



Monthly Report on Measure B Activities

November 2010

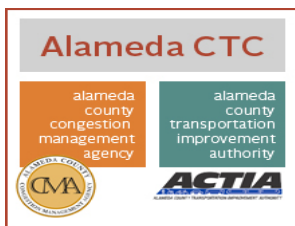






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SECTION 1

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

MEASURE B PROGRAMS

The Expenditure Plan provides funds for the following Measure B programs:

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

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

The newly created Alameda CTC Commission held its third Board meeting on October 28, 2010. Merger activities are continuing. For Measure B programs, the Commission is gearing up for end-of-year audits and compliance report submissions from all 19 jurisdictions for fiscal year 2009/2010. The audit reports are due December 27, 2010, and the compliance reports are due December 31, 2010.

On September 16, 2010, 36 people attended the End-of-Year Compliance Workshop at Alameda CTC offices, which gave jurisdiction representatives an overview of the reporting requirements and the opportunity to query key Alameda CTC staff about successful completion of year-end audits and compliance reports.

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

Bicycle and Pedestrian Safety

Pass-through Fund Programs: The Expenditure Plan allocates 5 percent of net revenues for bicycle and pedestrian safety. Alameda CTC distributes 75 percent of these funds monthly to local jurisdictions, based on population, and allocates the remaining 25 percent to countywide priorities, including, but not limited to, the Bicycle and Pedestrian Coordinator and a grant program.



Grant Programs:

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

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

The Alameda CTC continues to coordinate updates of Alameda County's Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan. The goal is to complete the two updates by 2011 and incorporate them into the next Countywide Transportation Plan and into the Regional Transportation Plan. The lead contractor, Eisen/Letunic submitted the first draft of both the pedestrian plan and bicycle plan "Vision/Goals Draft Chapters," along with appendices on September 22, 2010.

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

In spring 2010, MTC issued a call for projects for a new Climate Initiatives Program, which included \$2 million for creative and innovative Safe Routes to School (SR2S) programs. Cycles of Change, a local nonprofit organization, offering bicycle education and repair and a partner in the current Alameda County SR2S program, approached Alameda CTC staff and requested the agency accept the role of public sponsor and provide local matching funds to create a mobile bicycle repair and encouragement program using a vehicle that would regularly visit schools with SR2S programs, recreation centers, and other applicable sites. After evaluating the merits of the proposed program, and working with Cycles of Change to ensure that the program would supplement the new countywide SR2S program (to be funded with the MTC SR2S funding beginning July 2011), Alameda CTC accepted the role of public sponsor. As public sponsor, Alameda CTC approved up to \$65,000 in Measure B Bicycle and Pedestrian Safety Funds to secure the match for the \$500,000 competitive grant for *The BikeMobile: A Bike Repair and Encouragement Vehicle*, under the Metropolitan Transportation Commission (MTC) SR2S competitive grant program, a grant that Alameda CTC staff submitted to MTC in August 2010. MTC awarded the grant for the *The BikeMobile* in October 2010.



Local Streets and Roads

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

Mass Transit

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

Grant Programs:

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

The Expenditure Plan includes \$10 million (1998 dollars) for Express Bus Service programs. Six projects slated to improve express bus services in the County have been funded by just over \$6.6 million to date. A major hubs project and a bus park and ride improvement project are complete; one project was superceded; and three express bus line projects remain active. Alameda CTC staff continues to monitor the three active projects.

Paratransit

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



Grant Programs:

Program:	Measure B Special Transportation for Seniors and People with Disabilities Fund
Date Established:	2004
Allocations-to-Date:	More than \$9 million
Funding Cycles:	4
Grants:	52 projects and programs
Completed Projects:	28
Active Projects:	20
Closing Out:	3
Cancelled Projects:	1

Of the 28 complete projects (and two of the three projects closing out), two are capital projects focusing on software to enhance customer service; 14 are programs to improve and enable community members to travel with travel training, fare assistance, driver safety training, and medical return trips; and 15 projects offer services that range from medical trips and group recreational trips to special transportation for those with dementia. ACTIA staff and the Paratransit Advisory and Planning Committee (PAPCO) monitor all active projects.

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

Transit Center Development**Grant Programs:**

Program:	TCD Funds (local match and/or leverage funds)
Date Established:	2005
Allocations-to-Date:	More than \$1.1 million
Funding Cycles:	2
Grants:	8 projects, programs, and plans
Completed Projects:	5
Active Projects:	3

The Expenditure Plan includes \$2.7 million (1998 dollars) for Transit Center Development (TCD). Since June 2005, program funding has been allocated to the cities of Alameda, Pleasanton, and San Leandro for MTC's Station Area Planning Grants and Transportation for Livable Communities (TLC) projects; and to the cities of Berkeley (Ed Roberts Campus), Fremont, Livermore, and Oakland, as local match funds for MTC's TLC Program; and to the Alameda County Congestion Management Agency for the Transit Oriented Development Technical Assistance Program (TOD-TAP), to advance specific projects or studies related to implementation of TOD projects in Alameda County.



COMMUNITY RELATIONS/OUTREACH/PUBLIC INFORMATION

ACTIA Community Advisory Committee Reports

Four community advisory committees support the Alameda CTC. Committee activities are as follows, and committee agendas are on the Commission website (<http://www.alamedactc.com/events/month/now>).

Alameda County Paratransit and Advisory Planning Committee (PAPCO)

The Paratransit and Advisory Planning Committee met on Monday, October 25, 2010. PAPCO held a joint meeting with the Paratransit Technical Advisory Committee (TAC).

Attendees adopted the following final goals defined in the September 2010 meeting during the PAPCO portion of the meeting:

- PAPCO Development and Outreach – Continue development as an informed and effective community advisory committee; accomplish outreach in a variety of ways in all areas of the county.
- Policy Engagement and Input – Members stay informed on, and take advantage of, opportunities to provide input on a variety of topics.
- Coordination and Mobility Management Planning Process – Learn about, and contribute to, Alameda County’s Mobility Management process.
- Planning Efforts – Stay informed on, and contribute to, Alameda County/Regional planning efforts; expand focus to “complete community.”
- Fiduciary Oversight – Continue fiduciary oversight over pass-through and grant funding.
- Sustainability – Identify ongoing funding needs for paratransit and future call cycles.
- Participate in driver training, and serve as a resource to providers; and facilitate communication and resolution of consumer complaints.

The City of Alameda Paratransit Program also presented PAPCO with an update on the new Shuttle Service (pilot), Medical Return Trip Improvement Program (MRTIP), Premium Taxi Service, Group Trips, and the Scholarship Program. The City of Alameda Commissions and City Council are reviewing possible changes to streamline the paratransit programs as follows:

- Shuttle Service – Operate the west loop only on Tuesdays; create a new central loop for Thursdays; and revise the routes to cover a larger area.
- Taxi Services – Operate taximeter lift-equipped vans; restrict the taxi service within Alameda County; limit MRTIP vouchers due to abuse; place expiration dates on the vouchers; and terminate free trips.

The City of Hayward Paratransit Program also presented PAPCO with an update on its new Shuttle Service, a fixed route that can deviate on request. The cost of the new shuttle rides is free for the fixed stops and \$1 for deviated routes. Hayward terminated its Round-About Shuttle Service in April 2010. In addition, the paratransit program provides low-cost “door-to-door” transportation service to persons unable to use other forms of transportation independently.

During the TAC portion of the meeting, TAC shared with the Joint Committee some of its recent activities, particularly in the area of coordination and mobility management. Alameda CTC staff gave a summary report on the GAP Grant Cycle 4 Program. In addition, the Countywide Pedestrian and Bicycle Plans Working Group staff gave an update on the Countywide Bicycle and Pedestrian Plans, and requested feedback on the “Existing Conditions” chapters.



The next regular PAPCO meeting is scheduled for 1 p.m. on Monday, November 22, 2010 at the Alameda CTC offices, Suite 300. The next TAC meeting is scheduled for 9:30 a.m. on Tuesday, November 9, 2010 at Alameda CTC offices, Suite 300.

Bicycle & Pedestrian Advisory Committee (BPAC)

The Bicycle and Pedestrian Advisory Committee meeting on October 14, 2010 was cancelled. BPAC will meet on Thursday, December 9, 2010 from 5:30 to 8 p.m. at Alameda CTC offices, Suite 300. The topics for discussion are Countywide Pedestrian and Bicycle Plans, including feedback on the “Evaluation of Current Practices” and “Vision/Goals” chapters; review of unused grant funds for the San Leandro Slough Bridge; the half-day bicycle and pedestrian conference; an update on Alameda CTC 2010 Legislative program; and Bike to Work Day planning/funding.

Citizens Advisory Committee (CAC)

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

On October 21, 2010, the CAC met at Alameda CTC offices, followed by an open house along with the North County Transportation Forum presentations. The event focused on programs and projects funded by Measure B that are committed to improving access to transportation programs and services in North County.

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

Citizens Watchdog Committee (CWC)

On Monday, November 8, 2010, the CWC met at the Alameda CTC. The Committee received a presentation on ACTIA’s fiscal year 2009/2010 audit from the certified public accounting firm of Maze and Associates, Inc. Staff presented information on the CWC Annual Report Summary of Publications and the program compliance workshop at Alameda CTC on September 16, 2010. CWC members received a report on the CWC Ad-hoc Committee meeting with the City of Fremont and the City of Oakland regarding the cities’ ending balances. Alameda CTC staff gave updates on the ACTIA/ACCMA merger, reviewed Alameda CTC action items, and received a report on the Local Business Enterprise/Small Local Business Enterprise (LBE/SLBE) program.



The next regularly scheduled CWC meeting is at 6:30 p.m. on Monday, January 10, 2011 at the Alameda CTC offices, Suite 300.

Outreach Events and Activities

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

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

E-Newsletter

The theme for *ACTIA Reports*' November 2010 edition is *Destinations*. This edition focuses on the progress made by the Alameda CTC in 2010, and looks ahead to the Commission's vision for 2011. The November 2010 edition also introduces details about the Countywide Transportation Plan and the Transportation Expenditure Plan, which are in development, and spotlights programmatic efforts around Special Transportation and Bicycle and Pedestrian improvements. Copies of *ACTIA Reports* are available through the ACTIA portal of the Alameda CTC website (http://www.actia2022.com/app_pages/view/35), as well as through an online subscription. Hardcopies are also available at Alameda CTC offices on request.

Community Outreach

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

Recent and upcoming outreach events include:

- September 10 – 13th Annual Senior Resource Fair (City of San Leandro)
- September 12 – 36th Annual Solano Avenue Stroll (Albany and Berkeley)
- September 18th – Family Faith Day in the Park (Kaiser Permanente)
- September 19th – Newark Days Community Information Fair
- September 20 – I-580 Castro Valley Interchange Project Ribbon Cutting Ceremony
- September 30 – African American Leadership Commission Kick-off Meeting
- October 4 – Pedestrians Count! Data Modeling & Advocacy Workshop (California WALKS)
- October 6 – Hayward/Union City Business Expo
- October 14 – Annual Urban Economic Conference (Black Economic Council)
- October 28 – Halloween Senior Fair (American Golf Program for Senior Centers)
- October 29 – 3rd Annual Health Fair (Catholic Charities of the East Bay)



- November 18 – United Seniors of Oakland and Alameda County 20th Annual Convention
- December 2 – Alameda CTC Holiday Open House

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

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

The upcoming Central County Transportation Forum on January 20 will be at Hayward City Hall, 777 B Street, Hayward, CA 94541.

Speaker's Bureau: On request, the Commission hosts events or staff travels to organizations interested in Measure B projects and programs to make tailored presentations. A Speaker Request Form (http://www.actia2022.com/files/managed/Document/1578/Speaker_Request_Form_v4.pdf) is available for easy download and submittal at the ACTIA portal of the Alameda CTC website.

Recent and upcoming speaking engagements for Alameda CTC staff include:

- October 4 – Presentation to Pedestrians Count! Data Modeling and Advocacy Workshop
- October 10 – UC Berkeley Disabled Students Residence Program Presentation
- October 12 – Presentation by Art Dao at a Business Outreach Committee (BOC) Event
- October 19 – City of Alameda Rotary Club Meeting Presentation
- November 8 – Oakland Mayor's Commission on Persons with Disabilities Presentation

Countywide Pedestrian Walking Campaign: The Alameda CTC's Bicycle and Pedestrian Coordination and Media and Public Relations teams collaborated with staff on the development and launch of a Countywide Walking Campaign to address walking goals in the Countywide Pedestrian Plan, coinciding with the International Walk to School month of October 2010. The *Step into Life* campaign, which supports the Commission's focus on Active Transportation, has developed a web presence for the public at www.ridestridearrive.org, along with a companion marketing piece.



COUNTYWIDE TRANSPORTATION PLAN AND EXPENDITURE PLAN DEVELOPMENT

Steering Committee

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

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

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

The Steering Committee meeting on October 18, 2010 was cancelled. The next Steering Committee meeting date in January 2011 is to be determined. The current composition of the Steering Committee is as follows:

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

Community Advisory Working Group (CAWG)

At the July 19, 2010 Steering Committee meeting, members approved the appointments to the 27-member Community Advisory Working Group (CAWG). CAWG members encompass a broad array of perspectives in the areas of business, civil rights, education, the environment, faith-based advocacy, health, public transit, seniors and people with disabilities, and social justice. They will meet regularly to participate in making updates to the Countywide Transportation Plan and developing the Transportation Expenditure Plan.

The October 7, 2010 CAWG meeting provided an overview of the roles and responsibilities of its members, and a review of the calendar and meeting schedule. This meeting was also their first opportunity to offer feedback on the CWTP vision statement.

On December 16, 2010, Alameda CTC will host a joint CAWG and TAWG meeting from 3 to 5 p.m. Attendees will receive a presentation that includes an overview of Alameda County transportation, statistics, historical and financial scenarios, and information on other agencies. Also on the agenda will be a discussion regarding the education and outreach approach for the CWTP update and TEP development.



Technical Advisory Working Group (TAWG)

The TAWG provides technical input throughout the development of the Countywide Transportation Plan and Expenditure Plan. In an advisory capacity to the Steering Committee, TAWG receives information from and shares information with CAWG. As its name suggests, TAWG is a more technically oriented committee. TAWG members review and provide feedback on technical studies and polling conducted to develop the plans. Alameda County, cities, transit agencies, regional agencies, in addition to education, law enforcement, park districts, public health, and social services organizations, appointed TAWG members during late summer 2010.

The TAWG held its first orientation meeting on October 5, 2010 at the Alameda CTC offices. Committee members received an overview of the plans development scope and the preliminary implementation schedule, reviewed the TAWG roles and responsibilities and meeting ground rules, and provided feedback on the draft vision developed by the Steering Committee. In addition, members received the opportunity to share current planning activities within their jurisdictions.

The next TAWG meeting is a joint meeting with CAWG on December 16, 2010 in Alameda CTC offices, Suite 300.

Consultant Team to Lead Plan Updates

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

LEGISLATIVE ACTIVITIES

State Update

Governor Schwarzenegger signed the state budget on October 9, 2010 after the longest budget stalemate in history, including \$1 billion in line item vetoes. Over half of the vetoes were in health and human services programs and a \$107 million bond appropriation for local rail projects that feed into the high-speed rail system.

November 2, 2010, Election Results

The November 2 elections had profound effects for the county, the state, and the nation.



The Nation

House and Senate

At the national level, the large swing in membership from Democrat to Republican shifts the agenda and focus of that body. House Republicans gained over 60 seats. (At the time of this writing, some races are still being counted.)

The Speaker of the House, Nancy Pelosi, will pass the gavel to Jim Boehner (Ohio) at the New Year. In addition, there were a few surprises related to our work in transportation. Congressman Oberstar, Chair of the House Transportation and Infrastructure Committee, was defeated after serving 18 terms. Likely, the new chairman will be John Mica from Florida.

The largest losses for Democrats came in moderate to conservative seats, which may sway the Democratic Caucus toward a more liberal philosophy as opposed to prior to the election when it had to contend with a large conservative contingent. As a result, we may see increased polarization in the House and Senate on budget and spending issues, and a likely continuation of the moratorium on earmarks by the new House Majority.

On the Senate side, a narrowing of the rule occurred with a Republican gain of six seats, making the Democratic majority slimmer. Senator Boxer will continue as Chair of the Environment and Public Works Committee, which has jurisdiction over the highways portion of the surface transportation authorization bill.

Federal Dates to Watch	
Nov. 15	Post-election session of 111th Congress begins. Orientation sessions begin for incoming senators and representatives.
Nov. 16	Senate Democratic and Republican leadership elections.
Nov. 17	House Republican leadership elections.
Nov. 18	House Democratic leadership elections.
Dec. 3	The current, continuing appropriations law expires.
Jan. 1, 2011	Federal income tax rates scheduled to increase, reverting to pre-2001 levels.
Jan. 3, 2011	Terms of members of the 112th Congress begin (constitutional date). Swearing-in of members is likely to occur Jan. 4 or 5.
Feb. 7, 2011	Release of Obama 2011 budget
Mar. through Apr. 2011	Debt ceiling reached \$14.3 trillion, about \$600 billion over our current level. This will affect future spending.



Governorships

Major changes have occurred across the country with regard to governorships. California was one of the few states to vote Democratic in the Gubernatorial Race with Jerry Brown.

Across the country, the Republican tide swept through the governorship, shifting power from Democrats in 11 states at the time of this writing: Iowa, Kansas, Maine, Michigan, New Mexico, Ohio, Oklahoma, Pennsylvania, Tennessee, Wisconsin, and Wyoming. Estimates show that Republicans have not gained this many seats since the late 1920s. This will be something to watch closely as states will be redrawing congressional districts next year, which will likely influence the outcome of the 2012 presidential election.

The State – Propositions

Proposition 22: As you know by now, Proposition 22 was approved by 60.9 percent of the voters. This proposition contained numerous provisions aimed at protecting local funding sources. Proposition 22 has eliminated the ability for the state to borrow local property tax revenues from cities, counties, and special districts; it prevents the state from shifting redevelopment agency funds to schools; and it places greater protections on the local share of Highway User Tax Account (HUTA) funds. In addition, this proposition placed in the Constitution several changes intended to protect funding for highway projects and public transit programs.

The state has made significant changes on how transportation and transit funds are collected and allocated since the drafting of Proposition 22. In addition, enactment of this proposition raises several questions about how implementation will impact the 2010-11 state budget and transportation funding. The following issues will need to be resolved:

- The 2010-11 budget loans \$791 million in highway account and transit funds to the general fund. Proposition 22 prohibits loaning transportation funds to the general fund. Under this proposition, \$29 million would return to the Public Transportation Account, and \$762 million would return to the State Highway Account. The Legislature would be responsible for appropriating these funds.
- The gas tax swap provides nearly \$1 billion in fuel excise tax revenue each year to pay off transportation bonds. The Legal Analyst's Office (LAO) and others believe that Proposition 22 prohibits using transportation funds for general obligation bond debt payments. The LAO interprets Proposition 22 to require a public vote to authorize the use of excise tax dollars for debt service, even if the voters already approved the bonds. If the LAO's opinion is valid, nearly \$1 billion in additional funds will be deposited in the State Highway Account where the legislature may appropriate the funds for the Statewide Transportation Improvement Program (STIP), local streets and roads, or the State Highway Operation and Protection Program (SHOPP) projects.
- The 2010-11 budget uses \$254 million in Public Transportation Account (PTA) funds for bond debt costs. Proposition 22 prohibits the use of PTA funds for bond debt costs. These funds will likely return to the PTA for appropriation by the legislature.
- Starting with the 2011-12 fiscal year, 75 percent of funds deposited into the PTA are allocated to the State Transit Assistance (STA) program, and 25 percent to transit capital, which includes intercity rail operations. Under Proposition 22, these funds are split 50/50 between STA and transit capital, which reduces the amount of funding for transit operations.

Proposition 26: This proposition amends the Constitution to require a two-thirds vote to impose a fee or tax at the state or local level. The scope of raising local fees remains limited without a vote. The immediate impact of Proposition 26 is that it applies to any state laws passed on or after January 1, 2010. This includes the gas tax swap. Under this proposition, the legislature must adopt the gas tax swap again with a two-thirds vote within one



year to prevent the swap's repeal. If the legislature is unable to act on the gas tax swap, it is not clear what will happen next.

Local Activities

Measures: Five of the seven vehicle registration fees passed in the Bay Area, including those in Alameda, Marin, San Francisco, San Mateo, and Santa Clara counties. Contra Costa and Sonoma counties were not able to cross the 50 percent hurdle.

Elections: There have been some changes in city and transit agency leadership, and we have yet to see how those will affect the composition of the Alameda CTC. Two new Board of Supervisors members will join the Commission – Nadia Lockyer and Wilma Chan.

Sales Tax Measure Passage: The City of Union City passed a half-cent sales tax measure, and the City of San Leandro passed a quarter-cent sales tax measure. As Alameda CTC moves forward with the development of a new transportation expenditure plan, we will need to assess the impact of these measures on the plan.



MEASURE B CAPITAL PROJECTS

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

1986 Measure B Projects (ACTA)

1986 MEASURE B PROJECTS IN SCOPING PHASE

Central Alameda County Freeway System Operational Analysis (MB 240)

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

Castro Valley Local Area Traffic Circulation Improvement (MB 241)

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

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

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

- *Design Underway* – The Santa Clara Valley Transportation Authority (VTA) is leading the project development efforts for this project. Final design, right of way, and utility relocation efforts are underway and the project is expected to be ready for construction in summer 2011.
- *Construction Cash Flow* - The Santa Clara Valley Transportation Authority (VTA) is planning to advertise construction in summer 2011. However, to advertise the construction contract, all funding must be established and allocated. Significant funding is expected from the sale of excess right-of-way from the East-West Connector Project through the South County Local Alternative Transportation Improvement Program (LATIP), but may not be available in time for construction. The VTA and ACTA are exploring options to advance Measure B, or other local funds for the LATIP share of the funding.

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

- *Project Development Status and Coordination with BART, UPRR and Resource Agencies* – The Authority is currently developing the final design and acquiring necessary right-of-way for the project. The proposed alignment passes under UPRR at two locations and under BART at one location. The largest segment of the project, which includes all three rail crossings, also contains a portion of a redirected flood control facility. The railroad and BART crossings will require construction of new track structures, temporary



track detours around the work zone and relocation of five major fiber optic trunk lines. The project also modifies existing flood control facilities within the project area. The Authority is continuing coordination of project permitting requirements with affected railroad and resource agencies, including the Regional Water Quality Control Board, Alameda County Flood Control District and the Alameda County Water District.

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

1986 MEASURE B PROJECTS IN CONSTRUCTION PHASE

I-880/Route 92 Interchange (MB 175)

- *Construction Activities* - The project is under construction with an expected completion date of September 2011.
- *For Further Information* - Visit the Bay Area Toll Authority website: <http://bata.mtc.ca.gov>. Click on the following: Bridge Projects/RM1 Program/I-880/Route 92 Interchange/RM 1 Project Monitoring Program Report.

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

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

I-580/Redwood Road Interchange (MB 239)

- *Construction Activities* - In July 2005, the ACTA Board adopted Amendment No. 1 to the 1986 Expenditure Plan, which deleted the Route 238 (Hayward Bypass) Project and added four projects, including a commitment of \$15 million to the I-580/Castro Valley Interchange Improvements project also included in the 2000 Measure B Program. The I-580/Castro Valley Interchange Improvements Project is ACTIA Project No. 12. Construction began in September 2008. See ACTIA 12 project summary for construction status.

ACTIA Projects

ACTIA PROJECTS IN SCOPING PHASE

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

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

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

- *Project Study Report (PSR)* – The project sponsor has completed screening of preliminary project alternatives for a draft PSR. The sponsor is refining the study to focus on the Mission Boulevard corridor between I-880 and I-680 and on improvements that are feasible at the I-680/Mission Boulevard interchange. The PSR is expected to be completed and approved by Summer 2011.



ACTIA PROJECTS IN PRELIMINARY ENGINEERING/ENVIRONMENTAL PHASE

Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A)

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

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

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

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

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

Dumbarton Rail Corridor (DRC) (ACTIA 25)

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



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

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

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

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

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

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

East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement (ACTIA 19)

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

Route 84 Expressway (ACTIA 24)

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

In September 2010, the California Transportation Commission awarded Corridor Mobility Improvement Account (CMIA) bond funds to the project. The project will be constructed in two segments : the northern segment from south of Stanley Boulevard to Jack London Boulevard, will start construction in late 2011. Overall construction is anticipated to be complete in mid 2014.



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

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

ACTIA PROJECTS TO CONSTRUCTION IN 2010/2011**BART Oakland Airport Connector (OAC) (ACTIA 3)**

- *Award of Construction Contract* – On December 10, 2009, the BART Board authorized the award of the Design Build Operation Maintain (DBOM) contract to the Flatiron/Parsons Joint Venture (JV). In July 2010, the BART Board reaffirmed the award of the OAC design/build contract to Flatiron/Parsons JV for \$361 million (\$55 million or 13% below the Engineer's Estimate), contingent upon receipt of the Small Starts funds from the FTA and the \$20 million in state funds. Final action from the CTC (reaffirmation of STIP reprogramming and allocation) occurred in September 2010 following MTC approval of the STIP amendment and on September 16, the BART Board reaffirmed the award of the contract to Flatiron/Parsons JV and Doppelmayr following a commitment for reservation of the Small Starts funds to the project by FTA on September 15. The contract was awarded on September 23, 2010.

ACTIA PROJECTS IN CONSTRUCTION PHASE**Altamont Commuter Express Rail (ACTIA 1)**

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

BART Warm Springs Extension (WSX) (ACTIA 2)

- *Contract Award* – The BART Board awarded the Central Park Subway contract to the low bidder, Shimmick/Skanska Joint Venture with a bid of \$137 million (45% below the engineer's estimate) in July 2009 and project construction began in September 2009.
- *Construction Status* – The project is approximately 50% complete. The tunnel excavation and installation of the base and walls for the subway is in full production.
- *LTSS Procurement* - A Request for Qualifications (RFQ) was released in April 2010 and BART received qualification statements from five teams: Tutor Perini/Parsons Joint Venture; Whiting-Turner Contracting Company; Stacy and Witbeck Skanska Steiny Joint Venture; Kiewit Pacific Company; and Shimmick/Flatiron/Herzog Joint Venture. All five teams have been qualified to submit a proposal. The Request for Proposal (RFP) was released on September 24, 2010. Proposals are due in January 2011 and the award of the contract is expected in April 2011.

Downtown Oakland Streetscape Improvement (ACTIA 4)

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



Union City Intermodal Station (ACTIA 6)

- *Site Improvements* – Site improvements were substantially completed in December 2008. BART is negotiating final claims with the contractor and will closeout the project in conjunction with the closeout of the station improvements.
- *Station Improvements* –The project is nearing completion. Procurement and installation of the transit canopies delayed the station improvements and the project is now scheduled for completion by the end of 2010 with project closeout anticipated in early 2011.

I-680 Sunol Express Lanes (ACTIA 8)

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

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

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

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

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

- *Construction* - The contract was awarded to RGW for \$12.6 million (approximately 30% below the engineer's estimate) in July 2008. The Authority has contracted with S&C Engineers, Inc. as the construction management team for this project and construction began in mid-September 2008. The project is nearing completion. A ribbon cutting ceremony was held on September 20th, 2010 and the newly constructed on and off ramp to Redwood Road from I-580 were opened to traffic on September 21st, 2010. Punchlist and other contract closeout work are currently underway.

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

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

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

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



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

- *Construction Underway* – In July 2009, Caltrans awarded the western segment of the construction phase of the Eastbound I-580 HOV Lane Project, which includes this ACTIA funded auxiliary lane. Construction is underway and the auxiliary lane portion of work is complete and open to public traffic. Overall project completion and closeout activities will occur during 2011.

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

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

OTHER PROJECTS**Ironhorse Transit Route (ACTIA 9)**

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



ADMINISTRATION/FINANCE/HUMAN RESOURCES

Administration

Continue to Update Program Manual, including all policies and procedures

Alameda CTC approved the new benefits packet in the October meeting. Finance staff is in the process of requesting the follow-up PERS changes required to combine the two agencies under the Alameda CTC plan. Staff will present the new resolutions and actuarial studies to the Commission in the upcoming months.

Finance

Monitor investments to assure optimal returns, through investment advisors

The ACTIA/ACTA Annual Investments Report were presented to the FAC and the Board in September 2010. Though the report shows lower annual returns than prior year, it continued to outperform LAIF and the Alameda County Cash Pool. The first quarter investment report was presented to the FAC in November, with similar results. All investments were in compliance with the Investment policy.

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

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

Implementing training for staff – supervision/sensitivity/coaching

Staff will implement new supervisory training and certain staff training programs in the coming month for the combined Alameda CTC staff.

Implement competitive salary and benefit program to retain staff

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



SECTION 2

OTHER ACTIVITIES

None to report at this time.

SECTION 3

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

None to report at this time.

