



**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
(ACTAC)**

MEETING NOTICE

Tuesday, July 5, 2011, 1:30 p.m.
1333 Broadway, Suite 300
Oakland, California 94612
(see map on last page of agenda)

Chairperson: Arthur L. Dao
Staff Liaison: Matt Todd
Secretary: Claudia Leyva

AGENDA

*Copies of individual Agenda Items are available on the
Alameda CTC's Website at: www.alamedactc.com*

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

3.0 CONSENT CALENDAR

A/I

- 3.1 Approval of the Minutes of June 7, 2011 – **Page 1**
- 3.2 Review CTC Meeting Summary – **Page 7**
- 3.3 Review Local Streets and Roads Working Group (LSRWG) Meeting Summary
(No LSRWG meeting scheduled in July – no meeting summary this month)
- 3.4 Review Funding Opportunities
 - 3.4.1** New Freedom Program for Large Urbanized Areas – **Page 11**
 - 3.4.2** Notice of Call for Projects: Safe Routes to Transit Cycle IV – **Page 15**
- 3.5 Review MTC's 2010 Regional Pavement Condition Report (Pot Hole Report) – **Page 17**

4.0 ACTION ITEMS A/D/I

- 4.1 Approval of Transportation Fund for Clean Air (TFCA) Draft Program for the FY 2011/12 Remaining Balance – **Page 41**
- 4.2 Approval of Process for Capital Project element of Alameda County’s Safe Routes to School Capital Program – **Page 45**

5.0 NON-ACTION ITEMS D/I

- 5.1 Review Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information – **Page 49**
- 5.2 Review 2012 State Transportation Improvement Program (STIP) Fund Estimate – **Page 61**
- 5.3 Review 2011 Congestion Management Plan (CMP) Draft Capital Improvement Program (CIP) Table – **Page 67**
- 5.4 Review Potential MTC Block Grant Policies and Implications for Alameda CTC*
- 5.5 Review Measure B Programs and Vehicle Registration Fee Master Funding Agreements Process – **Page 81**
- 5.6 Review Proposed Caltrans’ Highway Design Manual Changes *
- 5.7 Review Project Eligibility Categories for Transportation Fund for Clean Air (TFCA) Program – **Page 83**

6.0 LEGISLATIVE PROGRAM UPDATE

- 6.1 Review Legislative Program Update – **Page 87**

7.0 STAFF AND COMMITTEE MEMBER REPORTS**8.0 OTHER/ADJOURNMENT**

NEXT MEETING: September 6, 2011.

Location: ACTIA Office, 1333 Broadway, Suite 300, Oakland, CA 94612.

Key: A – Action Item; I – Information Item; D - Discussion Item
* – Material will be available at the meeting

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

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



Alameda County Technical Advisory Committee (ACTAC)

Member Agency Roster **Fiscal Year 2010/11**

Chair, ACTC

City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda
ACE
AC Transit
BAAQMD
BART
Caltrans
LAVTA
MTC
Union City Transit
WETA

Glossary of Acronyms

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



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

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

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking: City Center Garage – Underground Parking, (Parking entrances located on 11th or 14th Street)



**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**

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**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF JUNE 7, 2011**

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

3.0 CONSENT CALENDAR

3.1 Approval of the Minutes of May 3, 2011

3.2 Review of CTC Meeting Summary

3.3 Review Joint Programming Delivery Working Group and Local Streets and Roads Meeting Summary

3.3.1 FY 2011 Federal Surface Transportation Appropriations

3.3.2 Federal-Aid Process Efficiencies Effort

3.3.3 Transportation Enhancement Delivery Update and Improvement Effort

3.4 Review Funding Opportunities

A motion was made by Frascinella (Hayward) to approve the consent calendar; Odumade (Fremont) made a second. The motion passed unanimously.

4.0 ACTION ITEMS

4.1 Approval of 2012 State Transportation Improvement Program (STIP) Principles

Todd requested ACTAC to recommend the Commission approve principles for the development of the 2012 STIP project list. Dao went over Resolution 08-006 and 08-018 with the ACTAC Committee. A motion was made by Landou (AC Transit) to approve the 2012 State Transportation Improvement Program (STIP) Principles; Odumade (Fremont) made a second. The motion passed unanimously.

4.2 Approval of 2011 Congestion Management Program Roadway Network

Suthanthira requested ACTAC to recommend the Commission approve the list of new Tier 2 CMP roadways in Table-1. New Roadways Identified for Tier 2 CMP Network and the policy for giving funding priority to deficient CMP segments. In April 2011 Commission meeting, out of the two options presented for determining how new roadways should be added to the CMP roadway network, option 2 to develop Tier 2 CMP roadways was approved. ACTAC provided feedback to staff regarding corrections needed to Table 1- New Roadways Identified for Tier 2 CMP Network. Staff requested that comments on the table be submitted by Thursday, June 16, 2011. Regarding giving funding priority to deficient CMP roadways, ACTAC made several comments including how a priority will be established among the existing CWTP priorities. A motion was made by Frascinella (Hayward) to approve the recommendation that the Commission approve the Tier 2 2011 Congestion Management Program Roadway Network incorporating ACTAC's comments and that guidelines for establishing funding priority be developed and brought back to ACTAC; Odumade (Fremont) made a second. The motion passed unanimously.

5.0 NON-ACTION ITEMS**5.1 Review of VRF Draft Program Guidelines**

Todd requested ACTAC to review the Vehicle Registration Fee Draft Program Guidelines. Todd provided ACTAC with an overview of the Coordinated/Consolidated Funding Agreements, Coordinated Opportunities, Timely Use of Funds Policy and Eligible Expenses. ACTAC thoroughly discussed multiple issues related to the guidelines. Staff summarized key issues of the discussion. It was noted that this item will also be brought to the PPC Committee and Board, and will be brought back to ACTAC in July. Lengyel went through the schedule for the new agreements for the Measure B programs. There was a general consensus that option to coordinate the VRF and Measure B agreements. This item was presented for information only.

5.2 Review Procedures for Forwarding Recommendations to the Committees and Board

Todd reviewed proposed procedures for forwarding ACTAC recommendations to the Committees and Commission. Todd reviewed the two scenarios for forwarding recommendations. Kunle (Fremont) indicated the recommended procedures should provide the Commissioners with the sufficient information regarding ACTAC recommendations. This item was presented for information only.

5.3 Review Draft Alameda Countywide Bicycle and Pedestrian Plan Vision and Priority Network

Stark requested that ACTAC provide input on the proposed Bicycle and Pedestrian Plans vision and priority capital projects networks for the Alameda Countywide Bicycle and Pedestrian Plans updates. A PowerPoint Presentation was provided for ACTAC. Stark informed ACTAC that comments were due by Friday, June 17, 2011. This item was presented for information only.

Staff recommended moving to Agenda Item 5.5. The Committee agreed.

5.5 Presentation of Results of San Leandro TOD TAP Project

Peter Reinhofer of Kimley-Horn provided ACTAC with a PowerPoint Presentation regarding the Best Practices for Transit Center Design. This item was presented for information only.

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

Walukas provided ACTAC with information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Transportation Expenditure Plan as well as the Regional Transportation Plan and the development of the Sustainable Community Strategy. This item was presented for information only.

6.0 LEGISLATIVE PROGRAM UPDATE**6.1 Review Legislative Program Update**

Lengyel provided a brief update on Legislation.

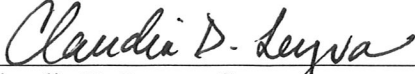
7.0 STAFF AND COMMITTEE MEMBER REPORTS

Bhat informed ACTAC that MTC formed a regional sub-committee to discuss inefficiencies in the federal aid process and propose ideas to combat those inefficiencies. Bhat will be providing a reports on the discussion of this committee. Bhat also informed ACTAC that the CIP Table information is due by 5pm on June 10th, 2011.

NEXT MEETING: July 5, 2011.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300,
Oakland, CA 94612.

Attest by:



Claudia D. Leyva, Secretary

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1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
JUNE 7, 2011
ROSTER OF MEETING ATTENDANCE
Alameda CTC COMMITTEE ROOM, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Claudia Leyva	ACTC	(510) 208-7400	Cleyva@alamedactc.org
2.	Nathan Landau	AC Transit	510-891-4992	Nlandau@actransit.org
3.	Donna Lee	BART	510-464-6282	dlee@bart.gov
4.	Bruce Williams	Oakland	510-438-7229	bwilliams@oaklandnet.or
5.	Ferd Del Rosario	DUBLIN	(925) 833-6637	ferd.delrosario@dublin.ca.gov
6.	Kunle Odumade	Fremont	510-494-4746	Kodumade@fremont.gov
7.	BOB ROSEVEAR	CALTRANS	510-256-5544	ROBERT-ROSEVEAR@DOT.CA.GOV
8.	Rosy Ehlert	City of Livermore	925-960-4512	rmehlert@ci.livermore.ca.us
9.	Keith R. Coake	San Leandro	510-577-3439	KCoake@sanleandro.org
10.	FAROOQ AZIM	UNION CITY	510-675-5368	FAZIM@unincity.org
11.	Zach Rehm	Piedmont	510-420-3050	zrehm@ci.piedmont.ca.us
12.	Don Francinella	Hayward	510-583-4781	donfrancinella@hayward.ca.gov
13.	OBAD KIHAN	Alameda	510-747-7138	OKIHAN@CI.Alameda.CA.US

- 14. Matt Nichols Berkeley 510-981-7068 nichols@cityofberkeley.info
- 15. Paul J. Keener Alameda County Public Works Agency (510) 670-6452 paulk@acpwa.org
- 16. Beth Walukas Alameda CTC 510/208-7405 bwalukas@alameda.ctc.org
- 17. ARTHUR DAO ACTC (510) 208-7401 Adao@alamedactc.org
- 18. Matt Todd Alameda CTC mtodd@alamedactc.org
- 19. Tess Lengyel Alameda CTC 510.208.7428 tlengyel@alamedactc.org
- 20. Mark Fedtkamp City of Piedmont 510-420-3064 mfedtkamp@cityofpiedmont.ca.gov
- 21. Laurel Preston Alameda CTC 510-208-7415 lpreston@alamedactc.org
- 22. PETER REINHOFER KIMLEY-HORN 925-398-4855 PETER.REINHOFER@KIMLEY-HORN.COM
- 23. Rochelle Wheeler Consultant to Alameda CTC 510-208-7471 rwheeler@alameda.ctc.org
- 24. VIVEK BHAT ALAMEDA CTC 510-208-7430 vbhat@alamedactc.org
- 25. Diane Stark ACTC dstark@alamedactc.org
- 26. Sarawana Suthanthiran ACTC ssuthanthiran@alamedactc.org
- 27. _____
- 28. _____
- 29. _____
- 30. _____
- 31. _____
- 32. _____
- 33. _____

Alameda County Items - Highlights of Topics and Actions

CTC Agenda Tab #	ITEM / DESCRIPTION	CTC ACTION
17	5-year summary forecast of Draft 2012 STIP Fund Estimate	Approved
18	Discussion on Draft 2012 STIP Guidelines	Information
77	Approval of Project for Future Consideration of Funding Negative Declaration for SR-84 in Alameda County. Widen and upgrade a portion of Route 84 from two lanes to four lanes in the city of Livermore. (PPNO 0081H, 0018G)	Approved
79	Relinquishment of right of way in the city of Pleasanton along Route 580 between Route 680 and Hopyard Road, consisting of collateral facilities.	Approved
98	Financial Allocation Amendment to de-allocate \$15,835,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from Segment 2 (from Portola Avenue to Hacienda Drive, PPNO 0112D) of the Route 580 Eastbound HOV Lane project in Alameda County, thereby reducing the original CMIA allocation of \$20,435,000 to \$4,600,000, to reflect contract award savings.	Approved
101	Financial Allocation Amendment to de-allocate additional \$945,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from Segment 1 (Widen and Realign Route 84 south of Isabel Avenue, PPNO 0115E) of the I-580/Isabel Interchange project in Alameda County, thereby reducing the original CMIA allocation of \$24,600,000 to a revised amount of \$16,830,000 to reflect contract award savings.	Deferred

*The June 2011 CTC Agenda can be accessed by visiting:
http://www.dot.ca.gov/hq/transprog/ctcbooks/2011/0611/000_Timed.pdf*

Alameda County Items - Highlights of Topics and Actions

104	Financial Allocation Amendment to de-allocate an additional \$804,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from Segment 2 (Construct new local roads north of Isabel Avenue, PPNO 0115F) of the I-580/Isabel Interchange project in Alameda County, thereby reducing the original CMIA allocation of \$3,900,000 to a revised amount of \$1,566,000 to reflect contract award savings.	Deferred
122	Project Amendment of the Corridor Mobility Improvement Account (CMIA) baseline agreements for Segment 1 and Segment 2 of the Route 84 Expressway Widening project in Alameda County.	Approved
123	Defer financial allocation of \$17,050,000 for the State administered Proposition 1B project for Segment 1 (from Concannon Boulevard to Jack London Boulevard) of the Route 84 Expressway Widening in Alameda County programmed in the Corridor Mobility Improvement Account (CMIA) Program.	Approved
124	Financial allocation of \$2,950,000 for capital support for the State administered Proposition 1B project for Segment 1 (from Concannon Boulevard to Jack London Boulevard) of the Route 84 Expressway Widening in Alameda County programmed in the Corridor Mobility Improvement Account (CMIA) Program.	Approved
125	Approval of Letter of No Prejudice (LONP), authorized under Assembly Bill (AB) 672, for Segment 1 (from Concannon Boulevard to Jack London Boulevard, PPNO 0081G) of the Route 84 Expressway Widening project in Alameda County.	Approved
144	<p>Defer Allocation of STIP-TE funds:</p> <p>MacArthur BART Station Renovation/Enhancement Entry Plaza Project (\$954,000).</p> <p>Coliseum Bay Area Rapid Transit (BART) Station Plaza and Pedestrian Improvements (\$885,000).</p> <p>Union City Intermodal Station BART Phase 2 project (\$3,000,000).</p>	<p>Approved</p> <p>Approved</p> <p>Approved</p>

*The June 2011 CTC Agenda can be accessed by visiting:
http://www.dot.ca.gov/hq/transprog/ctcbooks/2011/0611/000_Timed.pdf*

Alameda County Items - Highlights of Topics and Actions

156	Allocation of \$1,500,000 for the locally administered Seismic Retrofit of West Oakland Station and Platform State Transportation Improvement Program (STIP) Transit Assembly Bill (AB) 3090 Reimbursement project programmed in fiscal year (FY) 2011-12 in Alameda County.	Approved
157	Financial Allocation STIP funds for City of Union City's Intermodal Station Phase II (\$715,000)	Approved
165	Defer an allocation of \$10,000,000 for the City of Fremont's Kato Road Grade Separation project programmed in the Highway-Railroad Crossing Safety Account (HRCSA) Program	Approved
167	Defer allocation of \$8,215,000 for the locally administered Proposition 1B Bus Procurement in Alameda and Contra Costa Counties programmed in the State-Local Partnership Program (SLPP) Transit projects off the State Highway System.	Approved
188	City of Berkeley STIP Allocation Extension Request – 6 month extension Berkeley Bay Trail Extn. Segment1	Approved
199	<p>STIP Time Extensions</p> <p>AC Transit - 6-month extension for the period of project completion of the AC Transit Zero Emission Bus project.</p> <p>BART - 18-month extension for the period of project completion of the BART Transbay Tube Seismic Retrofit project.</p>	<p>Approved</p> <p>Approved</p>

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METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
1111 14th Street
ACTAC Item 3.4.1 - 07/05/11

Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Adrienne J. Tissier, Chair
San Mateo County

June 1, 2011

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

Potential New Freedom Applicants
San Francisco Bay Area

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

Tom Bates
Cities of Alameda County

RE: Call for Projects: New Freedom Program for Large Urbanized Areas – Cycle 4

David Campos
City and County of San Francisco

Dear Potential New Freedom Applicants:

Dave Cortese
Santa Clara County

The Metropolitan Transportation Commission (MTC) invites your agency or organization to submit applications for the New Freedom grant program. Successful applicants will receive Federal Transit Administration (FTA) funding to support new public transportation services and/or public transportation alternatives beyond those required by the Americans for Disabilities Act (ADA) of 1990. The available funding is \$3.7 million for projects that will serve the Bay Area's large urbanized areas (UAs). Caltrans conducts a separate application process for small UAs and non-UAs.

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

Program Requirements

Scott Haggerty
Alameda County

Project Eligibility

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

The eligibility requirements are:

Steve Kinsey
Marin County and Cities

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
Cities of San Mateo County

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spring
Solano County and Cities

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Examples of eligible public transportation *services* beyond those required by ADA include paratransit enhancements, feeder services, accessibility improvements to transit and intermodal stations not designated as key stations, travel training, and new and expanded fixed route and demand responsive transit services planned for and designed to meet the needs of individuals with disabilities. Examples of eligible public transportation *alternatives* beyond those required by ADA include the purchase of vehicles with wheelchair accommodations for vanpooling, administration of voucher programs, administration of volunteer driver programs, and mobility management.

Eligible Applicants

There are three categories of eligible applicants for New Freedom funds: a) private non-profit organizations; b) state or local governmental authorities; and c) operators of public transportation services, including private operators of public transportation services.

Federal/Local Share and Compliance with Federal Requirements

Funds can be used for capital and operating expenses. The federal New Freedom share of the total eligible cost can be no more than 80 percent for capital and mobility management projects and 50 percent for operating projects. The local share must be provided from sources other than federal transportation funds.

Recipients must comply with all pertinent federal requirements, including quarterly reporting of project progress and project performance.

Programming Targets

MTC seeks to program under this Call for Projects the FY2010 and FY2011 apportionments for the large UAs. The amounts are as follows:

Urbanized Area (UA)	Third Cycle Targets
Bay Area Large UA	\$3,752,897
Antioch	\$141,075
Concord	\$283,493
San Francisco-Oakland	\$2,212,018
San Jose	\$929,868
Santa Rosa	\$186,443

The urbanized areas are actually larger than the cities for which they are named. A map of the UAs is included in MTC's Program Guidelines. The above amounts are the target programming amounts for projects that will provide services within a given UA. Projects that will provide services in multiple UAs are eligible to apply for funds apportioned to all of the affected UAs.

How to Apply

The Program Guidelines contain detailed information on the New Freedom Program and this Large Urbanized Area Call for Projects. The guidelines and application forms are available at http://www.mtc.ca.gov/funding/new_freedom.htm.

Applications are due by 5:00 p.m. on Friday, August 5, 2011 to the addressee below.

Kristen Mazur
 Metropolitan Transportation Commission
 Joseph P. Bort MetroCenter
 101 Eighth Street
 Oakland CA 94607-4700.

A workshop for prospective applicants will be held from 10:00 a.m. to 12:00 p.m. on Tuesday, June 28, 2011 at MTC's office on 101 Eighth Street in Oakland (2nd floor Claremont Conference Room). Attendance is not required but encouraged.

Application Evaluation

After initial screening by MTC staff to determine eligibility, a panel consisting of Bay Area representatives of disabled population interests and MTC staff will evaluate and score the applications. Applications will be evaluated based on MTC-adopted criteria including: demonstration of need and expected benefits; evidence of coordination, partnership, and outreach efforts; and project readiness.

MTC reserves the right to waive minor irregularities in applications, and to request additional information from the applicants. Preliminary results are expected to be announced by October 2011.

We look forward to receiving your project applications. Please contact Kristen Mazur at kmazur@mtc.ca.gov or (510) 817-5789 if you have any questions.

Sincerely,



Alix Bockelman
Director, Programming & Allocations

AB: KM

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Notice of Call for Projects: Safe Routes to Transit Cycle IV

June 9, 2011

The Safe Routes to Transit grant program is pleased to announce its fourth Call for Projects.

Funded through Regional Measure 2, the \$20 million Safe Routes to Transit Program intends to reduce congestion on Bay Area bridge corridors by improving access and safety for bicyclists and pedestrians to and from regional transit stations. TransForm (formerly the Transportation and Land Use Coalition) and the East Bay Bicycle Coalition (EBBC) are administering this program with the Metropolitan Transportation Commission (MTC). Public agencies are encouraged to work with other potential co-applicants, and with other departments or divisions within their own agency, to submit multi-jurisdictional/multimodal project applications. \$4 million are available for awarding in this grant cycle.

Applications are due (no postmarks) at 3:00 P.M. on Monday, August 8, 2011. Applicants should provide four (4) complete unbound paper copies plus an electronic version, which can be included in your packet using a USB drive (please label if you would like for us to mail it back) or by uploading your complete application in one file at:

<http://www.transformca.org/campaign/sr2t/application-upload>

Applications should be sent to:

**SR2T Project Application
TransForm, Attn: Sandra Padilla
436 14th St., Suite 600
Oakland, California 94612**

Application Materials

The application, budget worksheets, FAQs, and scoring criteria are available on the internet at <http://www.transformca.org/campaign/sr2t>. If you do not have access to the internet, an application packet may be requested by contacting our staff.

Eligibility

Public agencies from the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma) are eligible to apply. Capital and planning projects are eligible, but operations and maintenance projects are not. To be eligible, a project must facilitate walking or bicycling to existing transit services, thereby increasing ridership on a regional transit system. Please see the FAQs for a detailed statement about eligibility.

Funding Available

\$4 million will be available for the 9-County Bay Area region for programming in Cycle IV (2011). This is the fourth of five (5) funding cycles that will take place during the ten year program, with funding cycles occurring every two years. Awards are competitive.

Schedule

June 9, 2011	Call for Projects released
June 24, 2011	<i>Optional Pre-Application Workshop (1 p.m. - 3p.m.: 436 14th St, Suite 600, Oakland)– At this workshop, SR2T staff will be available to answer questions about applications.</i>
August 8, 2011, 3:00 p.m.	Deadline for Applications
August-October, 2011	Projects reviewed by SR2T Advisory Committee
November, 2011	Recommended project list presented to relevant MTC committees
November/December 2011	MTC Commission approves Cycle IV SR2 grant awards
December 2011/January 2012	Recipients begin coordinating project initiation and receipt of funds with MTC and TransForm

Regional Grant Workshops

SR2T staff is available to make presentations about the grant program for public agencies upon request. Please contact the staff below to arrange a presentation. We will post any scheduled presentations on the SR2T webpage: <http://transformca.org/campaign/sr2t>

Pre-Application Workshop

This is not a presentation about the grant program, but rather an optional opportunity to drop in and discuss questions about your application and receive assistance from SR2T staff in person. Please bring any application materials with you.

Friday, June 24, 2011, 1 p.m. – 3 p.m.
436 14th St, Suite 600. Oakland, CA

Staff Contacts

If you have any questions, please contact

Sandra Padilla
TransForm
(510) 740-3150 x304
sandra@TransFormCA.org

The Pothole Report: Can the Bay Area Have Better Roads?

June 2011



METROPOLITAN
TRANSPORTATION
COMMISSION

ACTAC Item 3.5 - 07/05/11



MTC Commission

Adrienne J. Tissier, Chair
San Mateo County

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

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

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Mark Green
Association of Bay Area Governments

Scott Haggerty
Alameda County

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

Steve Kinsey
Marin County and Cities

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
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The Pothole Report: Can the Bay Area Have Better Roads?

June 2011

Metropolitan Transportation Commission

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Executive Summary

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The condition of pavement on the Bay Area's local streets and roads is fair at best. The typical stretch of asphalt shows serious wear and will likely require rehabilitation soon. At 66 out of a possible 100 points, the region's average pavement condition index (PCI) score is now far closer to the 60-point threshold at which deterioration accelerates rapidly and the need for major rehabilitation becomes much more likely than to the 75-point score that MTC established as a target for roadway quality in its long-range *Transportation 2035 Plan* adopted in 2009. Indeed, despite efforts by the Commission and the region's local governments, overall conditions on our 42,500 lane-miles of city streets and county roads essentially are the same as they were in 2001, a decade ago.

Improved pavement quality can play a small but important role in meeting state targets for curbing greenhouse gas emissions. Not only does better pavement promote better vehicle fuel economy (and hence fewer emissions), but low-cost preventive maintenance also requires less asphalt and fewer heavy truck trips than major roadway rehabilitation projects, and new, cleaner application methods can also cut down on emissions. As the Bay Area works to achieve state targets for greenhouse gas emission reductions and to develop the Sustainable Communities Strategy mandated by state Senate Bill 375 (Steinberg, 2008), the time is right for an updated analysis of the region's local streets and roads.

Fresh Data, New Developments

Building on the foundation established in MTC's original *Pothole Report*, published in 2000, this update includes both a primer on the cost and life cycle of pavement and a comprehensive look at the current state of the Bay Area's local streets and roads network, featuring a jurisdiction-by-jurisdiction ranking of the 2010 PCI scores of the region's nine counties and 101 cities. This report also provides a briefing on two important new developments in the pavement management field:

- **Cold In-Place Recycling:** a relatively new and highly promising technique that has been shown to cut asphalt rehabilitation costs by 20 percent to 40 percent, and to reduce greenhouse gas emissions from pavement repair projects by eliminating the need to produce new paving material or transport it to the worksite; and
- **Complete Streets:** a design approach for urban neighborhoods in which the entire streetscape, from sidewalk to sidewalk, is geared for safe access and use by pedestrians, bicyclists and transit riders as well as motorists. Common ele-

ments typically include bike lanes, sidewalk bike racks, transit stops, pedestrian signals, street trees and curb ramps. Building Complete Streets requires a somewhat larger construction investment, but the benefits of this spending are spread to a wider spectrum of road users.

Scarce Funding Puts Premium on Prevention Practices

Funding for roadway maintenance typically comes from a range of sources, including the state gasoline tax, county sales taxes, and local sources such as city or county general funds, bonds and traffic-impact fees. But as the need for maintenance grows, the available funding from these sources has been shrinking. Not only are general fund contributions declining, but the state gas tax loses an average of 3 percent of its purchasing power each year due to inflation. County transportation sales taxes typically dedicate less than 25 percent of revenues to local street and road maintenance, and receipts from these taxes have fallen sharply in recent years due to the deep economic recession that began in 2007.

To help cities and counties get the biggest bang for their buck, MTC has long advocated pavement preservation. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary. All 109 Bay Area jurisdictions — and over 300 additional public agencies nationwide — now use MTC's StreetSaver® pavement management software to inventory their street networks, determine maintenance needs and devise maintenance programs based on available revenues.

Fixing the Fiscal Pothole

While pavement quality has rebounded slightly in recent years and now stands about where it did a decade ago, the challenge of boosting the regional average to “good” (a goal of MTC's *Transportation 2035 Plan*) is more daunting — and more expensive — than ever.

MTC estimates that meeting the Transportation 2035 goal of a local street and road network in “good” condition (average PCI score of 75) will require \$25 billion, or \$1 billion a year through 2035. This level of investment is nearly three times higher than the current \$351 million spent annually by all sources on roadway maintenance. Fixing this fiscal pothole will be a local and regional challenge as we move toward adoption (in 2013) of *Plan Bay Area*, the comprehensive regional plan that will guide transportation investment in the nine Bay Area counties through 2040.





Pavement Preservation and Pavement Management

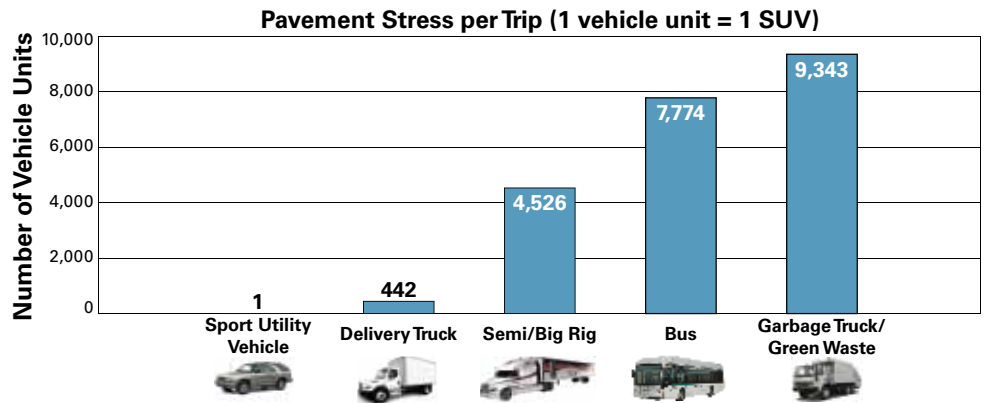
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Streets and roads take a beating under the weight of traffic. The first sign of distress on surface pavement is usually cracking. While cracks may not immediately alter the pavement’s ride quality, they expose the sub-base of the roadway to water leaking through the surface layer. In time, water erodes pavement strength and cracks begin to lengthen and multiply, forming networks of interconnected cracks referred to as “alligator cracking.”

At this point, the pavement is no longer able to sustain the weight of traffic and the cracked pavement disintegrates, forming depressions more familiarly known as potholes. Since potholes result from damage to the roadway’s sub-base, once they appear — regardless of whether or not they are patched — the roadway will continue to deteriorate until it reaches a failed state.

Heavy vehicles such as trucks and buses put far more stress on pavement than does a passenger car. A bus exerts more than 7,000 times the stress on pavement than does a typical sport utility vehicle. And a garbage truck exerts more than 9,000 times as much stress as an SUV. Not surprisingly, cracks appear more quickly on streets with large traffic volumes and/or heavy use by trucks and buses. And these roadways need maintenance more frequently than residential streets with comparatively light vehicle traffic.

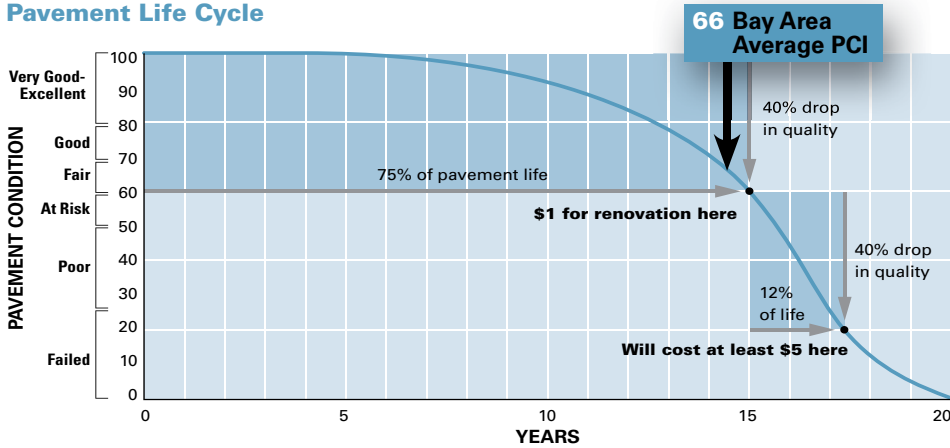
Relative Impact of Vehicle Types on Pavement Conditions



Source: Pavement Engineering, Inc.

About 28 percent of the Bay Area’s local road mileage consists of arterial and collector roadways, which are heavily used by both trucks and buses. The pounding that pavement receives from trucks and buses can be especially problematic in more rural parts of the Bay Area, where many roadways have not been designed to accommodate heavy vehicles but which are nonetheless used by growing numbers of trucks carrying goods between farms and cities.

Pavement Life Cycle



Time varies depending on traffic, climate, pavement design, etc.

The most cost-effective way to maintain a roadway is to address cracks in the pavement as soon as they surface. Just as regular oil changes are far less expensive than a complete engine rebuild, it is five to 10 times cheaper to properly maintain streets than to allow them to fail and then pay for the necessary rehabilitation (see chart above). Deteriorating pavement carries private costs as well. A 2010 report by TRIP, a nonprofit organization that researches, evaluates and distributes technical data on highway transportation issues, estimated that drivers in the San Francisco-Oakland area pay an extra \$706 in annual operating costs for each vehicle as a result of roadway conditions¹.

The Importance of Early Intervention

The Bay Area has long emphasized the importance of early intervention through the adoption of proactive maintenance strategies, better education in pavement preservation concepts, and regional policies that give cities and counties incentives to practice pavement preservation on their street and road networks. MTC's *Transportation 2035 Plan* reaffirms this overall approach by conditioning regional funds for local street and road maintenance not only on need and level of system usage but also on preventive-maintenance performance.

By contrast, cities and counties that spend almost all of their paving budgets to fix only a handful of failed roadways, instead of proactively maintaining a much larger percentage of their network that is still in good condition, are practicing what is known as a "Worst First" strategy. With this approach, the good roads for which maintenance is deferred soon fall into disrepair and require more extensive and costly treatments.

Best and Worst Bay Area Roads

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 Many factors affect city's or county's pavement condition index, or PCI score. These include pavement age, climate and precipitation, traffic loads and available maintenance funding. A municipality with new housing developments and new streets may have a high overall PCI, while an older, urbanized jurisdiction may have a much lower PCI, even though both are practicing pavement preservation. Cities and counties that practice preventive maintenance will have lower long-term pavement costs and will safeguard their investment in local streets and roads. For a full listing of Bay Area jurisdictions' pavement conditions, please go to page 15.

Bay Area Jurisdictions With Best and Worst Pavement Conditions in 2010, Based on 3-Year Average PCI Scores

Best PCI Ratings	Worst PCI Ratings
Brentwood – 86	Rio Vista – 42
Belvedere – 84	Larkspur – 45
Dublin – 82	Sonoma County – 45*
Los Altos – 82	St. Helena – 46
Foster City – 81	Orinda – 49

*Unincorporated area

- MTC pavement management software designed specifically for cities and counties.
- Over 400 users including Seattle, Portland, San Francisco, San Jose, Stanford University, US Forest Service
- Available online anytime, and anywhere with Internet access at www.streetsaveronline.com



Jerry Bradshaw

El Cerrito streets have had a major makeover, funded in part by revenues from a voter-approved sales tax.

Bay Area governments’ support for the preventive-maintenance philosophy — and their shift away from the ineffective “Worst First” strategy — has helped cities and counties squeeze the most out of existing resources. Indeed, the quality of Bay Area pavement (on average) actually increased slightly from 2005 to 2008, despite the fact that growth in maintenance revenues failed to keep pace with increases in the cost of paving materials.

El Cerrito: A Pavement Success Story

In 2006, the city of El Cerrito’s local street network was in poor condition (single-year PCI score of 48) and the city had a backlog of more than \$21 million in maintenance work. Four years later, the city had boosted its single-year PCI score to 85 and had trimmed its maintenance backlog to just \$500,000. How did El Cerrito improve pavement conditions so much and so quickly?

After launching a public outreach campaign that included citizens, city council members and public works staff, El Cerrito won passage of a half-cent sales tax measure in 2008 for a Street Improvement Program. With \$2.1 million in sales tax revenues, augmented by \$10.5 million in bond proceeds and \$1.8 million in grant funds, the city improved pavement conditions and created a direct, local source of revenue for future maintenance. The biggest impact of the Street Improvement Program was El Cerrito’s ability to reduce its maintenance backlog. The city also resurfaced 68 percent of its streets, built over 400 new curb ramps and replaced 50 storm drain crossings.

El Cerrito’s Pavement Program and Conditions, 2006 vs. 2010

	2006	2010
Single-year PCI score	48 (Poor)	85 (Very Good)
PCI: 3-year moving average	53 (At Risk)	62 (Fair)
Maintenance backlog	\$21.2 million	\$500,000
Annual budget needed to maintain PCI	\$1.3 million	\$500,000
Annual average funding level	\$250,000	\$500,000

Pavement Management Boosts Preservation Returns

Building on pavement preservation principles established by the Federal Highway Administration², MTC developed a pavement management software package called StreetSaver[®] to assist local agencies in maintaining their roadways. StreetSaver[®] integrates the three main pavement preservation components: preventive maintenance, minor rehabilitation (non-structural) and routine maintenance activities, as well as pavement rehabilitation and reconstruction.

Today, all 109 Bay Area jurisdictions — and more than 300 additional public agencies nationwide — use StreetSaver[®]. The software allows cities and counties to inventory their street networks, determine their maintenance needs and devise maintenance programs based on available revenues. The software develops a list of recommended treatments,

classified as preventive maintenance, minor rehab or major rehab, or reconstruction, and prioritizes treatments based on a weighted effectiveness ratio. Within the constraints of each jurisdiction's budget, the software selects the most cost-effective treatments for implementation and defers the remainder.

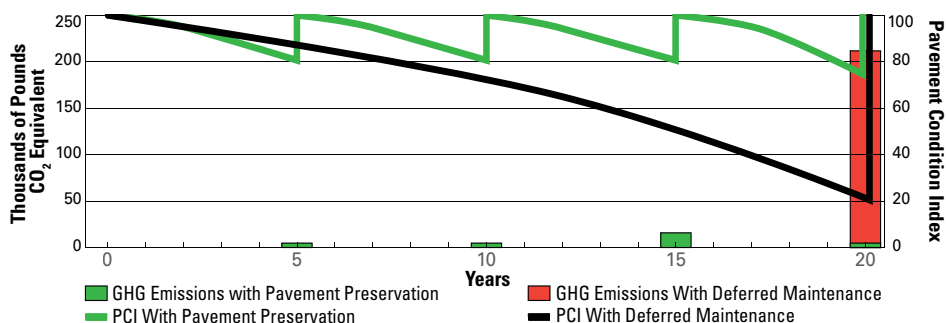
As with any other software package, StreetSaver®'s effectiveness depends on the input of reliable data. So for StreetSaver® to work, public works staff must promptly enter updated information about maintenance treatments once the treatments have been applied.

Reduced Greenhouse Gas Emissions

In addition to long-term cost savings, pavement preservation and pavement management strategies pay dividends by reducing the greenhouse gas emissions associated with both vehicle use and roadway construction. According to a June 2009 Caltrans report, *Prioritization of Transportation Projects for Economic Stimulus with Respect to Greenhouse Gases*, smooth pavement reduces GHG emissions by improving vehicles' fuel economy. The report also notes that more-frequent, low-cost treatments produce fewer emissions than do major rehabilitation projects made necessary by deferred maintenance (see graph below). This is due to the need to produce less asphalt or other paving materials, and the need for fewer truck trips to transport materials to and from the worksite.

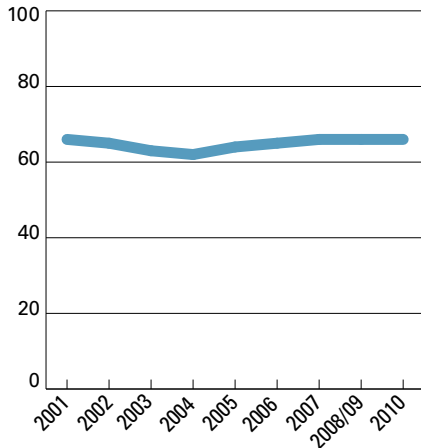
Pavement rehabilitation and reconstruction requires large amounts of energy to acquire and process raw materials, transport materials to the construction site, apply the materials, and remove, haul away and discard old materials. Over a 20-year period, these processes combined produce an estimated 212,000 pounds of GHG emissions per lane mile of roadway. Pavement preservation treatments, by contrast, would emit about 30,100 pounds of GHGs over this time, even when done more frequently. This 20-year savings of more than 180,000 pounds of GHG emissions is equivalent to taking 15 cars off the road for a year for each lane mile that is properly maintained. And because preservation treatments keep the roadway in better condition, more motorists are able to travel at steady speeds — and fewer are required to slow down to avoid potholes — thus promoting better fuel economy and even lower GHG emissions.

GHG Emissions With Pavement Preservation vs. Deferred Maintenance³



- Provide a systematic way of gauging pavement conditions, and present a series of steps for using this information to identify and schedule the most appropriate treatments.
- Help cities and counties make more efficient use of public funds by allowing them to immediately put any available new moneys to their most cost-effective use.
- Allow local governments to predict what conditions would be at different levels of funding, and to quantify the consequences of underfunded road maintenance.
- Allow local governments to establish performance-based funding allocation policies.
- Reduce governments' overall maintenance spending once the management system reaches its goal of getting all pavement segments to the condition where preservation is the primary strategy being applied.
- Build support for increased funding by systematically tracking pavement inventories, conditions and maintenance activities across multiple jurisdictions.

Bay Area Pavement Condition Index (PCI) Scores, 2001–2010*



*PCI scores are 3-year moving averages, except for 2001 and 2002, which are single-year scores, and 2008/09, which is a 3-year moving average computed from individual-year scores for 2006, 2007 and 2009.

Regional Pavement Condition Summary

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The Bay Area’s local street and road network comprises nearly 42,500 lane miles of roadway, and includes not only paved surfaces but also the curbs and gutters, sidewalks, storm drains, traffic signs, signals and lights that are necessary for functioning roadways. To replace this network would cost at least \$50 billion. The roadway network provides access to jobs, homes, schools, shopping and recreation, and is vital to the region’s livability and economic health. As with any asset, regular maintenance is required in order to ensure serviceability.

Every year, local jurisdictions analyze pavement conditions to help gauge their success in maintaining their local street and road networks. MTC, in turn, collects this information to determine regional state of repair. MTC and local jurisdictions use a Pavement Condition Index (PCI) score that rates segments of paved roadways on a scale from 0 to 100. MTC looks at the percentage of the region’s roadways that fall into various condition categories, ranging from a low of “failed” to a high of “excellent.” The classifications used in the regional pavement condition analysis are shown in the following table:

Very Good-Excellent (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of distress.
Good (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or spalling, which occurs when the top layer of asphalt begins to peel or flake off as a result of water permeation.
Fair (PCI = 60-69)	Pavements at the low end of this range have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly.
At Risk (PCI = 50-59)	Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories.
Poor (PCI = 25-49)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.
Failed (PCI = 0-24)	Pavements need reconstruction and are extremely rough and difficult to drive.

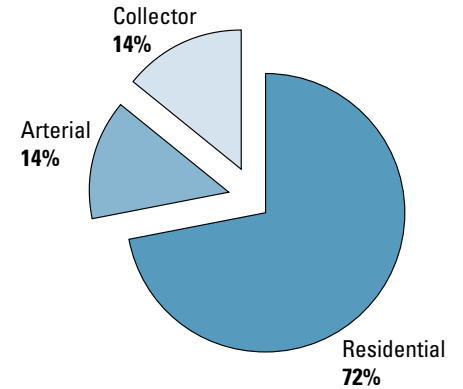
The 2010 pavement condition analysis shows that Bay Area streets and roads have a three-year moving average PCI score of 66, which is unchanged from the same calculation for 2009. This score falls in the “fair” range, indicating that the typical city street or county road is becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. The stability of the Bay Area’s average PCI score is mirrored in the percentage of lane miles included in the various pavement quality classifications in recent years. As the bar graph below shows, roadways in the “excellent” or “very good” ranges account for about one-third of the paved lane miles in the nine-county region. Another one-third falls in the “good” or “fair” ranges, while the final third is classified as “at-risk,” “poor” or “failed.”

Functional Classifications

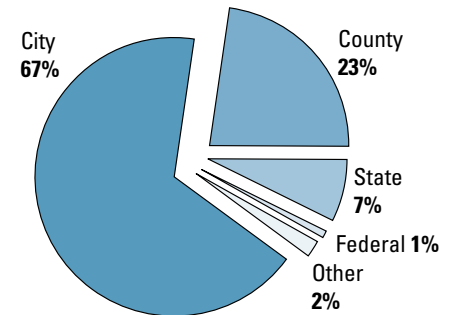
Just as there are different ranges of pavement quality, so too are there various classifications for local streets and roads. A roadway’s “functional classification” is determined primarily by the number of vehicles that use it. About 70 percent of roadways are residential (see chart at right). These are the streets and roads that run through neighborhoods and carry few buses or trucks, other than waste management vehicles. Collector roadways serve to “collect” traffic from the residential streets and deposit them onto arterials, which carry the most car, truck and bus traffic, and which typically provide an outlet onto state highways or freeways. Arterials also function as alternatives to highways and freeways to relieve traffic congestion. Federal funding can be used only on roadways that have a functional classification of collector or arterial, or roughly 28 percent of the Bay Area street system.

Local streets and roads, which are owned and maintained by cities or counties, account for 90 percent of the Bay Area’s total lane mileage. State highways (including interstate highways) are maintained by Caltrans and comprise about 7 percent of total mileage. Roadways that fall under the responsibility of the federal government primarily include those in national parks, reserves, tribal lands and military installations. About 2 percent of roadways are either privately owned, or are owned and maintained by special districts such as the California Department of Parks and Recreation or the Golden Gate Bridge, Highway and Transportation District.

Bay Area Local Roadway Characteristics ACTAC Item 3.5 - 07/05/11 Functional Classification of Local Street and Road Network, by Percentage of Mileage



Ownership of Maintained Roads in Bay Area, by Percentage of Mileage (2008)

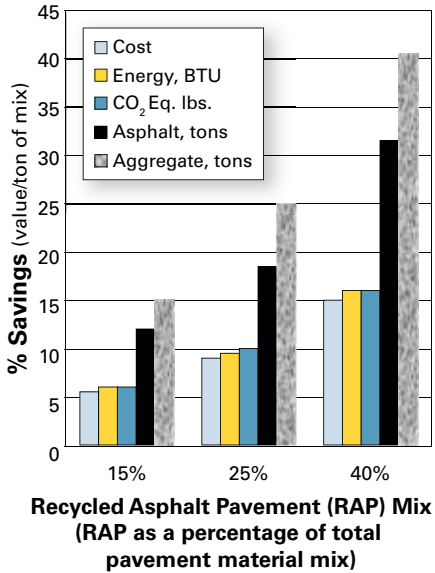


Pavement Conditions on Bay Area Local Roadways, 2006–2010 (% of lane miles)



■ Excellent or Very Good
 ■ Good or Fair
 ■ At Risk
 ■ Poor or Failed
 ■ No Data

Cost, Energy, Materials and Greenhouse Gas Reduction Associated with Recycled Asphalt Pavement (RAP)⁴



Pavement Recycling: Seeing Green in New Technology

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State law obliges MTC and other regional agencies to work together with local governments to reduce greenhouse gas emissions related to transportation. Promising innovations in pavement maintenance, including alternative methods of construction and the use of sustainable materials and technologies, highlight an opportunity to not only move the GHG needle in the right direction but to reduce cities’ and counties’ long-term maintenance costs as well. And unlike other strategies for reducing GHG emissions, these innovations can deliver immediate benefits — with no large-scale behavioral changes required.

Cold In-Place Recycling

Several Bay Area municipalities already are experimenting with a relatively new technology known as Cold In-Place Recycling (CIR), which eliminates the need for the extraction and processing of raw materials, as well as the transportation and lay-down of finished asphalt-concrete (the main material in pavement resurfacing). On average, each lane mile paved with CIR instead of conventional hot-mix asphalt reduces CO₂ emissions by 131,000 pounds — or more than 400 percent — at a cost 20 to 40 percent below that of conventional techniques.

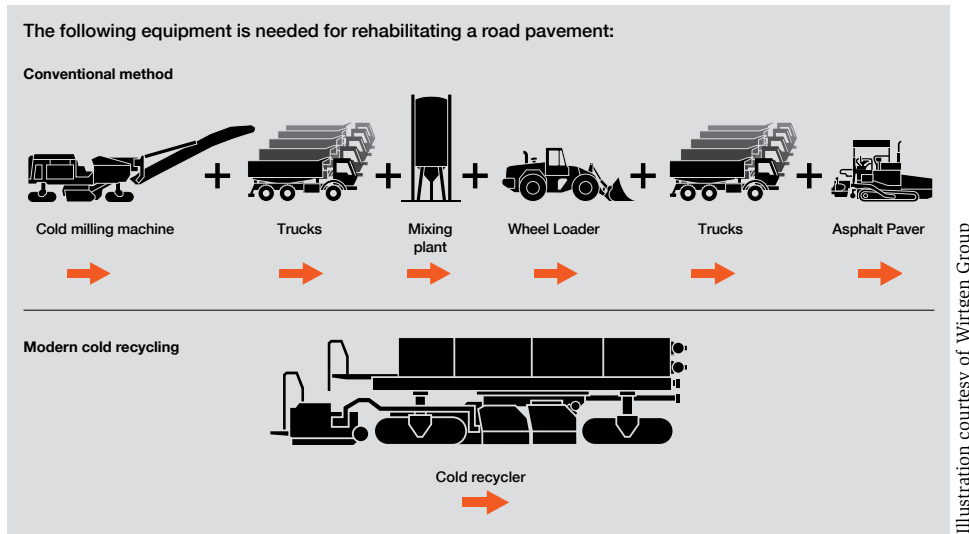
Because CIR requires the use of specialized machinery, local governments typically bid out these jobs to contractors who are experienced in the use of this equipment. A CIR “train” travels down the roadway, cold-planing the existing pavement to a depth of two to eight inches. As soon as the first machine scoops up the pavement, a second pulverizes and mixes it with additives, while a third machine replaces and then smooths the mix back onto the roadway.

MTC recently awarded a \$2 million grant through its Climate Initiatives Program to help finance a joint CIR demonstration project by Sonoma County and the city of Napa, with the intention of piloting the use of this technology for possible applications elsewhere in the Bay Area. The grant includes funds for outreach to familiarize other jurisdictions with the benefits of CIR. Planned outreach elements include site visits, video and sample technical specifications for use by other cities and counties. All climate grants will be evaluated for effectiveness in reducing greenhouse gas emissions.

Off-Site Recycling

Another way in which road maintenance and construction are becoming more green is the off-site recycling of asphalt. In this process, workers remove asphalt and transport it to a plant for reprocessing, where machines grind up and mix the recycled material with fresh asphalt, and then apply the mix — known as recycled asphalt or RAP — to the roadways. (Graph at upper left shows cost, energy, materials and greenhouse reductions possible with RAP.)

Road Rehabilitation Equipment: Conventional vs. Cold In-Place Recycling



The image above shows the traditional paving equipment that would be replaced by Cold In-Place Recycling. Studies show that for each lane mile treated with CIR instead of conventional paving methods, the GHG emissions savings are equivalent to removing 11 cars from the road for one year. With 42,500 lane miles of local roadways in the Bay Area, the potential impact is enormous.

While off-site asphalt recycling does not deliver the scale of greenhouse gas reductions offered by CIR, it does limit the need to secure, process and transport virgin materials. The quality of recycled asphalt has improved greatly in recent years, and now meets or exceeds the quality of virgin materials. Caltrans has set a target of 15 percent recycled asphalt in highway paving projects statewide. Local jurisdictions across the nation are experimenting with even higher percentages of recycled asphalt.

Just as asphalt is being recycled and reused in roadway maintenance, other materials such as roofing shingles and rubber tires are getting second lives as roadway surfacing materials. Rubberized asphalt concrete — made with a combination of regular asphalt concrete and ground-up tires — produces highly durable, skid-resistant and quiet pavement surfaces while using a material that would otherwise end up in landfills. One lane mile of roadway paved with a two-inch-thick surface of rubberized asphalt concrete consumes about 2,000 scrap tires.

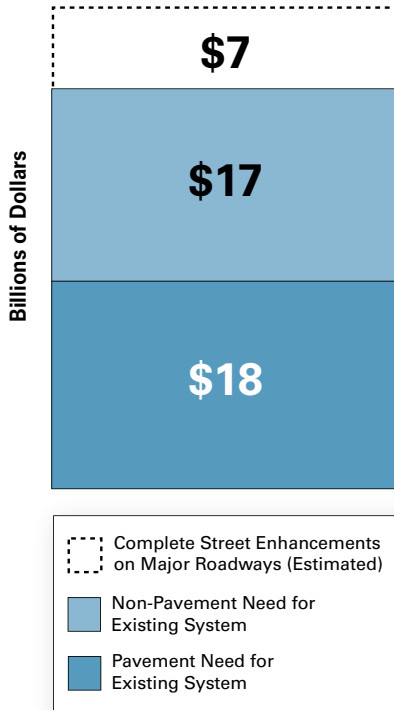
The state of California launched a Rubberized Asphalt Concrete (RAC) Grant Program through its CalRecycle initiative to decrease the environmental impacts from the illegal disposal and stockpiling of waste tires. Any California city or county is eligible to apply for a RAC grant through CalRecycle.⁵

Rubberized Asphalt Concrete



According to the U.S. Environmental Protection Agency, about 12 million tires are converted into rubberized asphalt concrete annually.

**Cost to Maintain Bay Area
Local Streets and Roads,
2010-2035, Including Complete
Streets Enhancements**



Complete Streets: Safer, More Livable

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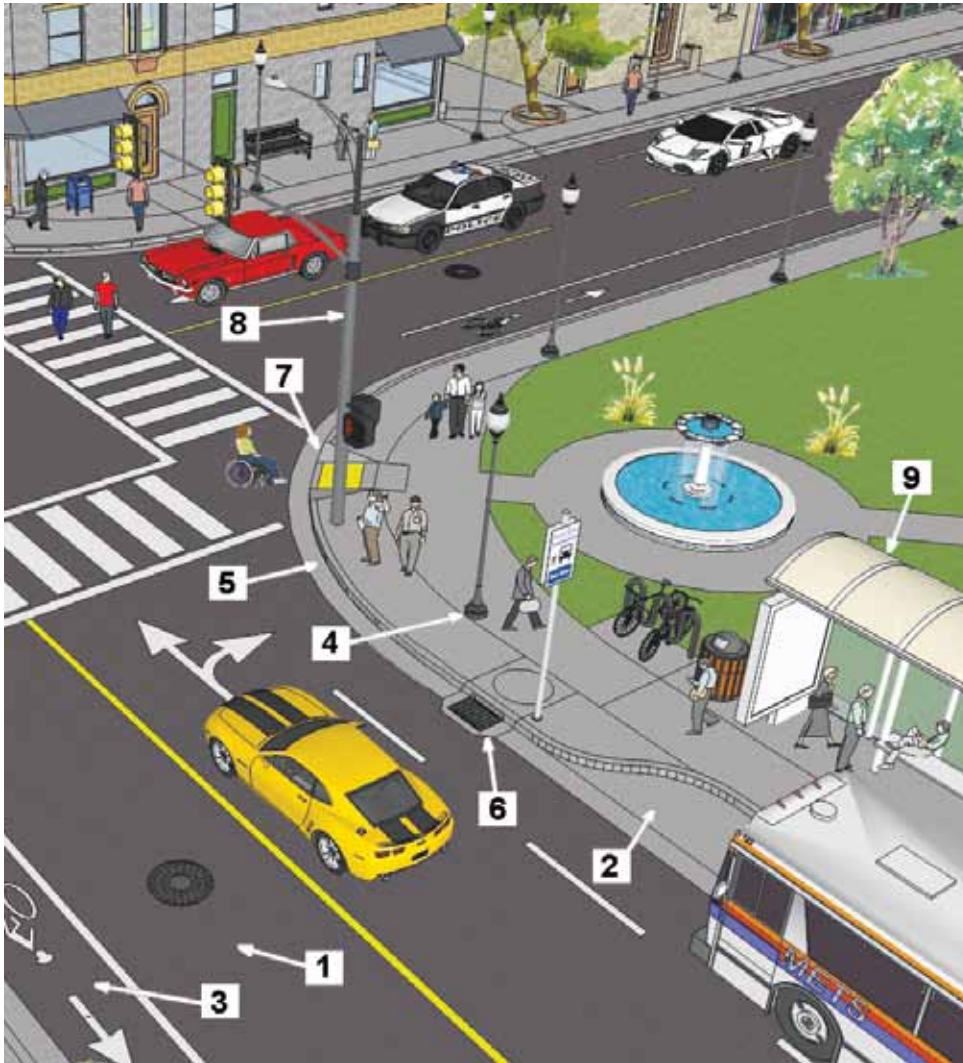
Pedestrians and bicyclists share the Bay Area's streets and roads with cars, trucks and buses. To make roadways — particularly those in urban areas — more pedestrian- and bicycle-friendly, a new design approach known as Complete Streets has emerged in recent years. While there is no standard template, common elements typically include bike lanes, sidewalk bike racks, transit stops, pedestrian signals, street trees and curb ramps. By incorporating these elements into Complete Streets, transportation agencies help ensure that people of all ages and abilities can use the street safely.

MTC has embraced the Complete Streets concept. MTC Resolution 3765, adopted in 2006 to promote routine accommodation of non-motorized travelers in project planning and design, led to development of a Complete Streets checklist which Bay Area cities and counties must submit with applications for regional funding. At the state level, Caltrans adopted Deputy Directive 64-R-1 in 2008, recognizing bicycle, pedestrian and transit modes as integral elements of the transportation system and considering all transportation improvements as opportunities to improve safety, access and mobility for all travelers. And a Federal Highway Administration safety review found pedestrian safety is improved by streets designed with sidewalks, raised medians, optimal bus stop placement, traffic-calming measures and treatments for disabled travelers⁶. One study cited by the National Complete Streets Coalition found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian injury and fatality risk by 28 percent⁷.

Investing in Complete Streets

Because each street is unique, the cost of upgrading to a Complete Street can vary widely from project to project. But, on average, costs for Complete Street projects tend to run 15 percent to 25 percent higher than projects without these enhancements. This includes both the pavement (e.g., a bike lane) and non-pavement (e.g., street furniture and plantings) elements that make up a Complete Street. The illustration and table on page 13 show an example of a downtown Complete Street and its associated costs, as estimated by staff from the city of Santa Rosa.

Elements of an Urban Complete Street⁸



Based on *Transportation 2035 Plan* estimates of the cost to maintain existing pavement and non-pavement assets in the Bay Area, an additional \$7 billion would be required to upgrade to Complete Street status just the region's major roadways, which account for about 28 percent of the local street and road network. (See chart on page 12.)

Example: Estimated Construction Costs for Urban Complete Street⁹ ACTAC Item 3.5 - 07/05/11

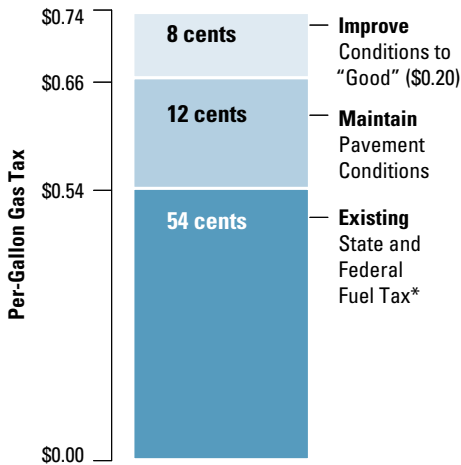
	Item	Total Cost Per Block Conventional Street	Total Cost Per Block Complete Street
1	Pavement Costs Attributed to Cars	\$152,533	\$152,533
2	Pavement Costs Attributed to Buses/Trucks	\$238,333	\$238,333
3	Pavement Costs Attributed to Bicycles		\$47,667
	Subtotal Pavement Costs	\$390,866	\$438,533
4	Lights/Signs/Markings	\$41,600	\$41,600
5	Curb and Gutter	\$42,900	\$42,900
6	Storm Drain	\$153,439	\$153,439
7	Sidewalk and ADA Ramp	\$182,000	\$182,000
8	Traffic Signal	\$390,000	\$390,000
9	Street Furniture and Plantings**		\$187,590
	Subtotal Non-Pavement Costs	\$809,939	\$997,529
	Total Cost	\$1,200,805	\$1,436,062

* Estimate provided by city of Santa Rosa.

** Street Furniture and Plantings includes bike racks, street trees, lighted bus shelters, trash and recycle bins, benches and plant pots.

What Will It Take?

To improve the Bay Area’s local streets and roads to a “good” pavement condition (PCI of 75), additional revenues roughly equal to a 20-cent increase in the gas tax — dedicated to local street and road maintenance — would be needed. The figure below illustrates the levels to which per-gallon gas taxes would need to rise in order to generate the funds necessary to maintain current pavement conditions, or to bring them up to a “good” level. To also improve the region’s non-pavement assets to a “good” condition, an additional 18 cents per gallon would be required. (Note: These calculations do not include the cost of Complete Street-type upgrades.)



* Revenues from the existing fuel tax are dedicated to many purposes — streets and roads are only one of these.



Looking Forward: The Funding Picture

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With a regionwide average PCI score of 66, the Bay Area’s city streets and county roads are close to the tipping point on the pavement life-cycle curve, after which pavement may decline rapidly and repair costs increase (see illustration on page 5).

Predictable, long-term funding is imperative if cities and counties are to travel toward a pothole-free future. The Bay Area currently invests about \$351 million annually in maintaining local streets and roads. If investment continues at this level, local streets and roads will, on average, deteriorate to poor condition (PCI of 45) by 2035. In order to bring the region’s pavement conditions up to good condition (PCI of 75), the region would need to triple current maintenance expenditures to nearly \$1 billion annually. The chart below details the average pavement conditions that are projected at each investment level.

Projected Pavement Conditions in 2035 Based on Annual Expenditure Level Scenarios

	Existing Funding	Maintain Current Pavement Condition	Improve Conditions*
Average Regional PCI** in 2035	45	66	75
Pavement Condition	Poor	Fair	Good
Average Annual Expenditure Level***	\$351 million	\$740 million	\$975 million
Annual Expenditure/ Lane Mile	\$8,000	\$17,000	\$23,000
Increase Over Current Expenditure Level (%)	0%	110%	177%

* Improvements do not include Complete Street-type upgrades.

** PCI is the Pavement Condition Index (Scale of 0 to 100, with 100 being the highest PCI).

*** Average Annual Expenditure Level assumes a 3 percent inflation rate.

Currently, revenue sources typically used to pay for roadway maintenance include state gas taxes, federal highway funds, county sales taxes, city and county general funds, bonds and traffic fees. As the various levels of government look to renew and/or reauthorize funding measures and long-range plans, attention to the cost of maintaining streets and roads at a good state of repair should remain a high priority.

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010

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3-Year Moving Average

Jurisdiction	County	Total Lane Miles	2006	2007	2009 ¹	2010 ²
Very Good (PCI= 80–89)						
Brentwood	Contra Costa	416	85	84	85	86
Belvedere	Marin	24	81	79	82	84
Dublin	Alameda	240	80	80	81	82
Los Altos	Santa Clara	226	85	84	83	82
Foster City	San Mateo	121	82	83	82	81*
Santa Clara	Santa Clara	597	83	82	82	80*
San Pablo	Contra Costa	104	67	72	76	80
Good (PCI=70–79)						
Livermore	Alameda	655	79	79	78	78
Union City	Alameda	331	76	75	76	78
Contra Costa County	Contra Costa	1327	83	82	80	78
Redwood City	San Mateo	353	74	76	77	78*
Atherton	San Mateo	106	68	69	73	77
Brisbane	San Mateo	57	70	73	76	77
Daly City	San Mateo	254	70	73	75	77*
Pleasanton	Alameda	498	74	75	76	77
Burlingame	San Mateo	162	68	72	75	77*
Morgan Hill	Santa Clara	259	71	75	76	77
Emeryville	Alameda	47	76	79	76	77
Los Altos Hills	Santa Clara	113	74	75	76	77
Sonoma	Sonoma	68	80	79	79	77
Oakley	Contra Costa	229	83	80	78	76
Gilroy	Santa Clara	243	82	80	79	76*
Mountain View	Santa Clara	331	74	74	75	76
Dixon	Solano	129	81	77	76	76
Concord	Contra Costa	713	78	78	78	76
Vacaville	Solano	533	78	79	77	76*
Clayton	Contra Costa	95	75	77	76	75
Campbell	Santa Clara	218	78	76	75	75*
Sunnyvale	Santa Clara	636	80	77	74	75

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010 (continued)

Jurisdiction	County	Total Lane Miles	2006	2007	2009 ¹	2010 ²
San Rafael	Marin	331	63	66	70	75
Santa Clara County	Santa Clara	1485	75	77	75	74
San Ramon	Contra Costa	398	74	73	74	74
American Canyon	Napa	102	76	76	75	74
Hercules	Contra Costa	128	75	74	73	73
Windsor	Sonoma	168	74	75	74	73
Novato	Marin	318	65	67	71	73*
Portola Valley	San Mateo	71	64	63	67	73
San Mateo	San Mateo	409	61	67	70	73*
Palo Alto	Santa Clara	470	N/A	N/A	72	73
Danville	Contra Costa	301	74	73	72	73
Walnut Creek	Contra Costa	436	72	74	73	73*
South San Francisco	San Mateo	296	67	71	72	73*
Fairfield	Solano	709	77	75	73	73
Alameda County	Alameda	997	69	71	72	72
Lafayette	Contra Costa	202	64	70	71	72
Corte Madera	Marin	64	73	73	73	72*
Cloverdale	Sonoma	64	69	71	72	71*
Saratoga	Santa Clara	281	70	71	72	71**
Hillsborough	San Mateo	164	64	66	69	71
Piedmont	Alameda	78	67	67	69	70
Cupertino	Santa Clara	303	69	70	70	70
Pinole	Contra Costa	119	71	71	70	70
Tiburon	Marin	68	64	67	68	70
Fair (PCI= 60–69)						
Fairfax	Marin	55	69	70	69	69
Yountville	Napa	17	67	65	67	69
Milpitas	Santa Clara	287	70	70	70	69
Hayward	Alameda	629	68	68	69	69
Antioch	Contra Costa	616	70	70	70	69
San Mateo County	San Mateo	635	65	67	68	69
Los Gatos	Santa Clara	218	72	73	72	69

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010 (continued)

3-Year Median Average
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Jurisdiction	County	Total Lane Miles	2006	2007	2009 ¹	2010 ²
Monte Sereno	Santa Clara	27	65	70	68	69
Newark	Alameda	252	75	71	69	69**
Rohnert Park	Sonoma	206	68	67	67	69
Ross	Marin	22	64	65	69	67
San Carlos	San Mateo	175	68	69	70	67
Pleasant Hill	Contra Costa	242	62	65	65	67
Solano County	Solano	932	58	61	64	67
Healdsburg	Sonoma	93	66	66	67	67
Alameda	Alameda	275	63	63	62	66
Colma	San Mateo	23	67	72	67	65
Santa Rosa	Sonoma	1090	64	64	65	65
Sebastopol	Sonoma	47	67	67	66	65
Fremont	Alameda	1063	70	68	66	64
Pittsburg	Contra Costa	319	65	64	64	64
San Jose	Santa Clara	4182	63	63	63	64
Cotati	Sonoma	46	66	66	64	64*
San Francisco	San Francisco	2130	64	64	64	64
San Bruno	San Mateo	178	62	64	63	63
Benicia	Solano	190	70	68	66	63
Sausalito	Marin	54	69	68	65	63*
Menlo Park	San Mateo	200	62	62	62	63
El Cerrito	Contra Costa	145	53	50	50	62
Half Moon Bay	San Mateo	55	55	59	61	62
Suisun City	Solano	150	53	50	55	62
Mill Valley	Marin	117	64	62	60	61
Albany	Alameda	59	62	63	63	60
Calistoga	Napa	29	57	57	59	60*
Berkeley	Alameda	453	62	60	60	60*
Belmont	San Mateo	135	61	61	61	60

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010 (continued)

3-Year Moving Average ACTAC Item 3.5 - 07/05/11

Jurisdiction	County	Total Lane Miles	2006	2007	2009 ¹	2010 ²
At-Risk (PCI=50–59)						
Millbrae	San Mateo	124	60	57	57	59*
Pacifica	San Mateo	189	64	60	59	59*
Martinez	Contra Costa	233	57	57	59	59**
Moraga	Contra Costa	110	61	60	59	58**
Napa County	Napa	840	54	51	55	57*
Woodside	San Mateo	97	62	60	57	57
San Leandro	Alameda	392	62	60	58	57*
Napa	Napa	464	52	53	55	57
Oakland	Alameda	1963	56	57	59	56
Richmond	Contra Costa	549	46	50	53	55*
San Anselmo	Marin	80	59	58	57	55**
Petaluma	Sonoma	390	60	57	55	55
East Palo Alto	San Mateo	80	60	56	52	53
Vallejo	Solano	681	54	54	53	53
Marin County	Marin	848	48	49	50	52
Poor (PCI=25–49)						
Orinda	Contra Costa	193	46	47	48	49
St. Helena	Napa	51	58	53	48	46
Larkspur	Marin	64	51	48	47	45
Sonoma County	Sonoma	2718	44	44	44	45
Rio Vista	Solano	45	51	48	45	42***
Regional		42,499	64	65	66	66

Notes:

Where “NA” is indicated, the jurisdiction used pavement management software that does not use the PCI scale.

¹ Increased utilization of online reporting options by many jurisdictions in 2009 allowed MTC to collect and tabulate 2009 pavement condition data, even as 2008 data was still being compiled. To simplify reporting, MTC decided not to separately report 2008 data, electing instead to bring PCI data up to date as of 2009. The reported 2009 3-year moving average is computed from the individual-year scores for 2006, 2007 and 2009.

² The 2010 3-year moving average is computed from the individual-year scores for 2007, 2009 and 2010.

* 3-year moving average score is an estimate based on inspections done in 2008.

** 3-year moving average score is an estimate based on inspections done in 2007.

*** 3-year moving average score is an estimate based on inspections done in 2006.

Footnotes/Citations

- ¹ (Page 5) Press release reference:
www.tripnet.org/national/Urban_Roads_PR_092210.pdf
- ² (Page 6) **Pavement Preservation**: a program employing a network-level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations. (FHWA Pavement Preservation Expert Task Group; see Federal Highway Administration website:
www.fhwa.dot.gov/pavement/preservation/091205.cfm)
- ³ (Page 7) Jim Chehovits & Larry Galehouse, “Energy Usage and Greenhouse Gas Emissions of Pavement Preservation Processes for Asphalt Concrete Pavements,” *Proceedings of the International Conference for Pavement Preservation*, 2010
- ⁴ (Page 10) Source: Meyer, Wendall L., FHWA Update, *Proceedings of the North Dakota Asphalt Conference*, 2010. Based on data from: Robinette, C. and J. Epps, “Energy, Emissions, Material Conservation and Prices Associated with Construction, Rehabilitation and Materials Alternatives for Flexible Pavement,” *Proceedings of the 89th Annual TRB Meeting*, 2010
- ⁵ (Page 11) More information about Cal Recycle and the Rubberized Asphalt Concrete Grant Program is available at www.calrecycle.ca.gov
- ⁶ (Page 12) Federal Highway Administration website:
safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch3.cfm
- ⁷ (page 12) National Complete Streets Coalition,
www.completestreets.org/complete-streets-fundamentals/factsheets/safety
- ⁸ (Page 13) Urban Complete Streets graphic courtesy of Pavement Engineering, Inc., CA

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The Pothole Report: Can the Bay Area Have Better Roads? was produced by MTC’s Programming and Allocations Section.

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Memorandum

DATE: June 24, 2011

TO: ACTAC

FROM: Jacki Taylor, Program Analyst

SUBJECT: Approval of Transportation Fund for Clean Air (TFCA) Draft Program for the FY 2011/12 Remaining Balance

Recommendation:

ACTAC is requested to recommend Board approval of the TFCA draft program for the FY 2011/12 remaining balance of \$623,556. A draft staff recommendation is attached.

Summary:

ACTAC is requested to recommend approval of the attached draft staff recommendation for programming the TFCA FY 2011/12 remaining balance of \$623,556. The FY 2011/12 TFCA program was approved by the Alameda CTC Board at its May 26, 2011 meeting with the provision that a programming recommendation for the remaining balance would be brought to the Board for consideration at a future date. During May and June, ACTAC representatives were requested to propose additional projects. Any funds that remain unprogrammed as of November 2, 2011 will be reclaimed by the Air District.

Background:

TFCA is a local fund source of the Bay Area Air Quality Management District (Air District). As the TFCA program manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Per the current Alameda CTC TFCA Guidelines, 70% of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30% of the funds are to be allocated to transit-related projects on a discretionary basis. All available TFCA funds are to be programmed annually. A jurisdiction may borrow against its projected future share in order to receive more funds in the current year which can also help to facilitate the programming of all available funds in the current year. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA Program.

The FY 2011/12 TFCA program was approved by the Alameda CTC on May 26, 2011 with a remaining balance of \$623,556. A draft recommendation for the remaining balance is attached. The recommendation includes \$421,000 for arterial management projects from the cities of Alameda and Hayward. Both of these cities currently have a large negative TFCA balance and while it is generally preferred to program TFCA funds to cities with positive TFCA balances, these projects are being recommended to comply with the Air District's requirement that all

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available TFCA County Program Manager funds be fully programmed each cycle. The draft recommendation for the remaining balance also includes \$52,356 for Oakland's Broadway shuttle which is contingent upon receipt of additional project information and the completion of the required project evaluation.

A final program is scheduled for Board for consideration in September. Any funds that remain unprogrammed as of November 2, 2011 will be reclaimed by the Air District.

Attachments:

Attachment A: TFCA Draft Program for the FY 2011/12 Remaining Balance

Transportation Fund for Clean Air (TFCA) Recommended Draft Program for the FY 2011/12 Remaining Balance, July 2011

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Share Balance	Draft Cost-effectiveness (TFCA \$/ton)	Amount Recommended	Notes
70% City/County Share								
Alameda	Webster St. Arterial Management	Park Street Corridor Operations Improvement Project. Signal timing and coordination improvements and installation of flashing beacons as advance warning for bridge, 1-880 traffic, and increased activity on the Rail Rd. Xing.	\$964,250	\$230,900	\$ (318,660)	\$ 80,411	\$230,900	Project evaluated at 2 years cost effectiveness.
Albany	Buchanan Bike Path	Construction of the Buchanan Bikeway along the south side of Marin Avenue/Buchanan Street from San Pablo Avenue to the Buchanan Bridge overcrossing. Proposed matching funds for existing federal funding.	\$2,511,000	\$100,000	\$ 55,245	\$ 76,362	\$100,000	High priority project in county bike plan
Hayward	Arterial Mgmt 10ALA04 Post-project Retiming	Additional funding for TFCA project 10ALA04 to complete the required post-project retiming for arterial management projects evaluated at 4 years of cost effectiveness.	\$50,300	\$50,300	\$ (285,054)	\$47,000-\$89,000	\$50,300	Additional \$1,000 - \$15,000 for each segment
Hayward	Arterial Management	Arterial Management on Clawiter Road. from Winter Avenue to Enterprise Avenue.	\$218,000	\$218,000	\$ (285,054)	\$ 89,997	\$190,000	Project evaluated at 2 years cost effectiveness.
Oakland	Broadway Shuttle	Funding for existing daytime operations for calendar year 2012. Requesting matching funds for 2012 TFCA regional grant.	TBD	\$52,000	\$ 267,392	TBD	\$52,356	Project evaluation is pending
			Total	\$651,200			\$623,556	

Final Program Summary - Updated July 2011					
TFCA Share	Total Request	TFCA Available To Program	Total Programmed May 2011	Total Recommended July 2011	Difference
Total TFCA 70%	\$877,816	\$ 1,416,922	\$779,316	\$623,556	\$ 14,050
Total TFCA 30%	\$ 429,489	\$ 415,439	\$429,489	\$0	\$ (14,050)
Total TFCA	\$ 1,307,305	\$ 1,832,361	\$ 1,208,805	\$ 623,556	\$ -

Summary of Transportation Fund for Clean Air (TFCA) FY 2011/12 Program, approved May 26, 2011

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Balance	Cost-effectiveness (TFCA \$/ton)	Amount Recommended
70% City/County Share							
Alameda County	Mattox Road Bike Lanes	Install new Class 2 bike lanes (in both directions) on Mattox Rd. between Foothill Blvd and Mission Blvd.	\$40,000	\$40,000	\$ 58,290	\$ 49,316	\$40,000
California State University, East Bay	CSUEB - 2nd Campus to BART Shuttle	Implementation of a second shuttle bus for a.m. and p.m. peak hour service at the Cal State East Bay campus connecting to the Hayward BART station. Requesting two years of funding for operations (FYs 11/12 & 12/13).	\$514,000	\$194,000	\$ -	\$ 63,283	\$194,000
California State University, East Bay	Transportation Demand Management Program	Pilot Transportation Demand Management and Trip Reduction program at the Cal State East Bay to encourage the use of driving alternatives for staff, faculty and the University students. Requesting funding for FY 11/12.	\$52,000	\$52,000	\$ -	\$ 36,719	\$52,000
Fremont	North Fremont Arterial Management	Improved arterial operations along four corridors in North Fremont: Fremont Blvd, Decoto Rd, Paseo Padre Pkwy, and Alvarado Blvd. Some signal system equipment upgrades. New signal coordination timings will be implemented at all signalized project intersections.	\$265,000	\$265,000	\$ 307,765	\$ 64,931	\$256,000
Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	Along Martin Luther King Jr. Way, synchronization of traffic signals at four intersections between 55th and Hwy 24 and installation of detection equipment at the Hwy 24 WB on-ramp intersection.	\$125,000	\$125,000	\$ 392,392	\$ 88,820	\$125,000
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips through various employer-based, residential-based and school-based programs. Funding for FY 11/12.	\$148,000	\$52,816	\$ 32,836	\$ 59,622	\$52,816
San Leandro	San Leandro LINKS Shuttle	Free shuttle providing service from the San Leandro BART station to businesses in West San Leandro. Shuttle runs every 20 min, Mon - Friday from approx. 5:45am - 9:45 am & 3pm - 8pm. Two years of operations funding (FYs 11/12 & 12/13).	\$629,000	\$149,000	\$ 83,613	\$ 89,672	\$59,500
			Total	\$877,816			\$779,316
				70% TFCA Available to Program			\$ 1,416,922
				Amount Programmed May 2011			\$ 779,316
				Remaining City/County Balance			\$ 637,606
30% Transit Discretionary Share							
Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program	The GRH program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative modes of transportation (bus, train, carpool, vanpool, etc.) to get to work. Two years of funding (FYs 11/12 & 12/13).	\$245,000	\$245,000	NA	\$ 20,093	\$245,000
LAVTA	Route 9 Shuttle BART/Hacienda Business Park	Route 9 provides service to the Dublin/Pleasanton BART Station and major employment centers within the City of Pleasanton. Funding for FY 11/12 operations.	\$343,575	\$42,947	NA	\$ 83,166	\$42,947
LAVTA	Route 10 - Dublin/Pleasanton BART to Livermore ACE Station	Route 10 services the Dublin/Pleasanton BART, ACE Livermore stations and Lawrence Livermore National Laboratory (LLNL). Funding for FY 11/12 operations.	\$3,825,450	\$141,542	NA	\$ 26,165	\$141,542
			Total	\$429,489			\$429,489
				30% TFCA Available to Program			\$ 415,439
				Amount Programmed May 2011			\$ 429,489
				Remaining Transit Balance			\$ (14,050)
				Total FY 11/12 Remaining Balance			\$ 623,556



Memorandum

DATE: June 23, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Vivek Bhat, Senior Transportation Engineer

RE: Approval of Process for Capital Project element of Alameda County's Safe Routes to School Capital Program

Recommendation:

ACTAC is requested to recommend the Commission approve the process to select the Capital Projects Element of the Safe Routes to School Program (SR2S). The Call for Projects is proposed to be released on July 29, 2011.

Summary:

The Countywide SR2S Program approved by the Alameda CTC Board on July 22, 2010 included approximately \$1.3 Million for the Capital Program. The Capital Program proposal included two primary elements. The Capital Project element included \$600,000 of Congestion Mitigation and Air Quality (CMAQ) funding and the Project Support element included \$700,000 of a combination of Surface Transportation Program (STP) and CMAQ funds. Proposed Capital Projects will need to be eligible for federal CMAQ funding. Projects also need to be obligated by April 1, 2012 per the Metropolitan Transportation Commission's (MTC) Regional Project Funding Delivery Policy (MTC Resolution No. 3606). Readiness will be a primary consideration as authorizing FFY 11/12 CMAQ funds requires submittal of the complete federal authorization (E-76) request package to Caltrans Local Assistance by February 1, 2012. Staff is also requesting ACTAC input on the process for the Project Support Element.

Background:

At its July 2010 meeting, the Alameda CTC Board approved a \$3.6 Million Countywide SR2S Program which included \$2.3 Million for the SR2S operations and \$1.3 Million for the Capital Program. The Capital Program proposal included two primary elements. The Capital Project element included \$600,000 of Congestion Mitigation and Air Quality (CMAQ) funding and the Project Support element included \$700,000 of a combination of Surface Transportation Program (STP) and CMAQ funds.

Capital Project Element:

The Countywide SR2S Program approved by the Alameda CTC Board on July 22, 2010 included \$600,000 of federal funding for capital improvements. The Capital Project element will support the overall SR2S program by providing resources for physical improvements that have been identified through prior SR2S efforts.

Projects are to be eligible for federal Congestion Mitigation and Air Quality (CMAQ) funding. Examples of CMAQ-eligible SR2S projects include the following:

- Improvements to school drop off zones
- Address gaps in the route to the school
- Constructing bicycle and pedestrian facilities (lanes, paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation
- Traffic calming and speed reduction improvements
- Sidewalk improvements
- Pedestrian and bicycle crossing improvements
- Traffic control devices
- Traffic diversion improvements

The funding is available for programming in FFY 2011/12, so proposed projects would need to be obligated by April 1, 2012 per the Metropolitan Transportation Commission's (MTC) Regional Project Funding Delivery Policy (MTC Resolution No. 3606). Readiness will be a primary consideration as authorizing FFY 11/12 CMAQ funds will require submittal of the complete federal authorization (E-76) request package to Caltrans Local Assistance by February 1, 2012.

The Call for Projects is proposed to be released on July 29, 2011. The time required to process TIP amendments and submit requests for federal authorizations necessitates an accelerated programming schedule. Applications are proposed to be due to the Alameda CTC by Friday, August 19, 2011. Staff is working with MTC on the schedule / process to include the selected projects into the TIP. The draft and final SR2S capital program is scheduled to be considered by the Alameda CTC Committees and Board in September and October 2011, respectively.

Proposed Schedule

Date	Activity
July 29, 2011	Release Call for Projects
August 19, 2011	Applications due to Alameda CTC
September 2011	Approve Draft Project list
October 2011	Approve Final Project list
February 1, 2012	E-76 Requests due to Caltrans Local Assistance

Project Support Element

The Countywide SR2S Program approved by the Alameda CTC Board on July 22, 2010 included \$700,000 of federal funding for the Project support element intended to support development of new capital projects and support ongoing SR2S operations. This element was further divided into two categories – The Technical Assistance Program (TAP) and Additional Staff Resources category (financial assistance for local agency staff time associated with SR2S project development efforts).

The TAP program was proposed to provide Capital Project development resources (i.e. Environmental Documents, Design Phase) to agencies. This program was also envisioned to assist agencies in getting projects in a position to compete for other capital focused SR2S grant programs. Due to federal eligibility issues that have been raised during the efforts of obligating the federal funds, types of work originally envisioned to be funded by TAP may not be feasible to be implemented.

ACTAC is requested to provide input regarding the implementation of this component of the SR2S program based on the current information.

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Memorandum

DATE: June 27, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

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

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 receive monthly updates on the CWTP-TEP and RTP/SCS. The purpose of this report 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. RTP/SCS related documents are available at www.onebayarea.org.

July 2011 Update:

This report focuses on the month of July 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachment B and Attachment C respectively. Highlights include MTC and ABAG's alternative scenario and performance assessment and the release of Alameda CTC's first round evaluation results of the transportation investment packages.

1) MTC/ABAG Development of Alternative Land Use and Transportation Scenarios

MTC and ABAG have released draft alternative land use and transportation scenarios, which were presented to the MTC Planning and ABAG Administration Committees and the MTC Commission at

their June 10 and June 22 meetings. The MTC Commission and ABAG Administrative Committee after much discussion and public comment approved five land use options and two transportation options and directed staff to bring back additional information on how social equity will be accomplished in the analysis. MTC staff will begin its performance assessment with result anticipated to be released in October.

2) RTP/SCS Work Element Proposals

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

- Releasing draft 25-year revenue projections (county budgets are not anticipated to be available until Fall 2011); and
- Developing draft transit capital, local streets and roads maintenance needs, and transit operation needs estimates.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	July 28, 2011 No August Meeting September 22, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	July 14, 2011 No August Meeting September 8, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	July 7, 2011 No August Meeting September 1, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	July 5, 2011 August 2, 2011 September 6, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	July 13, 2011 August 10, 2011 September 14, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	July 28, 2011

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 C: One Bay Area SCS Planning Process

Attachment B

**Summary of Next Quarter Countywide and Regional Planning Activities
(July through September)**

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. During the July through September time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Initial Vision Scenario and to define the Alternative Land Use Scenarios for the Sustainable Communities Strategy;
- Evaluating transportation investment packages against a Future Land Use scenario;
- Reviewing the results of the evaluation and developing a constrained transportation network;
- Identifying a preliminary list of Transportation Expenditure Plan projects and programs;
- Developing countywide 25-year revenue projections and opportunities that are consistent and concurrent with MTC's 25-year revenue projections;
- Continuing the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Developing a Locally Preferred SCS land use scenario to test with the constrained transportation network; and
- Developing a public outreach strategy for Fall 2011.

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

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Alternative Land Use and Transportation Scenarios based on that input;
- Developing draft 25-year revenue projections; and
- Conducting a performance assessment.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

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
Alternative 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: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: May 2011 - October 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 – September 2011
Call for Projects: Completed
Outreach: January 2011 - December 2011
Draft List of CWTP constrained Projects and Programs: July 2011
First Draft CWTP: September 2011
Preliminary TEP Program and Project list: 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

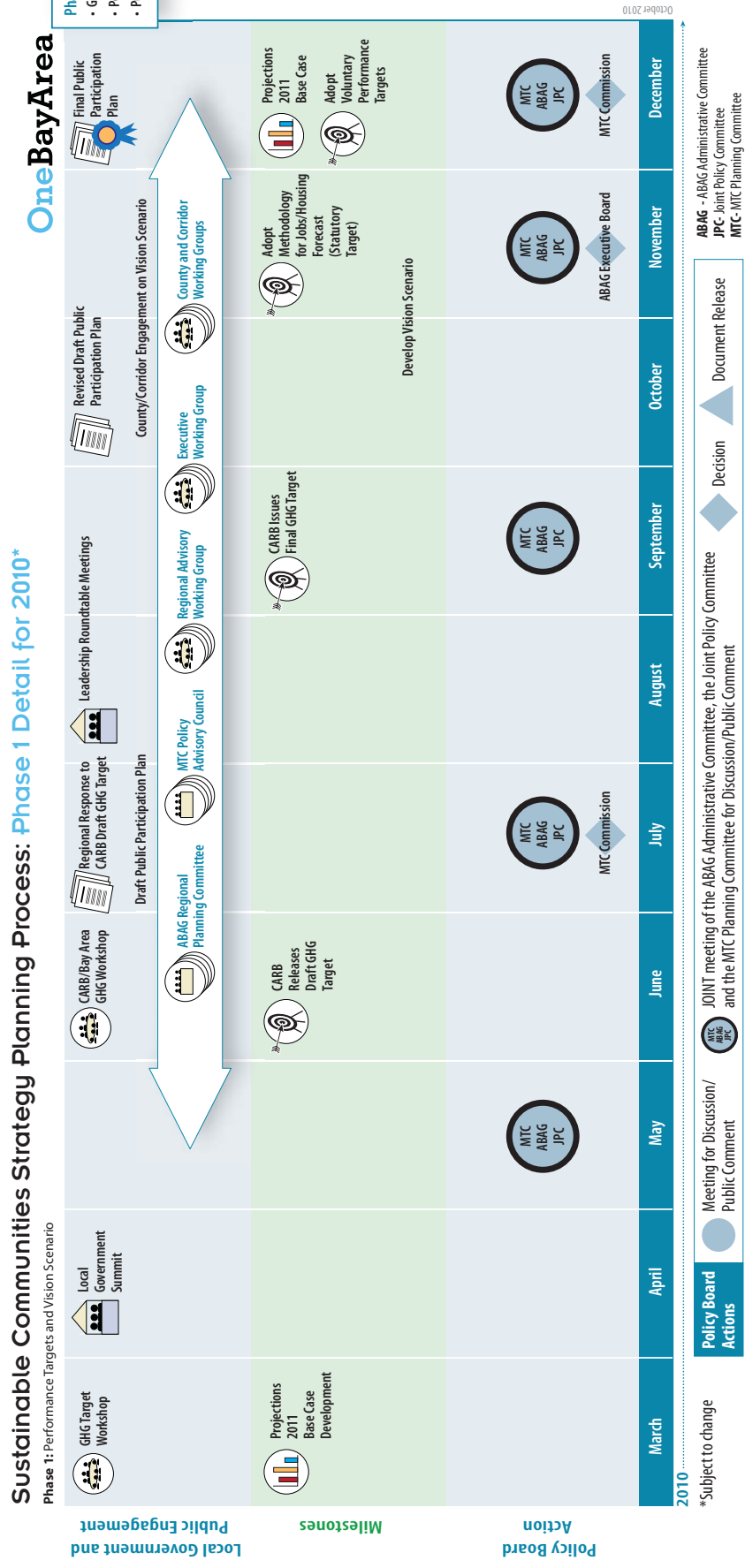
Task	2010						FY2010-2011	2010					
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec	
Alameda CTC Committee/Public Process													
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech 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	Information about upcoming CWTP Update and reauthorization												
Alameda CTC Technical Work													
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													
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions			
										Adopt methodology for Jobs/Housing Forecast (Statutory Target)	Projections 2011 Base Case	Adopt Voluntary Performance Targets	

Task	2011						FY2011-2012	2011				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	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	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects	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	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	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	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	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		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		No Meetings
Agency Public Education and Outreach	Ongoing Education and Outreach through November 2012						Ongoing Education and Outreach through November 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					Work with feedback on CWTP and financial scenarios	Technical work refinement and development of Expenditure plan, 2nd draft CWTP					
Polling	Conduct baseline poll									Polling on possible Expenditure Plan projects & programs	Polling on possible Expenditure Plan projects & programs	
Sustainable Communities Strategy/Regional Trar												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology		SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation		Draft Regional Housing Needs Allocation Methodology					
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy											

Calendar Year 2012

Task	2012					FY2011-2012					
	January	February	March	April	May	June	July	August	Sept	Oct	November
Alameda CTC Committee/Public Process											
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	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 to be determined as needed								VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012
Public Participation			Expenditure Plan City Council/BOS Adoption								VOTE: November 6, 2012
Agency Public Education and Outreach	Ongoing Education and Outreach Through November 2012 on this process and final plans					Ongoing Education and Outreach through November 2012 on this process and 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 Transportation											
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan		Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan						Release Draft SCS/RTP for review	

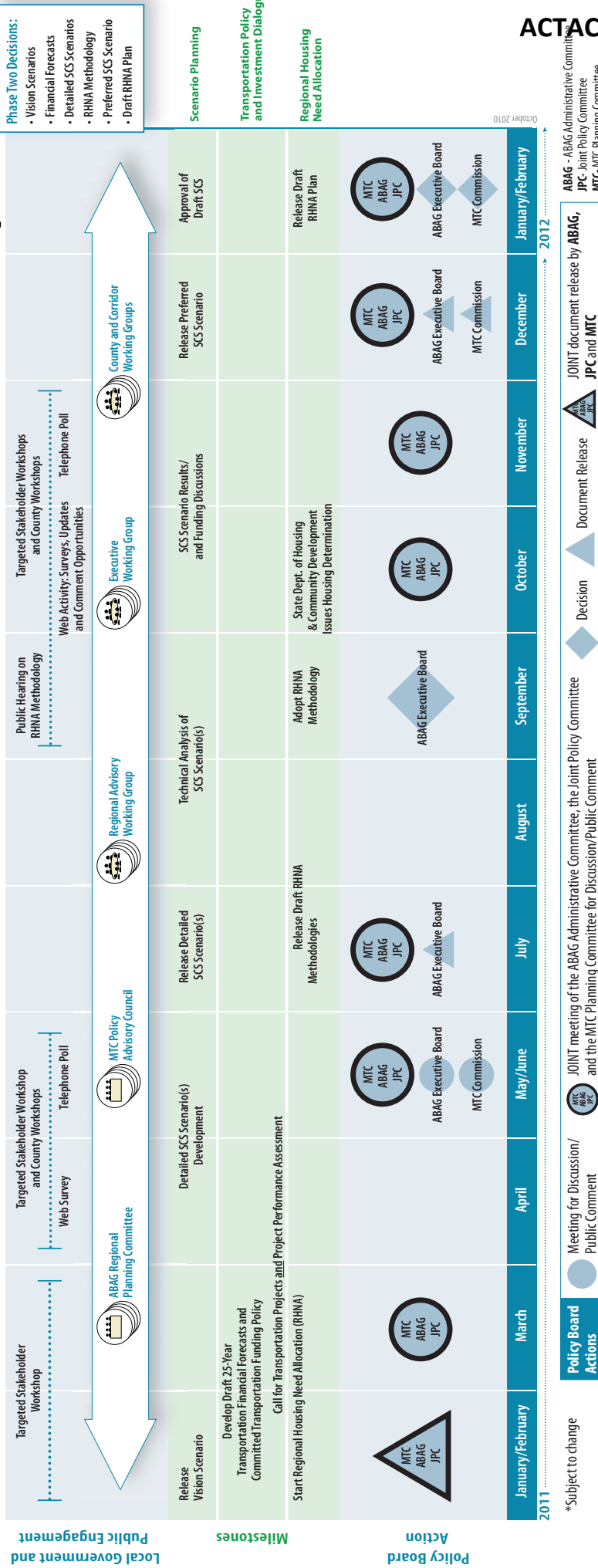
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Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

OneBayArea



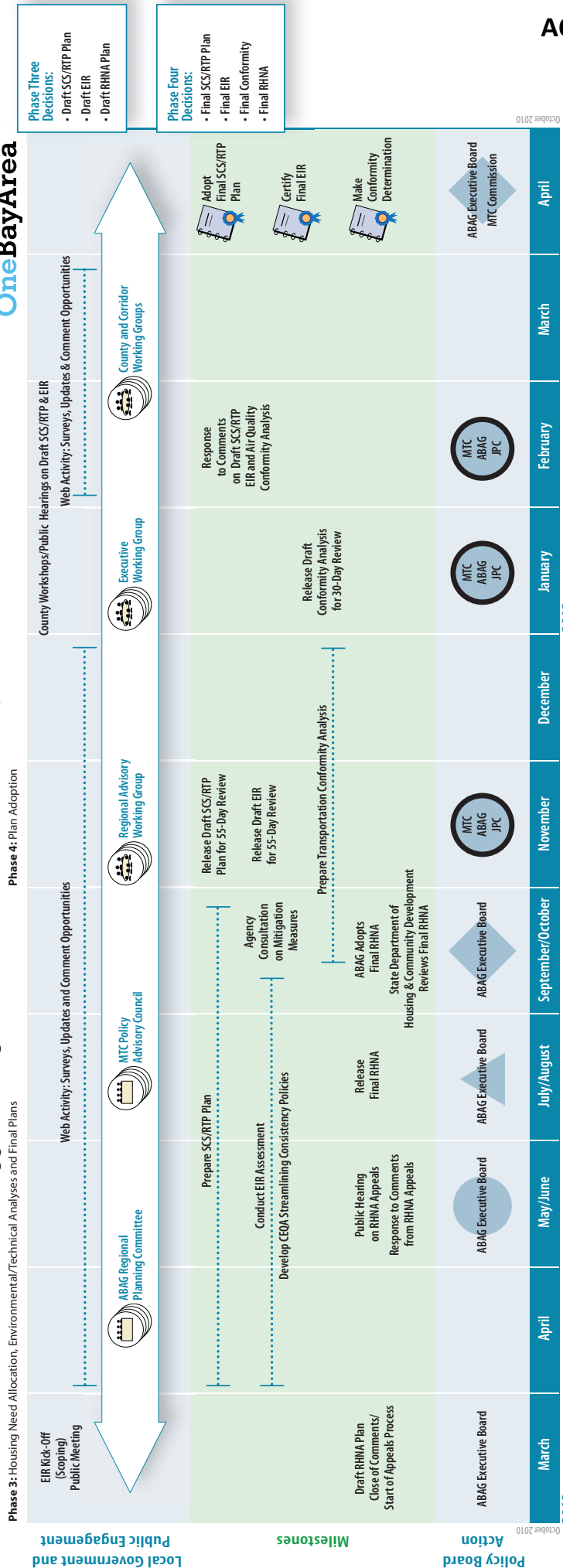
* Subject to change

Policy Board Actions

- Meeting for Discussion/ Public Comment
- Decision
- Document Release
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- JOINT document release by ABAG, JPC and MTC

ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
MTC - MTC Planning Committee

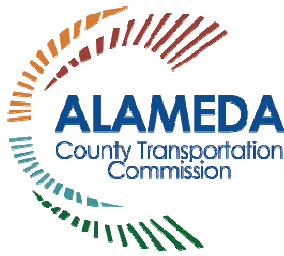
Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013*



*Subject to change

ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
MTC - MTC Planning Committee

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Memorandum

DATE: June 27, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

RE: **Review 2012 State Transportation Improvement Program (STIP)
Fund Estimate**

Recommendation:

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

Summary:

The California Transportation Commission (CTC) updates the STIP biennially, in even-numbered years. Each coordinated statewide STIP update is roughly a one-year process, with the 2012 STIP update starting spring 2011. The STIP is a five-year programming document adopted by the CTC which identifies transportation projects for state transportation funds. Projects that have been funded through the STIP include State highways, local roads, transit, intercity rail, pedestrian and bicycle facilities, intermodal facilities, and safety. Each STIP cycle makes available two new years of funding to program. The 2012 STIP will cover fiscal years 2012/2013 -2016/17.

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period. The California Transportation Commission (CTC) approved the final assumptions for the 2012 STIP Fund Estimate in May 2011.

At the June 2011 meeting, the CTC approved a Statewide 5-year summary forecast of the Draft 2012 STIP Fund Estimate (Attachment A). The fund estimate indicates negative balances in the first year (FY 2012/13) and is subject to change based on the State Budget that is approved.

The information released by the CTC did not include a county level detail of funds available. Attachment B is the Metropolitan Transportation Commission (MTC) staff estimate of the STIP funding anticipated in the Bay Area Region. Alameda County's STIP share ranges between a high of \$45 Million and a low of \$18 Million based on different budget scenarios.

The Transportation Enhancement (TE) funds will be included in the overall amount received and would range from 25% to 60% of the STIP amount received (based on range of budget scenarios).

The CTC is scheduled to adopt a final Fund Estimate in August 2011.

DRAFT 2012 FUND ESTIMATES

The Department of Transportation (Department) is providing the California Transportation Commission (Commission) with a five year estimate of available state and federal funds on June 22, 2011. Due to timing constraints, this is 23 days before the due date as required by Section 14524(a) of the Government Code. Because the State Budget is not currently in place, there may be significant changes between this Draft Fund Estimate and the adopted 2012 Fund Estimate. The enclosed packet contains a draft summary of the total funding available and program capacities over the 2012 Fund Estimate period, and the Draft 2012 Fund Estimate tables for the State Highway Account and Federal Trust Fund, the Public Transportation Account, and the Aeronautics Account.

The Draft 2012 Fund Estimate displays a forecast of \$11.5 billion of program capacity for the State Highway Operation & Protection Program and \$3.5 billion of program capacity for the State Transportation Improvement Program for the five-year period covering 2012-13 through 2016-17.

This estimate does not include Assembly Bill (AB) 115 as this bill has not been signed into law as of June 17, 2011. AB 115 would forgive about \$1 billion in loans from transportation funds to the General Fund.

The Department will continue to work with Commission staff to consider and implement suggestions prior to the adoption of the Fund Estimates at the Commission's August 10-11, 2011, meeting. Once the 2011-12 Budget Act is signed, the final Fund Estimates will be updated as needed.

ACTAC Item 5.2 - 07/05/11
Attachment A

Draft Estimated Program Capacity Available, All Funds
Fund Estimate Five-Year Period
(\$ millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 FE SHOPP Target Capacity	\$2,050	\$2,000	\$2,300	\$2,400	\$2,400	\$2,400	\$11,500	\$13,550
2010 SHOPP Program ¹	2,045	1,950	2,005	0	0	0	3,955	6,000
Net Difference	\$5	\$50	\$295	\$2,400	\$2,400	\$2,400	\$7,545	\$7,550
Cumulative Difference	\$5	\$55	\$350	\$2,750	\$5,150	\$7,550		

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 FE STIP Target Capacity								
SHA Program Capacity	\$550	\$550	\$550	\$600	\$650	\$650	\$3,000	\$3,550
TE Program Capacity	83	83	83	83	83	83	416	499
PTA Program Capacity	25	25	25	25	25	25	125	150
TFA Available Capacity ²	229	0	0	0	0	0	0	229
Total 2012 FE STIP Target Capacity	\$887	\$658	\$658	\$708	\$758	\$758	\$3,541	\$4,427
2010 STIP Program ³	763	792	499	612	0	0	1,902	1,902
Net Difference	\$123	(\$133)	\$159	\$96	\$758	\$758	\$1,638	\$2,525
Cumulative Difference	\$123	(\$10)	\$149	\$245	\$1,003	\$1,762		

Notes:

General note: Program capacity includes construction, right-of-way, and capital outlay support.

- ¹ 2010 SHOPP Program totals from Transportation Programming as of May 16, 2011.
- ² TFA available capacity represents unallocated funding available for commitment to STIP projects.
- ³ 2010 STIP Program estimates as of June 30, 2011 (provided by Commission staff).

Estimated 2012 STIP County Shares (as of 6/23/11)
 Metropolitan Transportation Commission
 Preliminary Draft Based On June 2011 Draft Fund Estimate
 Based on 5-year Fund Estimate Period FY 2012-13 through FY 2016-17
 All numbers in millions

			Low Range (all AB 115 from STIP)	Mid Range (AB 115 split between STIP and SHOPP)	High Range (all AB 115 from SHOPP, or no AB 115)
Estimated Fund Estimate for STIP			666	1,152	1,638
75% for RTIP			500	864	1,229
MTC			88	152	216
County	% State	% Region	Low Shares	Mid Shares	High Shares
Alameda	3.6%	20.6%	18	31	45
Contra Costa	2.4%	13.3%	12	20	29
Marin	0.7%	3.9%	3	6	8
Napa	0.4%	2.4%	2	4	5
San Francisco	1.9%	10.5%	9	16	23
San Mateo	1.9%	11.0%	10	17	24
Santa Clara	4.3%	24.1%	21	37	52
Solano	1.1%	6.3%	6	10	14
Sonoma	1.4%	7.8%	7	12	17
Totals	17.6%	100.0%	88	152	216

Estimated 2012 RTIP-TE County Shares (as of 6/23/11)
 Based on 5-year Fund Estimate Period FY 2012-13 through FY 2016-17
 (TE funds included in amounts shown above)
 All numbers in millions

			TE	TE	TE
Estimated Fund Estimate for STIP			416	416	416
75% for RTIP			312	312	312
MTC			55	55	55
County	% State	% Region	TE Shares	MTC	County
Alameda	3.6%	20.6%	11	6	6
Contra Costa	2.4%	13.3%	7	4	4
Marin	0.7%	3.9%	2	1	1
Napa	0.4%	2.4%	1	1	1
San Francisco	1.9%	10.5%	6	3	3
San Mateo	1.9%	11.0%	6	3	3
Santa Clara	4.3%	24.1%	13	7	7
Solano	1.1%	6.3%	3	2	2
Sonoma	1.4%	7.8%	4	2	2
Totals	17.6%	100.0%	55	27	27

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Memorandum

DATE: June 24, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Program Analyst

RE: Review 2011 Congestion Management Plan (CMP) Draft Capital Improvement Program (CIP) Table

Recommendation:

ACTAC is requested to review the draft CIP table for the 2011 CMP and provide comments and corrections to Alameda CTC staff by Friday, July 22, 2011.

Summary:

Chapter 7 of the Congestion Management Plan (CMP) addresses the Capital Improvement Program (CIP). The CIP chapter of the 2011 CMP includes the CIP table, which details the planned investment that is intended to benefit the CMP network over the next six fiscal years, 2011/12-2016/17. The CIP should be consistent with the adopted Regional Transportation Plan (RTP) and include projects (both on and off the CMP network) that are intended to maintain or improve the level of service on the designated system and to meet transit performance standards. The attached table represents the information collected from local agencies for the update of the CMP for 2011. The table includes information for specific projects as well as listings representing the level of investment anticipated through multiple smaller projects, referred to as “Lump Sum”.

Information:

The week of May 13th, staff distributed to ACTAC representatives a request to update the CIP Table for incorporation into Chapter 7 of the 2011 CMP. Sponsors were requested to include projects that are anticipated to begin within the 6-year period, and to include ongoing projects if construction is less than 50 percent complete.

ACTAC is requested to review the attached draft CIP tables. The draft CIP table includes the listing of larger individual projects (generally over \$1.5 million). The draft table also includes totals (for each of the CIP table’s six project categories) for the lump sum projects, which represent the value of the multiple smaller projects submitted for the CMP’s CIP table. Though not included in the final CMP, we have also attached for review a second table that includes the specific projects that make up the value of the lump sum totals. Sponsors are also requested to clarify in the notes column whether the funding is anticipated or programmed and to identify funding shortfalls.

It should be noted that it is expected that regional policies regarding programming of future transportation funds will be consistent with SB375 concepts (Sustainable Community Strategies (SCS)) and that projects that support priority development areas, growth opportunity areas and priority conservation areas may be given priority for future funding.

Submit comments or corrections to the attention of Jacki Taylor, jtaylor@alamedactc.org, by Friday July 22, 2011. A draft version of Chapter 7 of the 2011 CMP, including the CIP table, will be presented to the Board in September 2011.

Attachments:

Attachment A: 2011 CMP - Draft CIP Table

Attachment B: 2011 CMP - Lump Sum Detail of the Draft CIP Table

2011 CMP - Draft Capital Improvement Program (CIP) Table

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Notes/Comments
		Federal	State	Local	
Lump Sum Projects					
All Alameda Jurisdictions	Roadway Capital Investment	1,659	10,040	85,929	97,628
All Alameda Jurisdictions	Roadway Rehabilitation Investment	9,327	29,142	36,414	74,883
All Alameda Jurisdictions	Roadway Operations Investment	4,005	12,400	17,031	33,436
All Alameda Jurisdictions	Bicycle Pedestrian	18,883	119,100	140,414	278,397
All Alameda Jurisdictions	Transit Capital Replacement	123,231	16,743	103,097	243,071
All Alameda Jurisdictions	Other Projects	55,970	7,021	3,374	66,365
Individual Project Listings					
Roadway Capital Investment					
Alameda CTC	I-80/Gilman Interchange Improvements	1,200	7,000	300	8,500
Alameda CTC	I-580 Eastbound Aux Lane	225	25,025	2,300	27,550
Alameda CTC	I-580 Eastbound HOT Lane	7,500		11,500	19,000
Alameda CTC	I-580 Westbound HOV Lane	9,850	101,700	27,586	139,136
Alameda CTC	Westbound I-580 Auxiliary Lane from Airway Boulevard to Fallon Road			5,040	5,040
Alameda CTC	East-West Connector in North Fremont and Union City		9,300	201,610	210,910
Alameda CTC	I-580 Corridor ROW Preservation/ Roadway Capital Investment	95,000	4,700	21,000	120,700
Alameda	Broadway Jackson		2,800	3,900	6,700
Caltrans	SR 24 Caldecott Tunnel 4th Bore # 1. Near Oakland, on Rt 24 from Rt 13 in Alameda Co. to Gateway Blvd, Contra Costa Co, construct 2-lane	100,657	113,382	158,718	372,757
Caltrans	SR 24 Caldecott Tunnel Fourth Bore # 2. On Rt 24 in Alameda County. Realign WB Rt 24 to NB Rt 13 connector.	4,700	20	10	4,730
Caltrans	Establish Highway Planting & Environmental Enhance. In Alameda and Contra Costa Counties from East Temescal (Oakland) Separation to Gateway Blvd Overcrossing (Orinda).			7,710	7,710
Caltrans	Sunol Grade HOV Corridor - NB HOV lane, ramp metering and auxiliary lanes		5,500	16,000	21,500

2011 CMP - Draft Capital Improvement Program (CIP) Table

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Total	Notes/Comments
		Federal	State	Local		
Caltrans	Mission Blvd/Rt 880 I/C, Phase 1B/2 (widening Mission Blvd and replacing UPRR structures).	2,560		109,556	112,116	09/10 FY project but locals will need to advance LATIP funds. Measure B
Caltrans/Alameda CTC	I-880 SB HOV Lane Extension from Hegenberger Rd to Marina Blvd.	7,780	94,300	6,525	108,605	Project development by Alameda CTC. CMAA: \$94.6M
Hayward	Route 238 Corridor Improvement project			117,300	117,300	
Hayward	880-92 Reliever Route			27,037	27,037	
Livermore	Isabel Avenue Widening (Route 84 Expressway between Ruby Hill Drive and Jack London Blvd)			130,000	130,000	Measure B funded project. CMAA \$20M
Livermore	Isabel Avenue/I-580 Interchange	10,800	68,000	74,200	153,000	10.8M from Federal demo., 4M 2002 STIP, 8.6M Future STIP or Regional Measure 2(RM2). Phase 1 project to be complete in 2012. Phase 2 schedule unknown. Clarification requested.
Livermore	W. Jack London Blvd. widen/extend between El Charro Rd. and Isabel Avenue			28,000	28,000	Construction scheduled for 2011-2012.
Oakland	42nd/High St. Access Improvements to I-880		16,190	3,100	19,290	Design and ROW phases complete. Con is currently unfunded. State is STIP funds (\$9.22 m), but may not be available within time period due to uncertain STIP funding.
Oakland	Wake Avenue Roadway Improvements - OAB	4,200		1,000	5,200	Federal Funding anticipated through reauthorization. Local is Oakland Army Base Redevelopment Area funds.
Oakland	Maritime Street Reconstruction - OAB		14,600	1,460	16,060	State Funding anticipated through TCIF as reimbursement of eligible costs funded by Oakland Army Base Redev. Area funds.
Oakland	W. Grand and Maritime Intersection Improvements - OAB		3,500	4,050	7,550	State Funding anticipated through allocation of TCIF as reimbursement of eligible costs. Local is Developer contributions and/or Oakland Army Base Redevelopment Area funds.
Port of Oakland/City of Oakland	7th Street Grade Separation	110,000	110,000	3,250	223,250	Construction of this Port project to be funded through State TCIF funds and Federal Funding. Local Oakland Army Base Redevelopment Area funds for planning entities Redevelopment to an allocation of TCIF funds for reconstruction of Maritime and Burma.
San Leandro/Alameda CTC	Marina Bl/I-880 On-Off Ramp Improvements			31,800	31,800	\$5.5M Developer Impact Fees; \$26.3M LATIP
San Leandro/Alameda CTC	I-880/SR 112 (Davis St.) Interchange Improvements	600	9,600		10,200	\$0.6M Earmark; \$9.6M LATIP
Union City	Union City Boulevard Widening				10,000	\$10M total cost - Unfunded Clarification requested
Union City	I-880/Whipple Road Interchange Improvement				10,000	\$10M total cost - Unfunded Clarification requested
Union City	Whipple Road Widening & Enhancement from I-880 to Mission Boulevard				100,000	\$100M total cost - Unfunded Clarification requested
Roadway Rehabilitation						
See Lump Sum section for road rehabilitation investment total						

2011 CMP - Draft Capital Improvement Program (CIP) Table

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Total	Notes/Comments
		Federal	State	Local		
Roadway Operations Investment						
Alameda CTC	I-80 Integrated Corridor Mobility	3,243	77,654	9,158	90,055	
Alameda CTC	I-880 North Safety and Operational Improvements at 23rd/29th	1,787	85,000	13,250	100,037	
Alameda County	Patterson Pass Road Safety Improvements	800	3,200	2,000	6,000	
Alameda County	Crow Canyon Road Safety Improvements		1,000	3,000	15,700	funding shortfall
Alameda County	I-580/Strobridge Off-Ramp modification in Castro Valley		21,000		21,000	Measure B
Alameda County	Vasco Road Safety Improvements- Phase IB	14,000	4,000		31,000	funding shortfall
Alameda County	Vasco Road Safety Improvements- Phase II	1,000	20,000		27,000	funding shortfall
Alameda County	Grant Line Road Safety Improvements		10,000		10,000	
Bicycle Pedestrian						
Alameda	Park Street Streetscape	1,490		353	1,843	Federal STP and TCSP funds, local parking meter and development funds to be completed Fall 2011
Alameda County	Castro Valley Blvd. Streetscape Improvements Phase II		15,000	0	18,000	funding shortfall
Alameda County	Coliseum BART to Bay Trail Connector		6,000	0	6,000	
Alameda County	E.14th/Mission Pedestrian/Transit/Streetscape Improvements-Phases II & III		10,000	10,000	20,000	
Alameda County	Hesperian Streetscape Improvements		13,100	1,500	14,600	
Alameda County	Lewelling Blvd/East Lewelling Blvd. Improvements Phase II		11,700		21,500	funding shortfall
Alameda County	Sunol Area Circulation Improvements		10,000		10,000	Clarification requested
Alameda County	Stanley Blvd Bike/Ped Improvements		3,100	13,900	17,000	
Alameda County	Pedestrian and Streetscape Improvements in Cherryland/Ashland	3,100	5,000		8,100	
Oakland	MacArthur Blvd Streetscape	1,700		4,000	5,700	Funded: Fed - TLC, Local - Redevelopment Funds
Oakland	Foothill Blvd Streetscape	2,200		1,170	3,370	Funded: Fed - TLC, Local - Redevelopment Funds

2011 CMP - Draft Capital Improvement Program (CIP) Table

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Total	Notes/Comments
		Federal	State	Local		
Union City	Bicycle/Pedestrian Connector over UPRR Tracks to Job Center				20,000	\$20M total cost - Unfunded
Transit Capital Replacement/ Expansion						
Alameda CTC	I-580 Corridor/BART Studies			11,831	11,831	
AC Transit	Revenue Vehicle Replacement	179,438	50,855	22,460	252,752	lump sum, but show in table
AC Transit	Zero Emission Bus Delta	148,625		29,725	178,350	This amount represents the delta between a ZEB bus and a standard diesel bus - should ARB implement the Zero Emission Bus regulation
AC Transit	Facilities rehabilitation and maintenance	50,000	10,000	112,541	172,541	lump sum, but show in table
AC Transit	Grand MacArthur BRT	2,880		720	3,600	
AC Transit	Contra Flow Lanes/SF-Oak Bay Bridge			5,100	5,100	
AC Transit	East Bay Bus Rapid Transit	75,000	50,000	90,600	215,600	
AC Transit	Broadway College (Route 51) Corridor Improvements	29,040		7,260	36,300	
BART	BART Oakland Airport Connector	130,700	167,900	185,500	484,100	Fully committed project.
BART	Warm Springs Extension		298,900	591,100	890,000	Fully committed project.
BART	BART Hayward Maintenance Complex			5,300	585,000	Total Project visioned to require \$585M. Project has currently secured \$5.3M from VTA. Clarification requested.
BART	BART to Livermore Extension, Phase I			145,000	145,000	Phase I expected to require \$1.25B. with \$145M currently secured. Clarification requested.
BART	Transit Capital Rehabilitation (Projects above Score 16)	1,529,307		382,327	1,911,634	This represents only the Alameda County share of the total program cost.
BART	Transit Capital Shortfall	2,169,520		539,880	2,699,400	The reported shortfall figure is from T2035 Final Report, dated April '09. An updated figure is not available at this time. Clarification requested.
BART	BART Bay Fair Connection			150,000	150,000	Submitted noted as "vision" -Unsecured funding? Clarification requested.
LAVTA	Atlantis Operations and Maintenance Facility	4,000	4,000	1,000	9,000	Fuel and wash facility to be constructed during FYs 12 and 13 using federal and state monies. Further project development for Operations facility will occur during the period using local funds.
SJRR/ACE	UPRR Capital Access Fee	8,688		2,172	10,860	

2011 CMP - Draft Capital Improvement Program (CIP) Table

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Total	Notes/Comments
		Federal	State	Local		
SJRR/ACE	Altamont Rail Corridor Development (Supporting HSR in new alignment)	3,207	6,074	2,000	11,281	
SJRR/ACE	Security Cameras at ACE Stations	3,505	1,000		4,505	
SJRR/ACE	Capital Spares & Minor Repairs	3,000		750	3,750	
Union City	Passenger Rail Station & Dumbarton Rail Segment G Improvement				180,000	\$180M total cost - Unfunded Clarification requested.
Union City	Grade Separations at Decoto Neighborhood				130,000	\$130M total cost - Unfunded Clarification requested.
Union City Transit	Replacement Buses (10)	4,090	759	188	5,037	
Other Projects						
Alameda County	Castro Valley Transit Village				44,000	unfunded
Alameda County	Fruitvale Avenue Railroad Bridge				11,000	unfunded
Fremont	Ivington BART Station			120,000	120,000	
Livermore	Livermore Village Infrastructure	2,500			2,500	STP/CMAQ funds through MTC grant.
Oakland	Lake Merritt Channel Improvements at 10th St.	55,323	2,000	14,000	71,323	Local Measure DD funded; State Prop 84-River Parkways Grant Program (potential)
Oakland	Snow Park/20th/Harrison Street			8,000	8,000	Funded: All Measure DD. Budget for Street Relocation AND Park Development.
Oakland	MacArthur BART Transit Village Parking Structure, Site infrastructure, and Intermodal Access	1,608	31,650	18,800	52,058	Fully funded: Local is CMA TIP and Redev. Tax Increment; Federal is TEA 21 Reauth. Earmark (HR 3) and TE funds; State is Prop 1C.
Oakland	Coliseum BART Station Area Transit Village	18,885	8,485	7,650	35,020	Funded: State of Cal HCD Prop 1C TOD Infrastructure streetscape grant of \$8.485M awarded to the Oakland Redevelopment Agency in June 2008 with a local Oakland Redev. Agency match of \$7.650M; In addition, \$885K STIP-TE for the Coliseum BART Plaza. Unfunded: Parking Garage - assumes \$18M federal earmark.
San Leandro	Downtown San Leandro TOD	4,600		1,600	6,200	San Leandro Blvd-BART Ped Interface
Union City	Union City Intermodal Station Phase 1	14,645	24,294	19,000	57,939	Alameda CTC comment: More than 50% complete?
Union City	Union City Intermodal Station Phase 2	4,500	14,715		19,215	\$6.3M Gap Closure

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2011 CMP - Draft Capital Improvement Program (CIP) Table - Lump Sum Detail

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Total	Notes/Comments
		Federal	State	Local		
<i>Roadway Capital Investment</i>						
Alameda CTC	680/880 Cross Connector - PSR			938	938	ACTIA funded
Alameda CTC	I-580 Soundwalls in Oakland	350		450	800	unfunded need of \$2M
Alameda County	Miller Sweeney (Fruitvale Avenue) Roadway Bridge (Lifeline)				40,800	unfunded
Alameda County	Estuary Bridges Safety Improvements				6,000	unfunded
Caltrans	SR 24 Caldecott Tunnel Fourth Bore # 3. On Rt 24 in Alameda County. Widening of Caldecott Lane at Kay St. overcrossing and installation of traffic signal at Broadway/Kay St Intersection.	600	37	5	642	Investment in the next 6 years will be related to the construction phase, so the amounts shown are related to the construction capital and support expenditures for the Tunnel project and the split projects.
Caltrans	Rt 84 WB HOV On-Ramp. In Newark, from West of Newark overhead to the Newark Blvd undercrossing. Construct HOV on ramp.		843	50	893	Future Need is \$10.550K.
Dublin	Dougherty Road Improvements from Sierra Lane to North City Limit			13,531	13,531	
Dublin	Dublin Boulevard Widening from Sierra Court to Dublin Court			3,340	3,340	
Fremont	Warm Springs Boulevard Widening between Corporate Way and Mission Boulevard			6,000	6,000	
Oakland	New Access Road and realigned Burma Road for Oakland Army Base		9,160	3,600	12,760	Con of access Rd and Project Dev for realigned Burma Road. Additional Fed \$ anticipated through reauth. State \$ anticipated through TCIF as reimbursement of eligible costs funded by Oakland Army Base Redev. Local \$ is Oakland Army Base Redev. funds.
Pleasanton	Foothill Interchange	709		2,570	3,279	federal is CMAQ, local is combination of measure B (495k), local tif (1703k) and sub-regional tif (450k).
Pleasanton	Bernal Interchange			3,845	3,845	
Pleasanton	Stoneridge Drive Extension			10,000	10,000	
Pleasanton	El Charro			35,000	35,000	
San Leandro/Alameda CTC	East 14th/150th/Hesperian San Leandro Triangle			6,600	6,600	\$5.6M Measure B; \$1M Redevelopment Funds
Roadway Capital Investment Totals		1,659	10,040	85,929	144,428	
<i>Roadway Rehabilitation Investment</i>						
Alameda	Resurfacing Phase 29	300	1,912	1,053	3,265	Federal CDBG funds, State Prop 1B, Prop 42, and gas tax fund, local Measure B, grant, and assessment district funds

2011 CMP - Draft Capital Improvement Program (CIP) Table - Lump Sum Detail

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Total	Notes/Comments
		Federal	State	Local		
Albany	Street Pavement Rehabilitation			1,700	1,700	\$400,000 local funds (Measure F) for pavement rehab. About 10% for maintenance, 20% design & engineering, and the rest Con. This allows rehab of approx 2-3 blocks per year over next six years.
Dublin	Dublin Citywide Resurfacing	547		71	618	Lump Sum
Hayward	Pavement Reconstruction and Rehabilitation			10,500	10,500	
Livermore	Local Street and Road Maintenance	?	?		0	funding will be whatever is approved in the Countywide plan for fed, state, and measure b funding
Newark	Cedar Boulevard and Jarvis Avenue Pavement Rehabilitation	680		170	850	FY 11-12 STP funds through CMA Block Grant
Newark	Local Streets & Roads Pavement Maintenance			6,000	6,000	Lump Sum; Annual Pavement Maintenance Program for local streets and roads
Piedmont	roadway rehab / repaving and ADA required curb ramps		1,680	1,320	3,000	The City expects to spend around \$500,000 each year, for a total of \$3 million over the next six fiscal years. Sponsor entered \$500K total. Per above note, increased to \$3M.
Pleasanton	Stoneridge Drive overlay with open graded asphalt			900	900	
Pleasanton	West las Positas repair at Tassajara Creek			200	200	
San Leandro	Local Street Rehabilitation			12,000	12,000	Measure B & VRF - Lump Sum
Oakland	Street Resurfacing Lump Sum	7,800	25,550	2,500	35,850	Fed is STP funds; State is Prop 42 and Prop 1B ; Local is Measure B and/or General Fund
Roadway Rehabilitation Investment Totals		9,327	29,142	36,414	74,883	
Roadway Operations Investment						
Alameda County	East County Roadways Shoulder Improvements Phase I		10,000	5,000	15,000	Lump Sum
Alameda County	Traffic Signal Projects within Unincorporated Alameda County		2,000		2,000	Lump Sum
Hayward	Traffic signal energy			622	622	
Hayward	Traffic signal maintenance			1,508	1,508	
Hayward	Street light energy			3,983	3,983	
Hayward	Street light maintenance			1,240	1,240	
Hayward	New Streetlights			180	180	
Hayward	Traffic calming			420	420	

2011 CMP - Draft Capital Improvement Program (CIP) Table - Lump Sum Detail

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Total	Notes/Comments
		Federal	State	Local		
Hayward	Signal timing and controller replacement program			548	548	TFCA
Hayward	TCDI Replacement			240	240	
Hayward	Traffic Operations Improvements			320	320	
Oakland	Airport/Coliseum Traffic Adaptive Signalization	1,005		0	1,005	ARRA Grant, not yet 50% complete
Oakland	HSIP Projects Lump Sum	3,000		360	3,360	Funded: HSIP - 1.8 million. Assume success in future rounds
Pleasanton	Stoneridge @ Santa Rita Operational improvement			1,770	1,770	
Pleasanton	Traffic Signal installation - Stoneridge Drive Extension			800	800	
San Leandro	Traffic Signal Systems Upgrade		400	40	440	Washington Ave/Monterey Ave Signal Upgrade
Roadway Operations Investment Totals		4,005	12,400	17,031	33,436	
Bicycle Pedestrian						
Alameda	Sidewalk program			500	500	Measure B Streets and roads \$307k and Measure B bike and ped \$193k for FY 2010-2011
Alameda County	Grant Avenue Pedestrian/Bicycle Trail		1,000	1,000	2,000	
Alameda County	Lewelling Blvd/East Lewelling Blvd. Improvements Phase II		11,700		21,500	funding shortfall
Albany	Bicycle and Pedestrian Projects included in the Albany Active Transportation Plan	0	0	0	0	High-priority projects included in the Albany Active Transportation Plan. The plan, scheduled to be finalized Fall '11, is unfunded.
Albany	Buchanan Bikeway	1,700		300	2,000	The City will implement project in 2011/12 and 2012/13 with CMAQ, local and regional funds.
BART	Electronic Bicycle Locker Program (at Alameda County BART Stations)	503		679	1,182	Stations include: Coliseum, Hayward, West Oakland, San Leandro, Fruitvale, Bay Fair, Ashby, Fremont, Castro Valley, Dublin/Pleasanton, West Dublin, North Berkeley, Rockridge, MacArthur, South Hayward, Union City.
Dublin	Alamo Canal Regional Trail, I-580 Undercrossing			537	2,517	
East Bay Regional Park District	East Bay Green Transportation Initiative Alameda County (Lump Sum)			4,500	10,200	
Hayward	Bike/pedestrian improvements			7,651	7,651	includes wheelchair ramps
Newark	Pedestrian and Bicycle Master Plan Implementation			2,000	2,000	Lump Sum: includes annual sidewalk maintenance, wheelchair accessible ramps, etc.
Oakland	Lakeshore/Lake Park Complete Streets			1,207	1,207	funded: Local is Measure B discretionary grant, AC Transit, City of Oakland

2011 CMP - Draft Capital Improvement Program (CIP) Table - Lump Sum Detail

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Total	Notes/Comments
		Federal	State	Local		
Oakland	Curb Ramp Installation & Sidewalk Repairs LUMP SUM			10,000	10,000	Local is Measure B
Oakland	Measure B Bike/Ped Pass Thru			6,000	6,000	Assumes \$1.25M/yr
Oakland	Lump-Sum Bike/Ped Grants	9,000	6,000	6,000	21,000	Fed is TLC, RBPP and CMAQ; State is SRTS, HES, OTS, BTA, and State recreation trails; Local is TDA, TFCA, SR2T, Bay Trail, and City's CIP. These are projected future allocations not included in specific projects listed elsewhere.
Piedmont	Pedestrian crossings, bike lanes		100,000	100,000	200,000	The City expects to spend around \$50,000 each year for at least the next two years, for a total of about \$200,000 over the next six fiscal years. <i>ACTC note: Sponsor entered \$50K state. Per Piedmont notes, assumed \$100K state and \$100K local.</i>
San Leandro	San Leandro Bikeway - Phase I		400	40	440	
	Bicycle Pedestrian Totals	18,883	119,100	140,414	288,197	
	Transit Capital Replacement					
AC Transit	ITS/Communications replacement - lump sum	2,640		6,600	9,240	Includes radio communications base station and revenue vehicle radio replacement only. CAD/AVL/RTPI included in ITS System Enhancements.
AC Transit	Transfer Stations/Park & Ride Facilities - lump sum	10,000		34,600	44,600	
AC Transit	Safety and Security Enhancements - lump sum	10,000		9,609	19,609	
AC Transit	Environmental Program - lump sum	20,000	6,000	1,540	27,540	
AC Transit	Non-Revenue Vehicles - lump sum			1,081	1,081	
AC Transit	Bike Ped on BRT Corridor - lump sum	21,675		2,825	24,500	
AC Transit	Complete Streets - lump sum			13,464	13,464	
AC Transit	Rolling Stock - Expansion - lump sum	1,444	1,444	1,444	4,333	
AC Transit	ITS System Enhancements Upgrades - lump sum	13,200		8,800	22,000	
AC Transit	Facilities Expansion/Enhancement (66th Avenue)			1,000	1,000	
LAVTA	Fixed-Route Vehicle Replacement (lump sum)	28,902		7,225	36,127	47 vehicles needed-5 in FY 2012, 8 in FY 2014, and 34 in FY 2016
LAVTA	Service vehicle replacement (lump sum)			368	368	12 replacement service vehicles needed spread out through FY 2017. Number of replacements varies by year.
LAVTA	Fixed-Route Vehicle Mid-Life Rehabilitation (lump sum)			7,887	7,887	Mid-year major components rehab including engines, transmissions, particulate matter traps, and hybrid batteries. Amount varies per year.

2011 CMP - Draft Capital Improvement Program (CIP) Table - Lump Sum Detail

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Total	Notes/Comments
		Federal	State	Local		
LAVTA	Facilities Rehabilitation (lump sum)			650	650	On-going rehabilitation of LAVTA owned facilities. Amount varies by year.
LAVTA	Bus Stop Improvement Program (lump sum)			900	900	On-going upgrades to bus stops in the service area. \$150,000 per year.
SJRR/ACE	Information Display Kiosks at ACE Stations	375		125	500	
SJRR/ACE	Ace Station Infrastructure Improvements		200	100	300	
SJRR/ACE	ACE eTicketing	1,500		375	1,875	
SJRR/ACE	Altamont Rail Corridor Rehabilitation (Improvements to Existing)	5,884	8,857	1,100	15,841	Lump Sum
SJRR/ACE	Locomotive Rehabilitation	1,963		1,500	3,463	Lump Sum
SJRR/ACE	Rail Car Rehabilitations/Purchase	4,800		1,200	6,000	Lump Sum
Union City Transit	Mid-Life Bus Rehabilitation	847	242		1,089	
Union City Transit	Miscellaneous Capital			704	704	Includes bus shelters, Corporation Yard improvements and other Miscellaneous Capital projects.
Transit Capital Replacement Totals		123,231	16,743	103,097	243,071	

2011 CMP - Draft Capital Improvement Program (CIP) Table - Lump Sum Detail

Sponsor	Project Name / Description	Project Funding (\$ x 000's)			Total	Notes/Comments
		Federal	State	Local		
<i>Other Projects</i>						
Alameda	Mariner Square Drive Transit Hub/Park and Ride Lot		1,400		1,400	Unfunded
Dublin	Golden Gate Drive Improvements	647		649	1,296	
Newark	Central Avenue Railroad Overpass			630	630	Project Development Only
Newark	Thornton Avenue Widening			405	405	Project Development Only
Newark	Old Town Thornton Avenue Street Light Replacement			180	180	
Oakland	Bridge Seismic Retro Program (Lump Sum exclusive of 12th Street)	55,323	5,621	1,510	62,454	State: Prop 1B, Fed - Highway Bridge Program
Other Projects Totals		55,970	7,021	3,374	66,365	
Total Lump Sum Projects		213,075	194,446	386,259	793,780	



Memorandum

To: Alameda County Technical Advisory Committee
From: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
Date: June 28, 2011
Subject: **Review Measure B Programs and Vehicle Registration Fee Master Funding Agreements Process**

Recommendation

This item is for information only regarding the development of master funding agreements for Measure B Programs pass-through and Vehicle Registration funds with transit operators, Alameda County, and 14 local jurisdictions. No action is recommended.

Background

Transit agencies, Alameda County, and local jurisdictions receive Measure B “pass-through funds” for four types of programs: bicycle and pedestrian, local streets and roads, mass transit, and paratransit. Agencies include the Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority, Altamont Commuter Express, the Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART), and Union City Transit; all cities in Alameda County (Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City) and the County itself.

The Alameda County Transportation Improvement Authority (ACTIA) put agreements in place with these agencies/jurisdictions shortly after the measure began in 2000 as follows:

- Bicycle and Pedestrian Safety: Agreements with Alameda County and 14 cities began in 2002.
- Local Streets and Roads: Agreements with Alameda County and 14 cities began in 2002.
- Mass Transit: Agreements with five transit agencies began in 2002.
- Paratransit: Agreements with three transit agencies and 11 cities began in 2002. In 2003, ACTIA revised these agreements, and in 2007, ACTIA again revised the agreements with the agencies and cities.

The majority of these agreements expire in mid-2012.

Vehicle Registration Fee Program Considerations

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters on November 2, 2010, with 63 percent of the vote. The fee will generate about \$11 million per year through a \$10 per year vehicle registration fee. As the congestion management agency for Alameda County, the Alameda CTC will distribute these funds to four main types of programs:

- Local streets and roads (60 percent)
- Transit (25 percent)
- Local transportation technology (10 percent)
- Bicycle and pedestrian projects (5 percent)

Rather than create separate agreements with the agencies and jurisdictions that will receive these funds as well as Measure B funds, staff will incorporate language in the master funding agreements that specify the types of funds that the agencies/jurisdictions can receive from the Commission, including Measure B and VRF pass through and grant funds, as well as funding and reporting requirements.

Master Agreement Update Schedule and Process

The schedule below shows the timeline for production and execution of the master funding agreements. Before finalizing the agreements, staff plans to bring the master funding agreement policies and templates for review and input to the Alameda County Technical Advisory Committee, the Paratransit Technical Advisory Committee, a Citizens Watchdog Committee Compliance subcommittee, the Paratransit Advisory and Planning Committee, as well as to the Commission standing committees and the Commission as a whole.

Because there will be policy-level implications regarding proposed changes in the agreements, staff will bring policy considerations for discussion in September. Once those are vetted in September, draft agreements will be prepared for review in October by the committees with the aim of receiving final approval of the master funding agreement templates in December and full execution by February/March 2012. The proposed development schedule is below:

Master Funding Agreement Development Tasks	COMPLETION DATE
Update Committees on Master Funding Agreements Schedule	July 2011
Review Draft Policy Considerations for the Master Agreements	September 2011
Review Draft Master Agreement Templates	October 2011
Review Final Draft Master Agreement Templates	November 2011
Commission Adoption of Master Funding Agreement Templates	December 2012
Execute Master Funding Agreements	January – March 2012
Allocation of Funds Pursuant to Master Agreements	March-April 2012

Fiscal Impacts

There are no fiscal impacts at this time.



Memorandum

DATE: June 28, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Program Analyst

RE: Review Project Eligibility Categories for Transportation Fund for Clean Air (TFCA) Program

Recommendation:

ACTAC is requested to review information regarding eligible project categories for the TFCA Program.

Summary:

At the March 2011 Alameda CTC Programs and Projects Committee (PPC) and Board meetings, it was proposed that TFCA funding eligibility should be expanded to include Transportation Demand Management (TDM) projects, specifically transit incentives such as bus passes. ACTAC is requested to review the overall TFCA project eligibility categories.

Information:

Eligible TFCA projects are those defined in the provisions of the California Health and Safety code (HSC) section 44241. The HSC specifies that TFCA funds be used to reduce air pollution from motor vehicles through the implementation of Transportation Control Measures (TCMs) and Mobile Source Measures (MSMs). The Bay Area Air Quality Management District (Air District) also adopts policies and provides additional guidance. The Alameda CTC, as administrator of the Program Manager funds, adopts Program Guidelines. These Alameda CTC Program Guidelines include a list of eligible project types based on the HSC and Air District guidance. Attachment A provides a comparison of how the project eligibility is detailed by the HSC, Air District and Alameda CTC.

Staff is aware that the Air District has funded TDM-related projects such as Guaranteed Ride Home and certain transit incentives and trip reduction programs in the past, even though they are not specifically detailed in the HSC. The Air District policies/guidance does not specify types of projects that have been funded in the past that are considered consistent with, but may not be specifically mentioned in, the HSC. This information could help prospective applicants identify projects that may be a good match for TFCA-funding. Alameda CTC can also consider providing a similar level of information in its Program Manager Guidelines.

Through this discussion, this is also an opportunity for ACTAC to suggest additional eligibility categories or specific project types for consideration for the TFCA Program.

The Air District Guidance also includes a provision that, “On a case-by-case basis, Program Mangers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness, but do not fully meet other Board-adopted policies.” The Alameda CTC Guidelines could also incorporate the “case-by-case” language.

Next Steps:

Based on today’s discussion staff will prepare a recommendation for ACTAC to consider at a future meeting. Depending on the revisions desired, the staff recommendations may range from administrative to proposed legislative changes.

Attachments:

Attachment A: TFCA Eligible Projects in the HSC, Air District Guidance, and Alameda CTC Guidelines

Matrix of TFCA Eligible Project Categories

	Health and Safety Code, Section 44241:	BAAQMD FY 11/12 Guidance:	Alameda CTC FY 11/12 Guidelines:
1	The implementation of ridesharing programs.	The implementation of ridesharing programs.	Implementation of rideshare programs.
2	The purchase or lease of clean fuel buses for school districts and transit operators.	The purchase or lease of clean fuel buses for school districts and transit operators.	Purchase or lease of clean fuel buses for school districts and transit operators.
3	The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.	The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.	Provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
4	Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."	Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."	Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets".
5	Implementation of rail-bus integration and regional transit information systems.	Implementation of rail-bus integration and regional transit information systems.	Implementation of rail-bus integration and regional transit information systems.
6	Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit. No funds expended pursuant to this paragraph for telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use.	Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.	Implementation of demonstration projects in congestion pricing of highways, bridges and public transit; and in telecommuting. No funds expended pursuant to telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use.
7	Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.	Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.	Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to <u>light duty vehicles with a gross vehicle weight (GVW) of 10,000 pounds or lighter</u> , engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.

			<p><u>Note: Engine repowers are subject to Air District approval on a case-by-case basis.</u></p> <p>Implementation of smoking vehicles program.</p> <p><u>Removed from Alameda CTC FY 11/12</u></p> <p><u>Guidelines based on BAAQMD FY 11/12 Guidance.</u></p>
8	Implementation of a smoking vehicles program.	Implementation of a smoking vehicles program.	Implementation of smoking vehicles improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
9	Implementation of an automobile buy-back scrapage program operated by a governmental agency.	<u>Not eligible in BAAQMD FY 11/12 Guidance.</u>	Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
10	Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.	Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.	Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
11	The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.	The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.	The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.



Memorandum

DATE: June 28, 2011
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
SUBJECT: Legislative Update

Recommendations

This is an information item only.

Summary

State Update

Budget: At the time of this writing, the state budget has still not been passed and new proposals are before the Legislature for votes prior to the fiscal year end on June 30. It is anticipated that a vote will occur and details of the state's budget will be presented at the ACTAC meeting.

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

Update on 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 the sponsor of this bill, which fully passed through all required State Assembly committees and will be heard in the Senate Governance and Finance Committee on July 6. Staff will provide an update on the progress of this bill at the ACTAC meeting.

Federal Update

FY2012 Budget: In May, the House appropriations Chair, Hal Rodgers, announced subcommittee allocations reflecting a \$46 billion cut in programs that are non-security related, and an increase in defense programs of \$17 billion. This could potentially result in a 14% decrease in funds from the previous year, on top of the 18.5% cut for FY 2011 for Transportation – Housing and Urban Development (T-HUD). This is significantly lower than what President Obama proposed for the 2012 T-HUD allocation request of \$74.7 billion

The House subcommittee markup is scheduled for July 14th and the full committee meeting is July 26th.

Surface Transportation: The current extension of the surface transportation bill runs through the end of the fiscal year, September 30, 2011. Both House Transportation and Infrastructure (T&I) Chairman John Mica and Senate Environment and Public Works (EPW) Committee Chairwoman Barbara Boxer have indicated that they want to release bill language for a 6-year reauthorization by July. Key considerations for each of the bills is how to fund the nation's surface transportation in light of the declining highway trust fund revenues, which are not keeping pace with currently approved appropriation levels, and which have been bolstered by general fund revenues totaling over \$34 million since 2008. Complicating the debate is the discussion of the debt ceiling which is currently anticipated to be reached by August 2011.

Staff will provide updates at each commission meeting on the process and progress of the surface transportation bill development and the debt ceiling discussions.

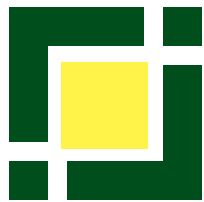
Additional information on recent federal activities will be available at the meeting.

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: State Update



BUDGET UPDATE

June 24, 2011

“Raising taxes just cannot be part of the conversation for us.”

(Connie Conway, Asm. Republican Leader)

“The Republicans have a Rejectionist Posture . . .”

(Gov Jerry Brown)

Circular Firing Squad: Rejectionism took on cult proportions under the Golden Dome in the past few days. It must have been that Dem political earthquake. This week back-to-back seismic events rattled the precariously stacked State budget, collapsed the tax bridge, and wildly wobbled California’s bondability. Following the Governor’s unprecedented veto of the legislature’s majority vote budget, State Controller John Chiang rocked the legislature by denying its members their pay. Three Constitutional officers emphatically declared the legislature’s creative budget unbalanced and unfinancible. Sparklers, not fire crackers, flared briefly as Democrats wagged their legislative light swords in the general direction of the Governor, threatening to hold up some of his administrative appointments in retaliation for the veto. Then, while he was *in absentia*, the entire Republican caucus held a press conference at his office door. “Conference” might be stretching a point—after several questionss, they cut off the press. No wonder the hallway tourist throng, also at the Gov’s office door, was confused.

“What’s going on? What’s going on?” *whispered the Tourists.*

“Nothing!” *declared the Press Reports.*

Nothing, Indeed. Not at the press conference, anyway. It was a summer rerun of the theme that a few Rs have voiced, to vote for a September tax-extension election if the ballot shoves even more legislative work onto the voters: pension reform and spending caps. It’s not really a fresh position. At least one R declared that legislators “didn’t deserve their pay” because of the impasse, and Asm. Reep Leader Connie Conway later told a luncheon audience that she is “unemployed.” Hey, everybody, what ever happened to “elected?” There are several versions of the R position: (1) They will vote for a budget that depends upon the outcome of a tax vote, as long as pension reform and a spending cap are separate items on the same ballot. (2) Asm. R Leader Conway’s position that they will vote for a 2/3 *all-cuts* budget. (3) In their Secret Meetings with the Gov, a third group of Republicans adds a meteor to the top of the Christmas tree: they’re demanding a major re-write of AB 32 to erase environmental lawsuits, grant environmental waivers to big telecommunications companies, and exempt many large urban development projects from the EIR process. Maybe all this stuff is piled up on the bargaining table, but it’s hard to know who is holding out for what.

"We as a group feel that there's not the need for a bridge at this point in time."

(Sen. Berryhill at the press conference)

"We as a Group" were a little strained this afternoon. Though it may not be an ingredient in the budget stew, apparently a Republican leadership fight is simmering in the Senate. Now that Senate Reep Leader Bob Dutton shared his intent to run for the Assembly with his caucus, Senators Bob Huff and Joel Anderson are reportedly vying for Dutton's position. Ya' gotta love term limits.

***"They have a little bit of heartburn . . .but I have my path;
we'll ultimately get to the Promised Land."***

(Governor Brown)

Back on the Trifurcated Dem Side: The Gov still hopes to Jesuitically persuade four R votes to accept an election option that may fall short of Reep pension and spending cap demands. Ninja-kick might be a better strategy. GovBro says, possibly to the chagrin of those not receiving paychecks, that he is willing to sweat it out for a few more weeks. *Say it isn't so! A few weeks? Sweat? It's Sacramento in July!* ProTem Steinberg sounds to us like he, too, may be working on an all-cuts budget, although surely not in conjunction with Leader Conway. Both of them must be sweating the K-14 education funding ravage that will accompany the all-chop option.

All Cuts Budget? For reasons applicable to hopeful thinking and mass confusion, the Capitol was abuzz with expectations of a new proposal from the Gov on Wednesday, which turned out to be *"never was, never will be."* Therefore, it is with caution that we note there *may* be another version of the budget put forward by Legislative Dems sometime next week, but we doubt one is coming from the Gov. We'll do some staff-checking over the weekend to see if such is underway.

Rising Temps, Rising Tempers: A few days of grouching and repositioning after the Gov's veto and Chiang's paycheck decision were predictable. We just hope the legislature doesn't sidetrack itself from the budget by taking on the Constitutional question of separation of powers in court, thus adding the third branch of government to the mix. The situation is too urgent for that distraction right now. As Controller Chiang, Treasurer Lockyer, and GovBro have all pointed out, California must have a "financeable" option for issuing short-term notes and long-term bonds once this budget dust-lion curls up.

***"I expect there will be efforts to accelerate the reassessment
of commercial property tax."***

(Governor Brown)

Blowing Up More than Boxes: On the continuing subject of California's Constitution, GovBro suggested yesterday that if he isn't able to find common ground with Republicans, organized labor might take the tax extension question to voters with an initiative that could include—

Gasp!—changing the current Prop 13 caps on commercial property taxes. In simple terms—offing the un-split roll in the same way he’s trying to eliminate RDAs.

Wither the Fate of Redevelopment? For the time being, the proposals to eliminate and then resuscitate redevelopment agencies are calling for AMI to scoop them up. As budget trailer bills, they are tied to the budget bill, which was vetoed. The two bills are still in Enrollment, but won’t be sent to the Governor. There are countless procedural maneuvers that could result in their rebirth as other bills, modified proposals, and political footballs. Stay tuned for more as we muddle forward in this unprocessed, biodegradable budget.

VLF Update: Vehicle License Fee Fund Shortage: In early May, the Gov signed SB 94 into law, which temporarily provided the DMV with flexibility to send VLF renewal notices late. The Governor did this in the hopes that he would garner the votes to maintain a higher VLF rate past July 1st. The result of this action is that VLF funds beginning in May are coming in lower than budgeted which will have the consequence of reducing base funding for the 1991 realignment for counties for the 2011-12 budget year. DOF is aware of the problem and is working with CSAC to remedy it legislatively.

Realignment Update: Sometime after 9:00 last night CSAC passed along the Administration’s major policy shift in AB 109 Realignment. They now want to delay implementation of the local revocation hearing process, and continue with state Board of Parole hearings through June 30, 2013. This means that local courts will not take jurisdiction until July 1, 2013. This would delay expansion of responsibilities for district attorneys and public defenders, who would then be limited only to revocation responsibility for those who violate terms of post-release community supervision. This means a reduction of \$12.7 million available in AB 109 realignment funding. CAOs and CSAC are working on allocation of the reduction. There will surely be more to come on this subject as we lurch forward into the next chapter of *Budget 2011*.

***“I’m not giving up. . .
In all probability it will take the use of the initiative to fix this.”
(Governor Brown)***

Wretched farewell to FY 2010-11: Next week will bring more scrambling as we hurtle toward June 30, 2011, the last day of the fiscal year, possibly without a budget. Budget or not, without an agreement with Republicans the current temporary taxes will expire on July 1, leaving us with another hole to fill, programs to lop, and concern about the legislature’s ability to address the revenue gap in an uncertain economy. *Once the taxes expire, the length of the impasse may be measured by the ability of legislators to withstand a long period of no pay checks.*

Did we mention it’s double-digit hot in Sacamenna? It doesn’t feel like the Promised Land yet.

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