion relief/safety)         Grade separation of rail crossings at major roadways         Integrated Corridor Mobility         I-580/I-680 connector/flyover         I-880 HOT lanes         I-580 HOT lanes	
72 73 74 75 76 77 78 79 80 81 81 82 83 84 85 86 87 88 88 89 90	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)         Fremont @ Peralta grade separation         Decoto Rd (congestion relief/safety)         Grade separation of rail crossings at major roadways         Integrated Corridor Mobility         I-580/I-680 connector/flyover         I-880 HOT lanes         I-580 HOT lanes         I-680 HOT lanes	
72 73 74 75 76 77 78 79 80 81 81 82 83 84 85 86 87 88 88 89 90 91	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)         Fremont @ Peralta grade separation         Decoto Rd (congestion relief/safety)         Grade separation of rail crossings at major roadways         Integrated Corridor Mobility         I-580/I-680 connector/flyover         I-880 HOT lanes         I-580 HOT lanes         I-680 NB HOT lanes	
72 73 74 75 76 77 78 79 80 81 81 82 83 84 85 86 87 88 88 89 90 91	PROJECTS         Dumbarton Rail         Irvington BART station         BART to Livermore/Connect to High Speed Rail         Capitol Corridor stop at Union City         HSR over Altamont         BART extension to San Jose (and around the bay)         BART Bay Fair "Wye"         Northbound HOV Extension on I-880 between I-238 and         Hegenberger         Widen Ardenwood near Paseo Padre         Thornton Ave, Peralta (congestion relief/safety)         Niles Canyon Rd (safety improvements)         Fremont @ Peralta grade separation         Decoto Rd (congestion relief/safety)         Grade separation of rail crossings at major roadways         Integrated Corridor Mobility         I-580/I-680 connector/flyover         I-880 HOT lanes         I-580 HOT lanes         I-680 HOT lanes	

#	PROJECTS/PROGRAMS	MTC Program Category
	I-880 interchange projects	cutegory
	Whipple Rd (I-880 to Central)	
	Industrial at I-880 NB off-ramp	
	I-880/I-680 connector/flyover	
	SR 84 (East County)	
	I-80 south interchange signage	
100	I-880/Dumbarton interchange (congestion relief/safety)	
	SR 84/Niles (congestion relief/safety)	
102	I-80 improvements for freeway efficiency	
103	I-680 south of Mission - pavement resurfacing	
	I-680/Automall (congestion relief/safety)	
105	Goods Movement/Truck technology	
106	East-West Connector	
107	GHG reduction projects	
	Dedicated contra flow lane on the San Francisco Bay Bridge	
108	connecting to Transbay Terminal (AC Transit's study)	
	Grade separations in the I-880 and I-80 corridors	
110	580/680 Interchange	
	SR 84 connector between I-580 and I-680, including SR84/I-680	
111	interchange (potentially a toll corridor)	
	I-880 Express Lane Conversion	
	Oakland Subdivision rail right-of-way preservation	
	Express bus service in Express Lane Corridors	
	I-680 NB HOV/HOT: Alcosta to SR 84	
	Comprehensive network of alternative fuel stations	
	Truck Parking Facilities	
	Second BART Transbay Tube	
	Truck Bypass in Central County to facilitate Goods Movement	
	Short Haul Rail improvements to reduce the number of trucks on	freeways
121	Improve 680/Mission Blvd South Interchange	

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Table 2		
Preliminary 2008 Existing and Proposed 2012		
	<b>CWTP Program Categories</b>	
		мтс
#	Category Name	Category #
1	Bicycle/Pedestrian Expansion	1
	Bicycle/Pedestrian Enhancements	2
3	Bicycle/Pedestrian Facilities Rehabilitation	3
4	Lifeline Transportation	4
5	Transit Enhancements	5
6	Transit O&M	11
7	Local Road Safety	13
	Highway Safety	14
	Non-Capacity Increasing Local Road Intersection	
8	Modifications and Channelization	15
	Non-Capacity Increasing State Highway	
9	Enhancements	16
10	Freeway/Expressway Performance Management	19
11	Non-Capacity Increasing Local Road Rehabilitation	20
	Non-Capacity Increasing Local Bridge	
12	Rehabilitation/Replacement/Retrofit	21
13	Local Streets and Roads O&M	24
	Regional Air Quality and Climate Protection	
14	Strategies	26
	Local Air Quality and	27
	Regional Planning Outreach	28
17	Transportation Demand Management	29
18	Parking Management	30
Atta	chment A.1. Preliminary CWTP Program Descriptions	1
	chment A.2. MTC Programmatic Categories	
Alla	Siment A.Z. WITC Flogrammatic Categories	

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MTC Program Category & Description	Current Alameda CTC Programs	Current Alameda CTC Specific Programs in 2008 CWTP	Proposed for CWTP 2012
<b>2) Bicycle/Pedestrian</b> Enhancements Enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements	Bicycle and Pedestrian Program		<ul> <li>Bicycle and Pedestrian Program</li> <li>Subcategories: <ul> <li>Ped access to transit</li> <li>Bike access to transit</li> <li>Bike Parking</li> </ul> </li> </ul>
3) Bicycle/Pedestrian Facilities Rehabilitation	Bicycle and Pedestrian Program		<ul> <li>Bicycle and Pedestrian Program Maintenance subcategories:</li> <li>Class I Multi-use Paths</li> <li>Bikeways</li> <li>Bikeways</li> <li>Bike Support infrastructure (racks on buses, bike lockers, signage, etc)</li> <li>Sidewalks</li> <li>Ped support infrastructure (benches, crosswalk striping, etc)</li> </ul>
4) Lifeline Transportation Community Based Transportation Plans projects and programs such as information/outreach projects, dial- a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e., bus shelters). Does not include fixed route transit projects)	Lifeline Transportation Program, Program	Pedestrian and Streetscape Improvements in Cherryland/Ashland	Community Based Transportation Plan Implementation
5) Transit enhancements	Transportation for	1) Transit enhancements	<b>Transportation and Land Use</b>

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Description     Programs       ADA compliance, mobility and access improvements, passenger shelters, informational kiosks     Livable Communities		Specific Programs in 2008	4
		CWTP Č	
		funded by transit center	Program (or PDA Program),
shelters, informational kiosks	gram	development funds (Measure	includes TLC Program
		B);	<b>Bicycle and Pedestrian Program</b>
		2) Paratransit for AC Transit,	(including bike/ped access to
		BART, non-mandated city	transit)
		programs, service gap	
		coordination;	
		3) Ed Roberts Campus at	
		Ashby <b>BART</b> Station	
		(complete?)	
	-	4) Union City Intermodal	
		Station	
		5) West End Transit Hub,	
		Alameda	
		6) Castro Valley BART TOD	
		7) Berkeley TOD	
		Infrastructure	
		8) TOD Improvement Plan,	
		9) South Hayward BART	
		Transit Village	
	<u>.</u>	10) SMART Growth/TOD -	
		Oakland (Coliseum,	
		MacArthur, W. Oakland),	
		Downtown San Leandro, Bay	
		Fair BART Transit Village,	
		11) Union City Intermodal,	
		Phase 2	
6) Transit operations and Mass Transit		Telegraph/Internation/E. 14 <sup>th</sup>	TBD

**Preliminary CWTP Program Descriptions** 

MTC Program Category & Description	Current Alameda CTC Programs	Current Alameda CTC Specific Programs in 2008 CWTP	Proposed for CWTP 2012
<b>maintenance</b> On-going non-capital costs, preventive maintenance		Street BRT; AC Transit maintenance facilities improvements; Transit Priority Measures/Speed Protection	
7) Local road safety Shoulder widening, realignments, non-coordinated signals	Local Transportation (Local Streets and Roads)	Comprehensive City Street Upgrades, Piedmont	Bicycle and Pedestrian Program (bike/ped safety improvements)
Highway safety Implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers			TBD
8) Non-capacity increasing local road intersection modifications and channelizations Spot improvements			TBD
9) Non-capacity increasing state highway enhancements Noise attenuation, landscaping, roadside rest areas, sign removal, directional and information signs, soundwalls			TBD

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MTC Program Category & Description	Current Alameda CTC Programs	Current Alameda CTC Specific Programs in 2008 CWTP	Proposed for CWTP 2012
10) Freeway/Expressway Performance Management Non-ITS elements, performance monitoring, corridor studies		Central Alameda County Integrated Corridor Mobility Program (includes adaptive ramp metering); I-80 Integrated Corridor Mobility Project	TBD
<ul> <li>11) Non-capacity increasing local road rehabilitation</li> <li>Pavement resurfacing, skid treatments</li> </ul>			TBD
12) Non-capacity increasing local bridge rehabilitation/replacement/retrofit		Estuary bridges seismic retrofit and repair; Fruitvale Avenue Roadway Bridge Seismic Retrofit; Fruitvale Avenue Rail Bridge Seismic Retrofit	TBD
13) Local streets and roads operations and maintenance Ongoing non-capital costs, routine maintenance	Local roads (local streets and roads)	Citywide ITS (Where does this go?)	TBD
14) Regional Air Quality and Climate Protection Strategies Outreach programs and non- capacity projects specifically targeting regional air quality and			TBD

**Preliminary CWTP Program Descriptions** 

Descriptions
Program
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Preliminary

MTC Program Category & Description	Current Alameda CTC Programs	Current Alameda CTC Specific Programs in 2008 CWTP	Proposed for CWTP 2012
climate protection strategies			
15) Local Air Quality and Climate	<b>Guaranteed Ride</b>	Transit enhancements funded	TBD
<b>Protection Strategies</b>	Home (other TFCA	by transit center development	
Outreach programs and non-	programs),	funds (Measure B)	
capacity projects specifically	<b>Transportation and</b>		
targeting local air quality and	Land Use Program,		
climate protection strategies	<b>Transit Center</b>		
	Development,		
	Special		
	Transportation,		
	Bicycle and Pedestrian		
	Program		
16) Regional Planning and	<b>Transportation and</b>		
Outreach	Land Use Program,		
Regionwide planning, marketing	<b>Transit Center</b>		
and outreach	Development		
17) Transportation Demand	<b>Guaranteed Ride</b>		Transportation Demand
Management	Home,		Management
	Safe Routes to School,		Including Guaranteed Ride Home,
	Travel Choice		Safe Routes to School, Travel
	Program		Choice, Walk/Bike Promotions
18) Parking Management		<b>Berkeley Parking Pricing</b>	<b>Parking Management</b>
Parking cash out, variable pricing,		Program	
etc.			
Potential New Categories for			
MTC			
Youth Bus Pass			Separate program category?

# **Preliminary CWTP Program Descriptions**

MTC Program Category & Description	Current Alameda CTC Programs	Current Alameda CTC Current Alameda CTC Programs in 2008 CWTP	Proposed for CWTP 2012
			Funding available? TEP pilot program in discrete area?
Goods Movement			Program or Projects?

### Attachment A.2 Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

- 1. Bicycle/Pedestrian Expansion (new facilities, expansion of existing bike/pedestrian network)
- 2. Bicycle/Pedestrian Enhancements (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
- 3. Bicycle/Pedestrian Facilities Rehabilitation
- 4. Lifeline Transportation (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
- 5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
- 6. Transit Management Systems (TransLink<sup>®</sup>, Transit GPS tracking systems (i.e. Next Bus))
- 7. Transit Safety and Security Improvements (Installation of security cameras)
- 8. Transit Guideway Rehabilitation
- 9. Transit Station Rehabilitation
- 10. Transit Vehicle Rehabilitation/Replacement/Retrofit
- 11. Transit O&M (Ongoing non-capital costs, preventive maintenance)
- 12. Transit Operations Support (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
- 13. Local Road Safety (shoulder widening, realignment, non-coordinated signals)
- 14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
- 15. Non-Capacity Increasing Local Road Intersection Modifications and Channelization
- 16. Non-Capacity Increasing State Highway Enhancements (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
- 17. Freeway/Expressway Incident Management (freeway service patrol, call boxes)
- 18. Non-Capacity Increasing Freeway/Expressway Interchange Modifications (signal coordination, signal retiming, synchronization)
- 19. Freeway/Expressway Performance Management (Non-ITS Elements, performance monitoring, corridor studies)
- 20. Non-Capacity Increasing Local Road Rehabilitation (Pavement resurfacing, skid treatments)
- 21. Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit
- 22. State Highway Preservation (Caltrans SHOPP, excluding system management)
- 23. Toll Bridge Rehabilitation/Replacement/Retrofit
- 24. Local Streets and Roads O&M (Ongoing non-capital costs, routine maintenance)
- 25. State Highway O&M (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
- 26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
- 27. Local Air Quality and Climate Protection Strategies (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
- 28. Regional Planning and Outreach (regionwide planning, marketing, and outreach)
- 29. Transportation Demand Management (continuation of ridesharing, shuttle, or vanpooling at current levels)
- 30. Parking Management (Parking cash out, variable pricing, etc.)

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				200	2008 CWTP Information	nation		Current	Current Project Phase	se	
			Descreta	Diaming	Cost Estimate	Funding Request	Diaming			Clococut/	
#	Sponsor	Project Title	rrogram Category	Area	(\$ x Million)	(\$ x Million)	/Scoping	PE/Env	PS&E Con	complete	Comments/Notes
PROG	PROGRAMS										
_	ACTIA	Transit enhancements funded by transit center development funds	5, 26, 27	Multi	4.8	0.0					on-going program
5	CMA	County Integrated Corridor (includes adaptive ramp	19	PA2	33.5	0.0	x				LATP (\$32.5M)
3	CMA	Soundwalls	16	Multi	10.0	0.0					STIP (\$10.0M) & LATIP (\$10.0M)
4	CMA/ACTIA	Bicycle and pedestrian projects and programs	1,2,3	Multi	305.0	0.0					on going program
2	Dublin	Iron Horse Bicycle, Pedestrian and Transit Route	-	PA4	10.9	0.0			×		MB (\$6.3M)
9	LAVTA	Livermore/Dublin Bus Rapid Transit Project	11	PA4	14.1	0.0			x		
7	Countywide	TOD Improvement Program	1, 2, 3, 4, 5, 15, 26, 27, 28	Multi	30.0	30.0					
×	Countywide	Arterial Performance Initiative Program	19	Multi	15.0	15.0					
6	Hayward	South Hayward BART Transit Village	2, 5, 26, 27	PA2	50.0	5.0					
10	Oakland	Citywide ITS	5, 24	PAI	22.0	22.0					
11	Oakland	SMART Growth/TOD: Transit Villages at BART Stations including but not limited to:		PAI	57.0	57.0	х	х			on going program in various stages of development
12	San Leandro	Downtown San Leandro TOD	1, 2, 3, 5, 26, 27	PA2	4.0	4.0			x		\$4.6m from TLC
13	San Leandro	Traffic Signal System Upgrade	13	PA2	2.0	2.0			×		\$200K CMAQ; \$300K TLSP
14	San Leandro	Bay Fair BART Transit Village	1,2,3,5, 26, 27	PA2	4.0	4.0	x				
15	AC Transit	Maintenance Facilities Improvements	11	Multi	16.1	16.1					
16	AC Transit		5, 19	Multi	120.0	14.8					
17	Alameda County	Pedestrian and Streetscape Improvements in Cherryland/Ashland	1,2,3,4	PA2	17.6	15.0					
18	Alameda County	Bicycle/Pedestrian Improvements on Stanley Blvd	1,2,3	PA4	6.0	2.0			x		
19	Alameda/ Alameda County	Estuary Bridges Seismic Retrofit and Repair	21	PAI	4.0	1.0	х				
20		Fruitvale Avenue Roadway Bridge Seismic Retrofit	21	PAI	8.0	5.0	х				
21	Alameda/ Alameda County	Fruitvale Avenue Rail Bridge Seismic Retrofit	21	PAI	2.6	1.0	х				
22	Albany	Bike and Pedestrian Improvements	1,2,3,26,27,29	IAI	2.3	2.3					\$1.7M CMAQ in 2010 Block Grant for Buchanan Path
23	Berkeley	Streetscape and Pedestrian Improvements	1,2,3,26,27,29	PAI	6.0	6.0					

Table 3. Status of 2008 CWTP Projects and Programs $^{*}$ 

\* - completed projects are shown in strikeout and shaded.

				200	2008 CWTP Information	nation		Current	Current Project Phase	ohase		
				_		;			-	F		
			Procram	Planning	Cost Estimate	Funding Request	Plannino				Closeont/	
#	Sponsor	Project Title	Category	Area	(\$ x Million)	(\$ x Million)	/Scoping	PE/Env	PS&E	Con	Complete	Comments/Notes
24	Berkeley	1	1,2,3,27,27,29	PAI	11.0	3.0				х		
25	Berkeley	sing Program	29,30	IAI	5.0	3.0	Х					
26	CMA	Sound Wall Program	16	Multi	10.0	10.0						
27	Piedmont	Addition of Bike Lanes and Congestion Relief in Highland and Magnolia Ave. areas	,2,3,26,27,29	PAI	1.2	1.2						
28	Piedmont		13, 24	PAI	0.5	0.5						
29	San Leandro	City of San Leandro Pedestrian and Streetscape Improvements	,2,3, 13, 15	PA2	13.3	13.3						Same as San Leandro Downtown TOD
30	Union City	-	,2,3, 5, 26, 27	EA3	21.0	14.0			х			
31	CMA	I-80 Integrated Corridor Mobility (ICM) Project	19						х			CMIA (\$55.3M) TLSP (\$21.4M)
32	Piedmont	Traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue intersection in Piedmont		PAI	0.3	0.0						Note - is it completed?
33	Alameda	West End Transit Hub		PAI	1.4	1.4	х					
34	Alameda County	Castro Valley BART TOD		PA2	44.0	5.2						
35	Dublin	Bicycle/Pedestrian Improvements on Alamo Canal Trail		PA4	2.6	2.0			х			STIP-TE
36	ACTIA	Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination		Multi	154.6	0.0						on-going program
PROJECTS	ECTS											
37	ACTIA	<u>I-580 on and off ramp improvements in Castro-Valley</u>		<del>2A2</del>	<del>31.9</del>	0.0					*	
38	ACTIA	1-580 auxiliary lanes between Santa Rita Road/Tassajara Road and Airway Boulevard interchanges		PA4	5.5	0.0			×	×	х	Note - under construction by 2013 WB segments between Samta Rita and El Charro complete. EB segment between El Charro and Airway in Con. WB segment between Airway and Fallon in PSE.
39	<del>Alameda</del>	Stargell (formerly Tinker) Avenue from Webster Street (SR 260) to 5th Avenue		<del>tvi</del>	<del>18.6</del>	<del>0.0</del>					¥	
40	BART	New West Dublin/Pleasanton B ART Station		<del>tVd</del>	<del>80.0</del>	<del>0:0</del>				ж		<del>Design Build contract nearly complete</del> .
41	BART	BART-Oakland International Airport Connector		PAI	459.0	0.0				×		Contract awarded and NTP issued Funding Plan includes un-secured sources
42	Berkeley	Ed Roberts Campus at Ashby BART Station		IAI	43.5	0.0				х		
43	Caltrans	I-880/SR-92 Interchange Improvements		PA2	245.0	0.0				x		

\* - completed projects are shown in strikeout and shaded.

				200	2008 CWTP Information	nation		Current	<b>Current Project Phase</b>	Phase		
					Coet	Funding		ľ				
			Program	Planning	Cost Estimate	Funding Request	Planning				Closeon1/	
#	Sponsor	Project Title	Category	Area	(\$ x Million)	(\$ x Million)		PE/Env	PS&E	Con	Complete	Comments/Notes
44	Caltrans	Reconstruct 1 880/SR 262 interchange and widen 1 880 from SR 262 (Mission Bouleward) to the Santa Clara County Line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)		<del>£Vd</del>	<del>186.8</del>	<del>0.0</del>					ж	L 880.Afrission Blvd. Interchunge Phase 2 deferred into Interchunge Completion Project spons ared by Termont.
45	Caltrans	Widen L-880 for SB HOV lane from Hegenberger Road to Marina Boulevard (reconstruct bridges at Davis Street and Marina Boulevard)		PAI	119.4	0.0			×			Project Development by CMA. CMIA (\$94.6M)
46	Caltrans	I-880/Oak Street On ramp reconstruction		PAI	26.7	0:0						
47	Caltrans	Extend HOV lane on 1-880 NB from existing HOV terminus at Bay Bridge approach to Maritime on-ramp		PAI	19.0	0.0						
48	Caltrans	Widen 1 238 between 1 580 and 1 880 from 4 lanes to 6 lanes; auxiliary lanes on 1 880 between 1 238 and "A" Street		<del>cvd</del>	<del>122.6</del>	<del>0:0</del>					*	
49	Caltrans	SR-84 WB HOV on-ramp from Newark Boulevard		PA3	12.5	0.0	х					Funding moved to another project.
50	<del>Caltrans</del>	SR 84 WB HOV lane extension from Newark- Boulevard to 1 880.		<del>£Vd</del>	<del>11.4</del>	<del>0:0</del>					*	
51	Caltrans/CMA	I-580 Eastbound Truck Climbing Lane		PA4	64.2	0.0			х			TCIF (\$64M)
55	CMA	Widen L-680 for southbound HOV/HOT lane from SR-237 to SR-84 (includes ramp metering and auxiliary lane)		PA3/PA4	230.9	0.0				х		
53	CMA	Widen 1-580 for EB and WB HOV and auxiliary lares from Tassajara Road to Greenville Road		PA4	272.2	0.0			х	х		Note- 1)separate HOV complete 2)EB AUX/HOT completed 3) 580 WB HOT/HOV completed E/B HOV under construction.
54	CMA	Extend NB I-880 HOV lanes north from Hacienda		PA2	167.5	0.0	х					LATIP (\$155.5M)
<del>55</del>	CMA	1-580 right-of-way preservation for transit in the F 580 corridor		PA4	123.5	0.0		х				
56	Fremont	SR-262/Warren Avenue/L-880 interchange improvements (including Union Pacific Railroad grade separation)		PA3	56.0	0.0			х			Includes Phase IB work from I- 880Mission Blvd. interchange project sponsored by Caltrans (ACTA MB project). Construction phase includes un- secured funding
57	Fremont	Infrastructure for future Irvington BART Station		PA3	2.4	0.0		х				
<del>58</del>	Fremont	Kato Road from Warren Avenue to Milmont Drive		PA3	5.4	0.0		х				
59	Fremont	Fremont Boulevard to connect to I-880/Dixon Landing Road		PA3	8.9	0.0	Х					
60	Fremont	<del>Washington/Paseo Padre Parkway Grade</del> <del>Separation</del>		£¥đ	<del>108.6</del>	<del>0.0</del>				×		
<del>19</del>	Hayward	SR-238 Corridor Improvements between Foothill Boulevard/1-580 and Industrial		PA2	116.0	0.0				х		
62	Hayward	I-880 auxiliary lane West A to Winton		PA2	36.5	0.0	х					LATIP (\$32.5M)
63	Hayward	I-880 auxiliary lane from Whipple Road to Industrial Parkway		PA2	21.9	0.0	х					LATIP (\$19.5M)

				200	2008 CWTP Information	ation		Curren	Current Project Phase	Phase		
				<b>I</b> U	Cost Estimate	Funding Request	0				,,	
#	Sponsor	Project Title	rrogram Category	rtanning Area	(\$ x Million)	(\$ x Million)	/Scoping	PE/Env	PS&E	Con	Complete	Comments/Notes
2	Hayward	I-880/SR-92 Reliever, Clawiter/Whitesell/SR-92 interchange		PA2	58.3	0.0		х				Phase 1 moving, Phase 2 delayed for funding. LATIP (\$52.0M)
65	Hayward	I-880/Industrial Parkway West interchange, Phase 2		PA2	29.2	0.0	х					
99	Hayward	Construct street extension in Hayward near Clawiter and Whitesell Streets		PA2	26.9	0.0		Х				Same as Phase 1 of Reliever Route
<del>19</del>	LAVTA	Satellite Operations and Maintenance Facility		PA4	7.8	0.0						
89	Livermore	Las Positas Road Connection, Phase 2		PA4	7.3	0.0						
69	Livermore	West Jack London Boulevard Extension		PA4	18.7	0.0						
92	Livermore	4-lane major arterial connecting Dublin Boulevard and North Canyons Parkway		PA4	1.1	0.0						
71	Livermore	I-580/Isabel interchange improvements, Phase 1		PA4	155.9	0.0				х		MB, CMIA, Federal & Local funds
72	Newark	Dumbarton Rail Corridor Project		PA3	301.0	0.0		х				Current cost estimate \$700M
<del>13</del>	Pleasanton	I-580/San Ramon Road/Foothill Road Interchange Improvements		PA4	2.1	0.0			х			
74	Pleasanton	I-680/Bernal Avenue Interchange Improvements		PA4	17.0	0.0			х			Note - is it completed?
75	Port	7th Street Grade Separation		PAI	427.0	0.0						TCIF (\$110.0M)
92	Port	Outer Harbor Intermodal Terminal (OHIT)		PAI	220.0	0.0	х					TCIF (\$132.0M)
LT	Port	Martinez Subdivision		IAI	215.0	0.0	Х					TCIF (\$17.5M)
78	<u>San Leandro</u>	Washington Avenue/Beatrice Street Interchange Improvements		5 <del>73</del>	<del>2.5</del>	<del>0:0</del>					×	
<del>61</del>	San Leandro	L-880/Marina Boulevard Interchange		PAI	36.1	0:0			х			Partially included with I-880 SB HOV project LATTP (\$24.4M)
80	San Leandro	I-880/Davis Street I nterchange		PAI	24.4	0:0			Х			Partially included with I-880 SB HOV project LATTP (\$11.1M)
81	Union City		2, 5, 26, 27	5A3	40.0	0.0				х		Show 02 as committed
<del>58</del>	WETA	Berkeley/Albany to San Francisco ferry service		IAI	56.6	0.0	Х					
83	WETA	Alameda/Oakland to San Francisco ferry service and Harbor Bay to San Francisco ferry service		PAI	21.5	0.0						
84	AC Transit	Telegraph/International/E. 14th Street BRT		Multi	250.0	74.0		х				
<del>58</del>	BART	Warm Springs Extension		PA3	890.0	144.0				×		Project split into Subway and LTSS contracts. Subway more than 50% complete - fully funded LTSS proposals/bids due late January
86	Berkeley	TOD Infrastructure		PA1	5.2	5.0						
87	CMA	1-580 Corridor Improvements: 1-580 HOT Lanes from Greenville Road west to 1-680		PA4	35.0	29.0						NOTE - Add HOV per #50

L				20(	2008 CWTP Information	nation		Current	Current Project Phase	phase		
						;		-	-	-		
			Program	Planning	Cost Estimate	Funding Request	Planning				Closeout/	
#	Sponsor	Project Title	Category	Area	(\$ x Million)	(\$ x Million)	/Scoping	PE/Env	PS&E	Con	Complete	Comments/Notes
88	CMA	I-580 Corridor Improvements: I-580 WB Auxiliary Lane from 1st St to Isabel		PA4	10.0	0.01						
68	AC Transit	Additional buses for Frequent Service Transit Network		Multi	22.0	22.0						
06	AC Transit	Grand/MacArthur BRT		PAI	41.0	30.0	х					
<del>16</del>	AC Transit	Transfer Center at or near Chabot College		PA2	2.0	2.0						
92	ACTIA	SR-84 Expressway widening, Jack London to Vallecitos		PA4	129.6	15.0						
93	Alameda County	Crow Canyon Road Safety Improvements		PA2	14.5	11.0	х					
\$	Alameda County	East Lewelling Boulevard Roadway Improvements		PA2	11.7	9.9				x		
95	Alameda County	Vasco Road Safety Improvements Phase II		PA4	13.2	10.0						
96	Alameda/Caltrans	I-880 Broadway/Jackson Phase I		PAI	26.0	17.2	х				2	No R/W or Con funding identified
<del>16</del>	BART	Station Capacity Projects		Multi	32.5	32.5	х					
86	BART	Station Access Projects		Multi	26.5	26.5	х					
66	Berkeley	Gilman I-80 interchange improvements		PAI	7.0	5.5		х				
<del>001</del>	Berkeley	Ashby I-80 interchange/Aquatic Park Access Improvements		PAI	2.0	2.0						
101	Berkeley	Railroad Crossing Improvements, Phase 1		PAI	2.0	2.0		х				
102	Caltrans	Truck Parking facilities in North County		PAI	5.0	5.0						
103	Caltrans	I-880 North Improvements:-I-880 SB and 66th/Hegenberger auxiliary Lanes		PAI	5.0	5.0						
104	Dublin	Dublin interchange improvements, (Hacienda & Fallon Road) Ph II		PA4	37.6	16.0	х					
105	Dublin/Livermore/ Pleasanton			PA4	15.0	15.0		х				
<del>100</del>	Emeryville	65th Street Bike / Pedestrian Bridge at I-80, Phase 1		PAI	3.7	3.5						
107	Emeryville	I-80 Eastbound off-ramp at Powell Street		PAI	1.8	1.5						
108	Fremont	SR-262 Mission Blvd Improvements		PA3	10.0	0.01	MB				10	Includes ACTIA No. 22 - Cross- Connector Study
<del>601</del>	Fremont	Automall Parkway Intersection Improvements between 1-880 and 1-680		PA3	42.0	0.6	MB					
110	Hayward	I-880/West A Street interchange		PA2	27.0	27.0	х				I	ATIP (\$27.0M)
111	Hayward			PA2	14.7	14.7	х				I	LATIP (\$41.0M)
<del>115</del>	Livermore	I-580/First St. interchange Improve to ultimate configuration		PA4	37.0	4.0						
113	Livermore	I-580/Vasco interchange Improve to ultimate configuration		PA4	55.0	4.0						

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	Comments/Notes							Note - is it completed?		Current cost estimate more than \$200M	TCIF (\$73.0M)	LATIP (\$31.0M)	LATIP (\$31.0M)	LATIP (\$13.5M)	LATIP (\$25.0M)	LATIP (\$6.0M)	LATIP (\$21.0M)	
	Closeout/ Complete							I			<u> </u>	I	I	I	1	I	I	
t Phase	Con	х			х													
<b>Current Project Phase</b>	PE/Env PS&E								х	x	х							
Curre	PE/Env																	
	Planning /Scoping						х											
nation	Funding Request (\$ x Million)	4.0	4.0	12.6	19.0	6.0	2.3	5.0	2.0	9.6								
2008 CWTP Information	Cost Estimate (\$ x Million)	28.0	43.0	18.3	24.9	8.0	2.3	10.0	3.4	160.2								
20	Planning . Area	PA4	PA4	PA3	PAI	IVd	PA4	IAI	PA2	PA3	IAI	PA2	PA2	PA2	PA2	PA2	PA2	
	Program Category																	
	Project Title	Isabel Avenue/I-580 interchange Phase II	I-580/Greenville Road interchange improvements	Central Avenue Railroad Overpass	I-880 improvement program including 42nd and High Access Improvements	SR-24 /Caldecott Tunnel Enhancements	PSR Development for SR-84 Widening-Pigeon Pass to I-680	North Airport Air Cargo Access Road Improvements, Phase 1	E.14th St at the Hesperian Blvd/150th Avenue.	ACTA East West Connector (formerly SR84) between Mission Boulevard in Union City and I- 880 in Fremont	I-880/23rd/29th Interchange	NB 238/880 Connector	I-880/Washington Interchange	I-880/Whipple Interchange	I-880/West Winton Interchange	SR 92/Industrial Interchange	I-580/Strobridge Interchange	
	Sponsor	Livermore	Livermore	Newark	Oakland	Oakland	Pleasanton	Port	San Leandro	Union City	CMA/Caltrans							
	#	114 I	<del>115</del> 1	116 N	117 0	118	1 19 H	120 H	5 151	122 U	123 (	<del>124</del>	125	126	121	128	129	

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February 14, 2011

Scott Haggerty, Chair Alameda County

Adrienne J. Tissier, Vice Chair San Mateo County

> *Tom Azumbrado* U.S. Department of Housing and Urban Development

> > *Tom Bates* Cities of Alameda County

> > > Dave Cortese Santa Clara County

> > > > RE:

**Bill Dodd** Napa County and Cities

**Dorene M. Giacopini** U.S. Department of Transportation

> Federal D. Glover Contra Costa County

Mark Green Association of Bay Area Governments

> Anne W. Halsted San Francisco Bay Conservation and Development Commission

> > Steve Kinsey Marin County and Cities

Sam Liccardo Citics of Santa Clara County

Jake Mackenzie Sonoma County and Citics

Kevin Mullin Citics of San Matco County

**Jon Rubin** San Francisco Mayor's Appointee

**Bijan Sartipi** State Business, Transportation and Housing Agency

James P. Spering Solano County and Cities

Amy Rein Worth Cities of Contra Costa County

Vacancy City and County of San Francisco

> Steve Heminger Executive Director

Ann Flemer Deputy Executive Director, Policy

Andrew B. Fremier Deputy Executive Director, Operations <u>Regional Transportation Plan/Sustainable Communities Strategy – Call for</u> <u>Projects</u>

### To: Caltrans, Congestion Management Agencies, and Multi-County Transit Operators

The Metropolitan Transportation Commission (MTC) is issuing an open "call for projects" for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). MTC requests the assistance of each of the nine Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Caltrans and multi-county transit operators may submit directly to MTC, but coordination with the CMAs are encouraged. Attached is the Call for Projects Guidance that lays out required elements to be carried out in the local call for projects.

**Project submittals are due to MTC on April 29, 2011.** Projects/programs will undergo a project-level performance evaluation, which MTC will initiate starting in May 2011. MTC requests all partner agencies to adhere to this deadline. The results of the project performance assessment will inform the upcoming detailed alternatives analysis and investment trade-off discussions, ultimately leading to a preferred RTP/SCS early next year with adoption occurring a year later. As such, there will be ongoing opportunities for these discussions to occur.

The SCS legislation requires closer integration between land use and transportation planning. With this in mind, MTC and ABAG have adopted goals that direct local agencies to consider how their projects support SCS principals as promulgated by SB 375.

MTC is developing a web-based application form for sponsors to fill out and submit their projects. Sponsors will be able to (a) remove projects in the current plan (Transportation 2035) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the RTP/SCS, and (c) add new projects. The web-based project application will be available on March 1, 2011. At that time, MTC will provide instructions to CMAs on how to access and use the web-based form. Upon request, MTC staff will also provide a brief tutorial to the CMAs and its technical advisory committee.

MTC looks forward to receiving your project submittals. If you have any questions about the submittal process, please contact Grace Cho of my staff at (510) 817-5826 or <u>gcho@mtc.ca.gov</u>.

Sincerely,

ann Hemer

Ann Flemer Deputy Executive Director, Policy

AF: GC J:\PROJECT\2013 RTP\_SCS\Call for Projects\Final Version\Call for Projects Letters\Call for Projects Letter.doc

Attachments:

- Attachment A: Call for Projects Guidance
- Attachment A.1: Goals and Performance Targets
- Attachment A.2: Programmatic Categories
- Attachment A.3: MTC's Draft Transportation Project Performance Assessment Methodology
- Attachment A.4: MTC Policy Advisory Council Members

## Attachment A Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) to help with the Call for Projects within their counties. CMAs are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their counties. MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Project sponsors with projects vying for future state or federal funding must have their project identified in the financially constrained RTP/SCS. CMAs will be the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 SCS/RTP. Sponsors of multi-county projects (i.e. Caltrans, BART, Caltrain, etc.) may submit directly to MTC, but communication and coordination with CMAs is encouraged. Members of the public are eligible to submit projects, but must secure a public agency sponsor and coordinate the project submittal with their CMA.

CMAs will assist MTC with the Call for Projects by carrying out the following activities:

### 1. Public Involvement and Outreach

- *Conduct countywide outreach to stakeholders and the public to solicit project ideas.* CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get\_involved.htm. CMAs are expected, at a minimum, to:
  - Execute effective and meaningful local engagement efforts during the Call for Projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process. In addition to the CMAs' citizen advisors, MTC's Policy Advisory Council members are a good resource to the CMAs to help plan community outreach events, engage members of the public, and identify candidate projects. Please see Attachment A.4 for a list of MTC's Policy Advisory Council members.
  - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to made on the list of projects to be submitted to MTC;
  - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
  - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
  - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
  - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
  - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;

February 10, 2011 Page 2 of 4

- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- **Document the outreach effort undertaken for the local call for projects.** CMAs, as well as multi-county transit operators and Caltrans, are to provide MTC with:
  - A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
  - A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
  - A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA. Conversely, rationale must be provided if comments or projects from the public were not able to be accommodated in the list of candidate projects and a description of how the CMA, in future project nomination processes, plans to address the comments or projects suggested by the public.

### 2. Agency Coordination

- Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS. CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, Caltrans, and stakeholders and coordinate with them on the online project application form by assigning passwords, fielding questions about the project application form, reviewing and verifying project information, and submitting projects as ready for review by MTC
  - Working with members of the public interested in advancing a project idea to find a public agency project sponsor, and assisting them with submitting the project to MTC;
  - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
  - o Developing transit improvements in coordination with MTC and transit agency staff.

### 3. Title VI Responsibilities

- Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.
  - Assist community-based organizations, communities of concern, and any other underserved community interested in submitting projects;
  - Remove barriers for persons with limited English proficiency to have access to the project submittal process;
  - For additional Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: <u>http://www.onebayarea.org/get\_involved.htm</u>

Attachment A: Call for Projects Guidance February 10, 2011 Page 3 of 4

### 4. County Target Budgets

- Ensure that the County project list fits within the target budget defined by MTC for the county.
  - To establish the county target budgets, MTC used the discretionary funding amount (\$32 billion) from the Transportation 2035 Plan and assigned counties a target budget based on a population share formula with an additional 75% mark up. County target budgets can be seen below. This formula approach is consistent with the formula used in Transportation 2035 Plan.
  - County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.
  - County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

### **County Target Budgets (in billions)**

Alameda: \$11.76	San Mateo: \$5.60
Contra Costa: \$7.84	Santa Clara: \$14.0
Marin: \$2.24	Solano: \$3.36
Napa: \$1.12	Sonoma: \$3.92
San Francisco: \$6.16	

### 5. Cost Estimation Review

- *Establish guidelines for estimating project costs.* CMAs are to establish cost estimation guidelines for use by project sponsors. The guidelines may be developed by the CMAs or CMAs can elect to use other accepted guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
  - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction (<u>http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\_w98.pdf</u>)
  - State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates (http://www.dot.ca.gov/hq/oppd/pdpm/chap\_pdf/chapt20.pdf)
  - Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide (<u>http://ccta.net/assets/documents/Cost\_Est\_Guide\_Documentation.pdf</u>)
- Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.

### 6. General Project Criteria

- *Identify whether projects meet basic project parameters as outlined by MTC*. CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below, keeping in consideration that projects should support SCS principals promulgated by SB 375:
  - Supports the goals and performance targets of the RTP/SCS (see Attachment A.1).
  - Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region,

major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves).

- Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas.
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).

### • Assess how well the project meets basic criteria

Project sponsors are welcome to use MTC's qualitative/quantitative approach or some hybrid thereof to develop and evaluate project priorities (See Attachment A.3). Sponsors may include qualitative discussion and/or quantitative data to demonstrate how proposed projects meet the RTP/SCS goals and targets, the magnitude of project impacts and cost effectiveness. MTC will provide a function in the on-line application for this information and may use it to inform the Goals Assessment portion of MTC's evaluation.

### 7. Programmatic Categories

• CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network, into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. These individual projects may address a concern of the community (e.g., improved pedestrian ways to transit, curb bulb-outs to calm traffic, etc.), but do not have to be individually specified for the purposes of air quality conformity. See **Attachment A.2** for guidance on the programmatic categories.

Timeline
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Task	Date
Issue Call for Projects Letter to CMAs, Caltrans,	February 10, 2011
and Multi-County Transit Operators	
Open Online Project Application Form for Use by	March 1, 2011
CMAs/ Project Sponsors	
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance	May – July 2011
Assessment and Selection Process for Projects for	
Detailed SCS Scenarios	

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	Barbarnan Tawat (faam 2005 lavala milaac natad)
Out Alimete Ductortion	Doduce nor conite CO emissions from core and light duty
<u>Culliate Frotection</u> Dealing affortively with the shallowed of alimete aboves invelves communities for beyond	Neurce per-capita $CO_2$ emissions moniticats and ingut-unity $\frac{1}{1000}$
Dealing effectively with the chantenge of chimate change involves communities far beyond	urucks by 12%
the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas	
throughout California to reduce greenhouse gas emissions from cars and trucks.	
adaption strategies. By combining aggressive policies with innovative technologies, the	
Bay Area can act as a model for other regions around the state and nationwide.	
Adequate Housing	House 100% of the region's projected 25-year growth by
A diverse and sufficient housing supply is essential to maximize livability for all Bay Area	income level (very-low, low, moderate, above-moderate)
residents. The region aspires not only to ensure affordability and supply of housing for	without displacing current low-income resident
peoples of all income levels and in all nine counties, but also to reduce the concentration of	)
poverty in low-income communities of concern.	
Healthy & Safe Communities	o Reduce premature deaths from exposure to particular
Promoting healthy and safe communities includes improving air quality, reducing	emissions:
collisions and encouraging more bicycle and pedestrian travel. While policy choices by	Reduce premature deaths from exposure to fine
regional agencies can help influence land-use decisions and the operation and design of	particulates (PM2.5) by 10%
transportation infrastructure, local governments have the biggest role to play. Cities' and	Reduce coarse narticulate emissions (PM10) by
counties' land-use authority directly shapes the development patterns that guide	30%
individuale' travel choices	
IIIUI VIUUAIS LIAVEI CILOICES.	<ul> <li>Achieve greater reductions in highly impacted</li> </ul>
	areas
	Associated Indicators
	• Incidence of asthma attributable to particulate
	emissions
	Diesel particulate emissions
	o Reduce by 50% the number of injuries and fatalities from
	all collisions (including bike and pedestrian)
	o Increase the average time walking or biking per person
	per day for transportation by 60% (for an average of 15
	minutes per person per day)
<b>Open Space &amp; Agricultural Preservation</b>	Direct all non-agricultural development within the urban
Limiting urban sprawl will help preserve productive agricultural lands and prime natural	footprint (existing urban development and urban growth

# Attachment A.1 RTP/SCS Goals and Performance Targets

Scenarios will be compared to 2010 urban footprint

boundaries)

habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region

Goal	Performance Target (from 2005 levels unless noted)
should focus growth in existing urban areas rather than pursue additional development in outlying areas.	for analytical purposes only
<b>Equitable Access</b> A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
<b>Economic Vitality</b> A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.	Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)
<b>Transportation System Effectiveness</b> Maximizing the efficiency of the transportation system requires preserving existing assets in a state of good repair as well as leveraging assets that are not fully utilized and making targeted, cost-effective improvements. Continued maintenance is necessary to protect safety, minimize vehicle damage, support infill development in existing urban areas and promote economic growth regionwide.	<ul> <li>o Decrease average per-trip travel time by 10% for non-auto modes</li> <li>o Decrease automobile vehicle miles traveled per capita by 10%</li> <li>o Maintain the transportation system in a state of good repair: <ul> <li>Increase local road pavement condition index (PCI) to 75 or better</li> <li>Decrease distressed lane-miles of state highways to less than 10% of total lane-miles</li> <li>Reduce average transit asset age to 50% of useful life</li> </ul> </li> </ul>
<b>Infrastructure Security</b> The potential for damage from natural or manmade disasters is a threat to the security of Bay Area infrastructure. To preserve the region's economic vitality and quality of life, Bay Area government officials — in cooperation with federal and state agencies — must work to prevent damage to infrastructure systems and to minimize the potential impacts of any future disasters. Funding priorities must reflect the need to ensure infrastructure security and to avoid any preventable loss of life.	

### Attachment A.2 Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

- 1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
- 2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
- 3. Bicycle/Pedestrian Facilities Rehabilitation
- 4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
- 5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
- 6. Transit Management Systems (TransLink<sup>®</sup>, Transit GPS tracking systems (i.e. Next Bus))
- 7. Transit Safety and Security Improvements (Installation of security cameras)
- 8. Transit Guideway Rehabilitation
- 9. Transit Station Rehabilitation
- 10. Transit Vehicle Rehabilitation/Replacement/Retrofit
- 11. Transit O&M (Ongoing non-capital costs, preventive maintenance)
- 12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
- 13. Local Road Safety (shoulder widening, realignment, non-coordinated signals)
- 14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
- 15. Non-Capacity Increasing Local Road Intersection Modifications and Channelization
- 16. Non-Capacity Increasing State Highway Enhancements (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
- 17. Freeway/Expressway Incident Management (freeway service patrol, call boxes)
- 18. Non-Capacity Increasing Freeway/Expressway Interchange Modifications (signal coordination, signal retiming, synchronization)
- 19. Freeway/Expressway Performance Management (Non-ITS Elements, performance monitoring, corridor studies)
- 20. Non-Capacity Increasing Local Road Rehabilitation (Pavement resurfacing, skid treatments)
- 21. Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit
- 22. State Highway Preservation (Caltrans SHOPP, excluding system management)
- 23. Toll Bridge Rehabilitation/Replacement/Retrofit
- 24. Local Streets and Roads O&M (Ongoing non-capital costs, routine maintenance)
- 25. State Highway O&M (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
- 26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
- 27. Local Air Quality and Climate Protection Strategies (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
- 28. Regional Planning and Outreach (regionwide planning, marketing, and outreach)
- 29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
- 30. Parking Management (Parking cash out, variable pricing, etc.)

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	Transportation 2035	SCS/RTP Approach – Initial Thoughts
<b>Goals</b> Assessment (largely qualitative)	<ul> <li>All projects (700+) assessed, grouped into 13 project type</li> <li>How well projects address each goal/number of goals addressed</li> <li>Conducted by panel of MTC staff and stakeholders</li> </ul>	<ul> <li>Same as for Transportation 2035 – but reflecting new goals/targets and with added emphasis on:         <ul> <li>support for focused growth</li> <li>statutory goals to reduce carbon dioxide and accommodate future housing demand</li> <li>For larger projects, use quantitative information where available, such as projected CO2 and particulate emissions reduction</li> </ul> </li> </ul>
Benefit-Cost Assessment (quantitative)	<ul> <li>60 large-scale uncommitted projects as well as uncommitted regional programs</li> <li>MTC model analysis</li> </ul>	<ul> <li>Same types of projects but potentially more (perhaps 100) - subject to final policy on committed projects</li> <li>MTC model analysis</li> </ul>
	<ol> <li>B/C ratio in 2035 including         <ul> <li>Delay</li> <li>Divectuan PM2.5</li> <li>Injuries &amp; fatalities</li> <li>Direct user costs (vehicle operating/ownership)</li> <li>Cost per reduction on CO2</li> <li>Cost per reduction in VMT</li> <li>Cost per reductio</li></ul></li></ol>	<ol> <li>B/C ratio - over 25 yrs instead of horizon year (if time allows)         <ul> <li>Travel time (see notes below)</li> <li>CO2</li> <li>PM10 and PM2.5</li> <li>PM10 and PM2.5</li> <li>Injuries &amp; fatalities</li> <li>Injuries &amp; fatalities</li> <li>Direct user costs (vehicle operating/ownership)</li> <li>Cost savings for on-time maintenance</li> </ul> </li> <li>Goals not reflected in B/C are captured through the goals assessment in a qualitative fashion</li> </ol>
Synthesis & Use of Information	<ul> <li>Bubble chart mapping B/C and number of goals addressed</li> <li>Sponsors "justify" projects with low-B/C before inclusion in the draft plan</li> </ul>	<ul> <li>Bubble chart mapping B/C and number of goals addressed</li> <li>Sponsors must "justify" projects with         <ul> <li>(a) low B/C or meeting few goals</li> <li>(b) increase in CO2 emissions</li> <li>(c) that do not support draft land use</li> </ul> </li> </ul>
Consideration s	<ul> <li>Four quantitative measures was information overload for the decision makers; prefer to have a single quantitative result</li> </ul>	<ul> <li>Consider approaches to address to concern that current B/C model is dominated by travel time</li> <li>Sensitivity tests of impact of travel time on relative ratings of projects</li> <li>Review emerging practices for travel time valuation (e.g., discounting small time savings, different values of time based on trip purpose, value of reliability)</li> <li>Assess significance of B/C results for each project</li> </ul>

Attachment A.3 – MTC's Draft Transportation Project Performance Assessment Methodology

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#### Attachment A.4 MTC Policy Advisory Council Members

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BART Thomas Blalock, Director

City of Alameda Rob Bonta, Vice Mayor

City of Albany Farid Javandel, Mayor

City of Berkeley Laurie Capitelli, Councilmember

City of Dublin Tim Sbranti, Mayor

City of Emeryville Ruth Atkin, Councilmember

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City of Hayward Olden Henson, Councilmember

City of Livermore Marshall Kamena, Mayor

City of Newark Luis Freitas, Vice Mayor

**City of Oakland** Councilmembers Larry Reid Rebecca Kaplan

City of Piedmont John Chiang, Vice Mayor

City of Pleasanton Jennifer Hosterman, Mayor

City of San Leandro Joyce R. Starosciak, Councilmember

Executive Director Arthur L. Dao March 17, 2011

Mr. Steve Heminger Executive Director Metropolitan Transportation Commission 101 Eighth Street, Oakland, California 94607

Dear Mr. Heminger,

#### Subject: Comments on RTP/SCS Goals and Performance Targets

The Alameda County Transportation Commission (Alameda CTC) received a presentation at its February 24<sup>th</sup> CWTP-TEP Steering Committee meeting about the RTP/SCS Goals and Performance Targets adopted by MTC Commission in January. Based on our review of the adopted performance targets, we submit the following comments and a request for information about how congestion relief will be accounted for in the performance assessment process.

At the January 14, 2011 Joint MTC Planning Committee/ABAG Administrative Committee meeting, certain modifications were made to staff's recommendations that we believe will limit the ability to evaluate certain goals that are important to the Congestion Management Agencies. The Committee revised the Transportation System Effectiveness goal of the Performance Targets from:

Decrease average per-trip travel time for auto and transit modes by 10%

To:

Decrease average per-trip travel time by 10% for non-auto modes and Decrease automobile vehicle miles traveled per capita by 10%

The revised and now adopted measure results in two effects that we do not believe the Commission intended. First, it does not recognize that congestion relief is a mandate of the congestion management plans and one that we are required to measure and monitor. Second, by decreasing average trip travel time for all modes instead of just transit and auto, it contradicts the Health and Safe Communities goal of *Increase average time walking or biking per person per day for transportation by* 60% (for an average of 15 minutes per day). Mr. Steve Heminger March 17, 2011 Page 2

The Alameda CTC supports SB 375 and its goals. In Alameda County, our jurisdictions have begun implementing development patterns that reduce drive alone trips and promote transit, which result in reduced greenhouse gas emissions. However, we are concerned that by defining certain goals so specifically, we lose sight of other important needs and projects, such as high occupancy vehicle and toll lanes, that affect transportation and relieve congestion and reduce greenhouse gases by allowing traffic to flow more smoothly.

We appreciate your consideration of the above and request clarification on how the performance assessment will also inform project performance with respect to congestion relief. Please contact Arthur L. Dao, Executive Director of the Alameda CTC, with any questions. Mr. Dao can be reached at 510/208-7402 via telephone or <u>adao@alamedactc.org</u> via email.

Sincerely,

MARK GREEN, Chair Alameda County Transportation Commission Mayor of Union City

Cc: Alameda County Transportation Commission Arthur L. Dao, Alameda CTC Beth Walukas, Alameda CTC Tess Lengyel, Alameda CTC Doug Kimsey, MTC Ashley Nguyen, MTC



# Memorandum

**DATE:** March 15, 2011

**TO:** Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

**SUBJECT:** Legislative Update

#### Recommendations

Staff recommends approval of positions on bills as noted below.

#### Summary

#### State Update

<u>Budget</u>: At the time of this writing, Floor votes have not taken place on the budget. The Budget Conference Committee finalized its work and submitted a conference report at the end of the first week in March with the aim of achieving floor votes on the budget and trailer bills by mid-March to allow enough time to place items on the ballot.

Regarding transportation, the report supports re-enacting the gas tax swap and the use of weight fees instead of excise tax revenue (as was allowed prior to passage of Proposition 26) for bond debt payments. On-going opposition for any taxes by the Assembly Republicans could challenge the reenactment of the gas tax swap, potentially risking the loss of \$2.5 billion in fuel taxes starting in November 2011.

<u>Realignment</u>: Part of the Governor's budget proposal was to realign services from the state to local governments and to shift funding to local governments to implement the programs. Significant debate was focused on this particular element of the Governor's proposal, and the Conference committee adopted the proposed constitutional amendment and spot bill language for how the programs will be shifted from the state to the counties. On-going negotiations on how actual implementation will occur are continuing with counties, and follow up legislation is expected to be introduced to address the complex effort of realignment.

<u>Redevelopment Agencies</u>: Significant debate on the elimination of 400 redevelopment agencies (RDAs) throughout the state, ended with the conference committee supporting the Governor's proposal to eliminate the RDAs. This transpired with the recognition that there are many issues that will need to be addressed in terms of current obligations, transition of debt management to subsequent agencies and how funding at the local level can be augmented to serve local development opportunities.

The attached memo from Suter, Wallauch, Corbett & Associates provides summary information on the budget discussions and legislative items.

<u>Bills</u>: The last day to introduce bills was February 18<sup>th</sup>. Staff is evaluating bills and recommends the following positions on three state bills.

• AB 57 (Beal) Metropolitan Transportation Commission. The Metropolitan Transportation Commission currently seats 19 elected and appointed members, each serving four-year terms. This bill would require the Commission to consist of 21 members, including the addition of two new members: one each from the cities of Oakland and San Jose, and no more than three members total from a single county, beginning in 2015.

Alameda County represents 20% of the Bay Area population; however, approximately 40% of the Bay Area's congestion is in Alameda County, inclusive of the top 5 congested freeways in the region. The bill would support additional representation of Alameda County on MTC, including the second largest city in the Bay Area, Oakland. As the county and region moves forward with significant efforts aimed at addressing congestion, reducing vehicle miles traveled and housing its portion of the projected population growth as part of the Sustainable Communities Strategy, an additional seat representing Alameda County will bolster the County's ability to assist in addressing regional transportation needs, particularly given the percentage of regional transports "legislation that encourages regional cooperation and coordination to develop, promote and fund solutions to regional problems." Staff recommends a support position on this bill. **SUPPORT** 

AJR 5 (Lowenthal). Transportation revenues. This Assembly Joint Resolution would request the President and United States Congress to consider and enact legislation to conduct a Vehicle Miles Traveled (VMT) study addressing the feasibility of collection processes for a VMT fee as a transportation revenue source to assist in the expansion of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. Reduction of revenues from the gas tax, which has not been increased since the early 1990's, is projected to create insolvency of the Highway Trust Fund by early 2012. In the past three years, over \$35 Billion in loans from the federal general fund have been transferred into the Highway Trust Fund to support obligations as enacted by the surface transportation bill, SAFETEA-LU, which was recently extended again until the end of the current federal fiscal year (September 30, 2011). This bill would allow the study of an alternative funding mechanism that could augment revenues generated from the gas tax. The Alameda CTC legislative program supports "legislation that protects and provides increased funding for operating, maintaining, rehabilitating, and improving transportation infrastructure, including state highways, public transit and paratransit, local streets and roads, bicycle and pedestrian facilities, seismic safety upgrades, and goods movement." The intent of this resolution is similar to a bill introduced last legislative session, SB 1299, Lowenthal, which supported a similar effort at the state level. Both the ACTIA and ACCMA Boards supported SB 1299 last year, and staff recommends a support position for this resolution. SUPPORT

• AB 1086, (Wieckowski) Transactions and use taxes: County of Alameda. Existing law authorizes various local governmental entities, to levy transactions and use taxes for specific purposes, and requires that the combined rate of all transactions and use taxes imposed in a county may not exceed 2 percent. This bill would allow the imposition of transactions and use taxes for certain purposes in excess of the combined rate.

The Alameda CTC is currently updating the Countywide Transportation Plan and is in the developmental stages of a new Transportation Expenditure Plan (TEP) that could be placed on the ballot in November 2012. While the development of the TEP is underway, it has not yet been determined if it will consider an extension of the existing sales tax or an augmentation. Staff worked with Assemblymember Wieckowski to support a bill which would allow the opportunity to potentially increase the tax rate cap specifically in Alameda County. This is particularly important since in November 2010, two cities in Alameda County passed measures that increased the transactions and use fees in their jurisdictions, which would preclude Alameda County from increasing the existing half-cent transportation sales tax measure in November 2012. While a decision has not been made on an extension or augmentation of the existing transportation sales tax measure, this initial bill language would allow Alameda County the possibility of augmenting the existing funds. Staff recommends a **SUPPORT** position on this bill.

# Federal Update

<u>Economic Challenges</u>: While the Nation is grappling with differing partisan approaches to dealing with the economic downturn, a high unemployment rate and rising debt, Congress approved a two-week extension of the fiscal year 2011 Continuing Resolution that will keep the federal government operating past the March 4<sup>th</sup> deadline, which now goes through March 18<sup>th</sup>. This two-week extension included approximately \$4 billion in cuts. During the week of March 14<sup>th</sup>, Congress worked on a continuing resolution to extend into April with additional cuts. These efforts are aimed at addressing the current 2011 fiscal year budget. More detailed information on this extension and cuts is included in Attachment B.

<u>Presidential Budget and Surface Transportation</u>: President Obama released his proposed FY 2012 budget on February 14<sup>th</sup>, which outlined the Administration's priorities for the coming year as well as the Administration's reauthorization proposal. Both the FY 2012 budget and reauthorization proposal are very supportive of transportation funding and investments. Some of these include:

- Department of Transportation FY 2012: \$128 Billion. This proposal increases transportation funding by approximately 60% over the current FY 10 funding levels as noted below:
  - FY 10 funding level: \$76 billion
  - FY11 funding request: \$79 billion
  - o FY12 funding request: \$128 billion 60% increase over current FY 10 amounts

- Surface Transportation Bill Reauthorization Proposal: The President proposed a \$556 billion, six-year authorization bill, representing a 60 percent increase over inflation adjusted levels of SAFETEA-LU. While a funding mechanism had not been identified for this funding level, the proposal includes:
  - \$119 billion for transit programs over six-years, doubling the commitment to transit in the prior reauthorization;
  - \$336 billion in funding for highway programs over six years, a 48 percent increase over current levels;
  - o \$53 billion over six years for high speed and passenger rail systems;
  - o Funding for Sustainable Communities and Innovative Infrastructure Planning;
  - \$30 billion over six years for a National Infrastructure Bank to provide loans and grants for projects of regional and national significance.

While deliberations on the FY 2012 budget and the Administration's proposal for the reauthorization have not gotten underway, staff recommends a **SUPPORT** in concept position on the transportation funding elements of each proposal. This support could be carried to Washington, D.C. during the planned legislative visit during the week of March 28, 2011.

#### **Fiscal Impacts**

No direct fiscal impact.

#### Attachments

Attachment A - State Update Attachments B and B1 - Federal Updates



March 14, 2011

- TO: Art Dao, Executive Director Alameda County Transportation Commission
- FR: Suter, Wallauch, Corbett & Associates

# **<u>RE:</u>** Legislative Update

*Budget Negotiations stall.* The Governor spent the weekend negotiating with the Five Republicans in over such reforms as pensions for government employees, a hard spending cap, and related issues, but came away empty handed last night. There is still no deal for the additional 2 Republican votes needed in each house to pass a Constitutional Amendment or to pass a budget by a 2/3 vote.

The Governor is determined to meet a June 7 ballot deadline because it coincides with a number of other local elections, which would add votes to pass the tax extentions. With the breakdown in negotiations, some Democrat staffers are exploring an avenue to enact the entire budget proposal, including the county realignment proposal and redevelopment, with a majority vote, and avoid the ballot altogether. This would obviously be devoid of the constitutional protections that counties have been working diligently for the past several weeks to achieve.

If the Legislature is pursuing the majority vote route it would not include the various revenue streams proposed by the Governor, including the VLF dedicated to public safety, and the sales tax and income tax extensions. This effort would also lack the ability to reenact the gas tax swap, which places at risk \$2.5 billion in transportation funds, a majority of which is dedicated to local street and roads and projects programed in the STIP. In addition, a majority vote budget would likely continue to divert \$1 billion in weight fee revenue to the general, and without the gas tax swap revenue to backfill this diversion the hit to transportation funds would reach \$3.5 billion. Per Prop 26 the gas tax swap revenue ceases to exist in November if the Legislature does not reenact the swap with a 2/3 vote.

The possible demise of this set of negotiations may be related to the Republican State Convention to be held in Sacramento starting March 18<sup>th</sup>. Once they pass that hurdle, Republicans may be willing to come back to the table. Unless there is almost immediate budget action following, the election might have to be delayed until June 21, which would lose the advantage of a consolidated ballot with other local elections. The tension at the Capitol and at the local level grows each day these negotiations linger.

*Transportation Benefit:* The realignment proposal relies on extending the state sales tax increase that is set to expire on July 1. If the sales tax is extended, this would provide an

unexpected benefit to the State Highway Account. The gas tax swap directs the BOE to set the level of the excise tax to generate the equivalent amount of revenue that would have been collected if the sales tax on gasoline remained. The revenue estimates for the State Highway Account assumed the sales tax will decrease on July 1, which will result in a corresponding decrease in the excise tax. However, if the sales tax rate is extended, so does the higher excise tax rate, which means about \$200 million in additional transportation funds per year.

**Redevelopment:** While actual language is not available, changes to the draft language relased by Finance would address some of the more significant shortcomings in the language. Rumored changes involve a broader definition of approved project, and successor agencies will be able issue bonds secured by the increment. A commission consisting of the Treasurer, State Controller, and Director of Finance would be established to review and approve projects with long term obligations.

There continue to be alternatives to eliminating redevelopment floated by individual cities, as well as the League of California Cities and the California Redevelopment Association. While these proposals have gained some traction among Republicans, these proposals all face Constitutional hurdles.



#### MEMORANDUM

TO:	Arthur Dao
	Alameda County Transportation Commission
FROM:	CJ Lake
RE:	Legislative Update
DATE:	March 14, 2011

# FY11 Update

The current two-week continuing resolution (CR) funding the federal government expires this Friday, March 18. The House Republican leadership unveiled another short-term CR late last week, which would keep the government running for an additional 3 weeks – through April 8. It does not include any of the controversial policy provisions that were included in HR1. This CR cuts \$2 billion a week for a total of \$6 billion from current levels. Both Republican and Democrat leaders expect this short-term CR to pass before Friday.

This new extension continues the Republican strategy of cutting \$2 billion for every week stopgap funding must be extended, and would raise total cuts enacted to \$10 billion — \$1 billion more than cuts previously offered by Democrats. A Senate Democratic plan, which along with the House Republican plan (HR 1) was solidly rejected by the Senate last week, would have cut spending by \$8.7 billion compared with last year's levels. HR1 would cut \$61.5 billion from that level, with the most recently enacted two week extension already making \$4 billion of those cuts. The additional \$6 billion in cuts in the new CR would come from reductions that are part of HR 1, including rescissions of previously enacted spending, reducing accounts that had been earmarked in FY10, and cutting or eliminating programs that Obama proposed to cut in his fiscal 2012 budget.

Negotiations will continue on a longer-term measure to fund the government for the remaining six months of the fiscal year. However, many in Congress are saying they have almost exhausted all of the mutually agreeable cuts – and reaching a longer term deal will get more and more difficult.

The House plans to take up the legislation tomorrow; the legislation will move to the Senate as early as Wednesday. We have attached a summary of the proposed cuts in the latest extension.

# Surface Transportation Authorization

The current extension of the surface transportation programs runs through the end of the fiscal year (September  $30^{\text{th}}$ ).

The longer term extension is expected to provide House Transportation and Infrastructure Chairman John Mica and Senate Environment and Public Works Committee Chairwoman Barbara Boxer time to draft a longer term bill. Chairwoman Boxer has said she wants to have a bill marked up by the Memorial Day recess. Chairman Mica has said that he want to have a bill on the House floor in July.

# **NEWS** House Appropriations Committee

Chairman Hal Rogers

Website address: http://appropriations.house.gov/

For Immediate Release: March 11, 2011 Contact: Jennifer Hing, (202) 226-7007

# <u>Appropriations Committee Introduces Three Week Continuing Resolution –</u> <u>Bill will Prevent Government Shutdown, Cut \$6 Billion in Spending</u>

WASHINGTON, D.C. – House Appropriations Chairman Hal Rogers today introduced a Continuing Resolution (CR) to fund the federal government at current rates for three weeks – until April 8 – while cutting \$6 billion in spending. The legislation (H.J. Res 48) is the second short-term funding extension to prevent a government shutdown while Congressional negotiations continue on a long-term plan to keep the government running through the end of the fiscal year.

"A government shutdown is not an option, period. While short term funding measures are not the preferable way to fund the government, we must maintain critical programs and services for the American people until Congress comes to a final, long-term agreement. This legislation also includes \$6 billion in spending cuts – a \$2 billion cut for every week of funding – to continue our efforts to rein in spending and put a dent in our massive, \$1.5 trillion deficit," House Appropriations Chairman Hal Rogers said.

The cuts in H.J. Res 48 include funding rescissions, reductions, and program terminations. The bill also eliminates earmark accounts within the Agriculture, Commerce/Justice/Science, Financial Services/General Government, and Interior subcommittee jurisdictions.

All of the spending cuts in this legislation were also included in H.R.1 – which was passed by the House – and many of these reductions and terminations were supported by President Obama in his annual budget requests. In addition, while not being approved by the Senate this week, H.R.1 garnered more Senate votes than the Senate Democrats' competing proposal.

This short term CR is expected to be considered by the House next week. To view the text of the legislation, please visit: <u>www.rules.house.gov</u>.

# A summary of the program reductions and terminations in H.J.Res. 48 follows:

**Program Cuts/Terminations -**

H.J.Res 48 reduces or terminates a total of 25 programs for a savings of \$3.5 billion.

- **Preserve America** (National Park Service) = -\$4.6 million. This grant program which promotes "heritage tourism" was not funded in the President's budget request.
- Save America's Treasures grant program (National Park Service) = -\$14.8 million. The program originally slated as a two year initiative to commemorate the year 2000 Millennium was not funded in the President's budget request.
- **Climate Effects Network Science Application** (U.S. Geological Survey) = -\$10.5 million. This program to "provide data for forecasting the effects of climate change" was not funded in the President's budget request.
- **Greenhouse Gas Cap and Trade Funding** (EPA) = -\$5 million. This funding was provided by the last Congress for the EPA to assist Congress in enacting the Cap and Trade legislation. This program was not funded in the President's budget request.
- Local Government Climate Change Grants (EPA) = -\$10 million. This program was not funded in the President's budget request. In addition, the Administration has indicated that this program lacks focus and effectiveness, and is too broad to allow fair competition for grants.
- **Targeted Airshed Grants** (EPA) = -\$10 million. The program funds diesel retrofits and replacements for pollution reduction. Funding for similar programs is already available, and the program was not funded in the President's budget request.
- **Construction Funding Rescission** (National Park Service) = -\$25 million. This cut rescinds unobligated balances from completed construction projects.
- Wildland Fire Suppression Rescission (U.S. Forest Service) = -\$200 million. These funds were carried over from last year, and were not needed or used for last year's fire suppression efforts. This rescission was included Senate Democrats' most recent CR proposal.
- **Single Family Housing** (Department of Agriculture) = -\$144 million. This reduction was requested in the President's budget request. These funds for this unsubsidized loan guarantee are no longer necessary due to the authorization of a borrower fee. In addition, this reduction was included in the Senate Democrats' most recent CR proposal.
- **Customs and Border Protection Construction** (Department of Homeland Security) = -\$107 million. This rescission of unneeded construction and planning funding was requested by the agency, and was part of the Senate Democrats' recent CR proposal.
- **Emergency Steel Loans** (Commerce Department) = -\$48 million. The CR rescinds the remaining balances from prior year appropriations for the Emergency Steel, Oil, and Gas

Guaranteed Loan Program Account. Only three loans have been made under this program and no new loans have been made since 2003. Similar rescissions were proposed in the President's budget request.

- **Public Telecommunications Facilities and Construction** (Commerce Department = -\$19 million. The mandated conversions of public television stations to digital broadcasting and other mandated conversion efforts are now completed and the funds are no longer necessary. This termination was requested in the President's budget request.
- **Census Rescission** (Commerce Department) = -\$1.74 billion. These funds were appropriated in Fiscal Year 2010 to conduct the 2010 Decennial Census. The Census is complete and these balances are no longer needed.
- **Career Pathways Innovation Fund** (Labor Department) = -\$125 million. This reduction was included in the President's budget request, as well as the Senate Democrats' most recent CR proposal. This discretionary funding is not necessary as the program received \$500 million in mandatory funding provided in the "Health Care and Education Reconciliation Act of 2010."
- **Community Service Employment for Older Americans** (Labor Department) = -\$225 million. This funding was originally provided as one-time funds. The funding was not included in the President's budget request, nor the Senate Democrats' most recent CR proposal.
- State Health Access Grants (Health and Human Services Department) = -\$75 million. Only 13 states receive funding through this program, and the program was terminated in the President's budget request.
- **Flu Funding** (Health and Human Services Department) = -\$276 million. The bill reduces this "no-year" pandemic influenza funding, while continuing approximately \$65 million in annual flu funding. There is sufficient carry-over funding available to the agency to cover any necessary long-term costs. This "no-year" funding was eliminated in the President's request, and in the Senate Democrats' most recent CR proposal.
- **"Parklawn" Building Lease** (Health and Human Services) = -\$35 million. The bill reduces funding for the Public Health Service building in Rockville, MD. The reduction was included in the President's budget request, and in the Senate Democrats' most recent CR proposal.
- **Corporation for Public Broadcasting** = -\$50 million. The bill terminates the "Fiscal Stabilization Fund" which provides funding increases to public broadcasting stations to offset reduced public donations. The bill also terminates the "Radio Interconnection" project that was completed in 2010. These programs were also terminated in the President's budget request as well as the Senate Democrats' most recent CR proposal.
- **Internet Technology Funds** (Social Security Administration) = -\$200 million. The CR reduces carry-over funding for information technology and telecommunication activities.

The funds in this account do not expire – essentially creating a "slush fund" which totaled over \$825 million at the beginning of fiscal year 2011. The SSA budget requested use of only \$200 million of this funding this year, and the reduction of \$200 million in this bill leaves more than sufficient funding available. This reduction was also included in the Senate Democrats' recent CR proposal.

- **Brownfields Redevelopment** (Housing and Urban Development Department) = -\$17.5 million. All activities undertaken by this program are also eligible for funding through the Community Development Block Grant. No funds were requested for this program in the President's budget request.
- **Railroad Safety Technology Program** (Federal Railroad Administration) = -\$50 million. The Department has not released significant grants under this program, and the technology is not yet fully developed. No funds were requested for this program in the President's request.
- Chief Administrative Officer Salaries and Expenses (House of Representatives) = -\$1.5 million. This CR reduces 38 unneeded and unfilled House operations positions, and reduces contractor funding within the House of Representatives.
- **Library of Congress Abraham Lincoln Bicentennial Commission** = -\$0.75 million. This commission is no longer in existence and therefore no funds are necessary.
- **International Fund for Ireland** (State Department) = -\$17 million. This funding was expected to end last year, and the program's annual report from last year states that they would not be seeking further contributions after 2010. This funding also was not requested in the President's budget request.

# **Earmark Terminations:**

The CR eliminates \$2.6 billion in earmark account funding that was automatically renewed in the CR approved by the previous Congress in December. In previous years, this funding would have gone to earmarked programs and projects. These earmark cuts include:

# Agriculture

- -\$24 million Animal and Plant Health Inspection Service Salaries and Expenses
- -\$37 million Natural Resources Conservation Service Conservation Operations

-\$30 million – Natural Resources Conservation Service – Watershed and Flood Prevention Operations

- -\$3 million Rural Community Development Grants
- -\$3 million National Center for Natural Products
- -\$3 million Agricultural Pest Facility
- -\$10 million Various Agricultural Grants
- -\$115 million Agriculture Research Service
- -\$122 million National Institute of Food and Agriculture Research and Education
- -\$11 million National Institute of Food and Agriculture Extension

#### Commerce/Justice/Science

- -\$5 million International Trade Administration Operations and Administration
- -\$2 million Minority Business Development
- -\$20 million –NIST Scientific and Technology Research
- -\$47 million NIST Research Facility Construction
- -\$99 million NOAA Operations, Research, and Facilities
- -\$18 million NOAA Procurement Acquisition and Construction
- -\$185 million State and Local Law Enforcement Assistance Byrne projects
- -\$91 million Juvenile Justice Programs
- -\$169 million Community Oriented Policing Services Technology projects
- -\$25 million Community Oriented Policing Services Methamphetamine projects
- -\$63 million NASA Cross Agency Support

#### Financial Services/General Government

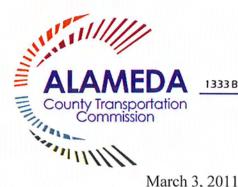
- -\$3 million Community Development Financial Institutions
- -\$2 million ONDCP Federal Drug Control Programs
- -\$2 million District of Columbia Chief Financial Officer (federal funds)
- -\$894 million GSA Federal Buildings Fund Construction
- -\$130 million GSA Federal Buildings Fund Repair and Alterations
- -\$16 million National Archives and Records Repairs and Restoration
- -\$59 million Small Business Administration Salaries and Expenses

# Interior

- -\$1 million Bureau of Land Management (BLM) Management of Lands and Resources
- -\$2 million BLM Construction
- -\$3 million BLM Land Acquisition
- -\$12 million Fish and Wildlife Service (FWS) Resource Management
- -\$10 million FWS Construction
- -\$22 million FWS Land Acquisition
- -\$10 million National Park Service (NPS) Historic Preservation Save Americas Treasures
- -\$6 million NPS National Recreation and Preservation Statutory or Contractual aid
- -\$23 million NPS Construction
- -\$17 million NPS Land Acquisition
- -\$7 million U.S. Geological Survey Surveys, Investigations, and Research
- -\$1 million Bureau of Indian Affairs Operation of Indian Programs
- -\$1 million Office of Insular Affairs Assistance to Territories
- -\$6 million Environmental Protection Agency (EPA) Science and Technology
- -\$26 million EPA Environmental Programs and Management
- -\$1 million EPA Buildings and Facilities
- -\$172 million EPA Tribal Assistance Grants
- -\$8 million EPA "Hunter's Point" project
- -\$0.4 million Forest Service (FS) Forest and Rangeland Research

- -\$6 million FS State and Private Forestry
- -\$1 million FS National Forest System
- -\$7 million FS Capital Improvement and Maintenance
- -\$30 million FS Land Acquisition
- -\$6 million FS Wildland Fire Management

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#### Alameda CTC Commission Meeting 03/24/11 Agenda Item 11A

1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Commission Chair Mark Green, Mayor - Union City

Commission Vice Chair Scott Haggerty, Supervisor - District 1

AC Transit Greg Harper, Director

Alameda County Supervisors Nadia Lockyer - District 2 Wilma Chan - District 3 Nate Miley - District 4 Keith Carson - District 5

BART Thomas Blalock, Director

City of Alameda Beverly Johnson, Councilmember

City of Albany Farid Javandel, Mayor

City of Berkeley Laurie Capitelli, Councilmember

City of Dublin Tim Sbranti, Mayor

City of Emeryville Ruth Atkin, Councilmember

City of Fremont Suzanne Chan, Vice Mayor

City of Hayward Olden Henson, Councilmember

City of Livermore Marshall Kamena, Mayor

City of Newark Luis Freitas, Vice Mayor

**City of Oakland** Councilmembers Larry Reid Rebecca Kaplan

City of Piedmont John Chiang, Vice Mayor

City of Pleasanton Jennifer Hosterman, Mayor

City of San Leandro Joyce R. Starosciak, Councilmember

Executive Director Arthur L. Dao Mr. Curt Pringle, Chair Board of Directors California High-Speed Rail Authority 925 L Street, Suite 1425 Sacramento, CA 95814

# Subject: The Altamont Corridor Rail Project: Request to Consider Full High Speed Rail Service to Eastern Alameda County

Dear Mr. Pringle:

The Alameda County Transportation Commission (Alameda CTC) received a presentation regarding The Altamont Corridor Rail Project – Preliminary Alternatives Analysis at our February 24, 2011 regular meeting. At this meeting, the Altamont Corridor Rail Project was described as, "a complementary regional rail service with a different purpose and need than the HST."

Alameda CTC believes that this assumption, under current conditions, results in a missed opportunity to provide premier high speed rail service from Los Angeles to the San Francisco Bay Area. While the Pacheco Pass alignment has been selected as the route to connect the mainline of the HST network with San Francisco, the Alameda CTC concludes that complexities along the alignment, combined with the recently demonstrated opposition from a number of sources along the route, represent significant challenges to the viability of that portion of the HST network being delivered in the timeframe currently anticipated. In this light, the Authority should take this opportunity to reconsider the Altamont Corridor Rail Project as a viable alternative to linking the HST network to the San Francisco Bay Area, not just a complementary service to the Pacheco Pass alignment, but as the primary service.

The Altamont Corridor Rail Project represents a lower cost, nearer-term alternative to the Pacheco Pass alignment by providing connections to San Francisco, Oakland, and San Jose via the existing Altamont Commuter Express Rail service and future connections to the Bay Area Rapid Transit (BART) system in the Tri-Valley area of eastern Alameda County. Ultimately, the Altamont Corridor Rail Project could be designed to allow Mr. Curt Pringle March 3, 2011 Page 2

High Speed Rail passengers direct access via BART to destinations in five of the nine Bay Area counties, San Francisco, Contra Costa, Santa Clara, San Mateo and Alameda, as well as access to transit connections for service to all areas within the nine-county Bay Area.

The Alameda CTC requests that the California High Speed Rail Authority reconsider the Altamont Corridor Rail Project as more than a complementary service and begin project development work to establish a full High Speed Rail connection to the ACE and BART rail systems in eastern Alameda County.

Please contact Mr. Art Dao, Executive Director of the Alameda CTC, with any questions. Mr. Dao can be reached via telephone at (510) 208-7402.

Sincerely,

MARK GREEN, Chair Alameda County Transportation Commission Mayor of City of Union City

Cc: file: Altamont Corridor Rail Project
 California High Speed Rail Authority Commissioners
 Mr. Roelof van Ark, Chief Executive Officer, CHSRA
 Mr. Dan Leavitt, Deputy Executive Director, Environmental Review and Planning
 Alameda County Transportation Commissioners
 Mr. Art Dao, Executive Director, Alameda CTC
 Ms. Beth Walukas, Manager of Planning, Alameda CTC