

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

MEETING NOTICE

Tuesday, December 7, 2010, 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 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.

2.0 CONSENT CALENDAR

A/I

- 2.1 Approval of the Minutes of November 2, 2010 – page 1
- 2.2 Other Information
 - 2.2.1 Review information regarding Pavement Technical Assistance Program (PTAP) Call for Projects – page 5
 - 2.2.2 Review information regarding the 10-Year Deadline for Federal Preliminary Engineering (PE) Funding – page 15

3.0 ACTION ITEMS

A/D/I

No Items

4.0 NON-ACTION ITEMS

D/I

- 4.1 Review of Status Measure F Vehicle Registration Fee Program Administration Development – page 19
- 4.2 Review of Alameda County Safe Routes to School (SR2S) Program
 - 4.2.1 Programmatic Elements – page 23
 - 4.2.2 Capital Program*
- 4.3 Review of Transportation Fund for Clean Air (TFCA) Program FY 2011/12 Schedule and Draft Fund Estimate - page 33

- 4.4 Review Project Study Report / Project Initiation Document (PSR/PID)
Priority List for Alameda County – page 37
- 4.5 Review Local Safety Programs: Project Delivery Requirements – page 45
- 4.6 Review Alameda CTC Board Retreat Material – page 47
- 4.7 Review Sustainable Community Strategy (SCS)/Regional Transportation Plan
(RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure
Plan Information *

5.0 LEGISLATIVE PROGRAM UPDATE

- 5.1 Review Legislative Program Update – page 49

6.0 STAFF AND COMMITTEE MEMBER REPORTS

7.0 OTHER/ADJOURNMENT

NEXT MEETING: January 4, 2011.

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

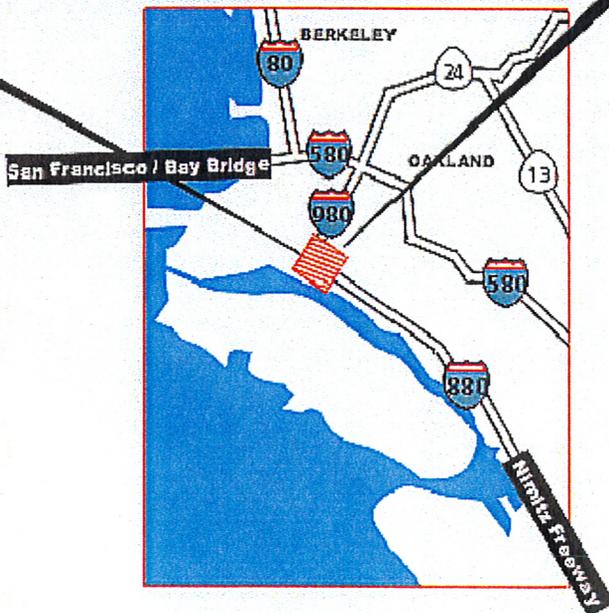
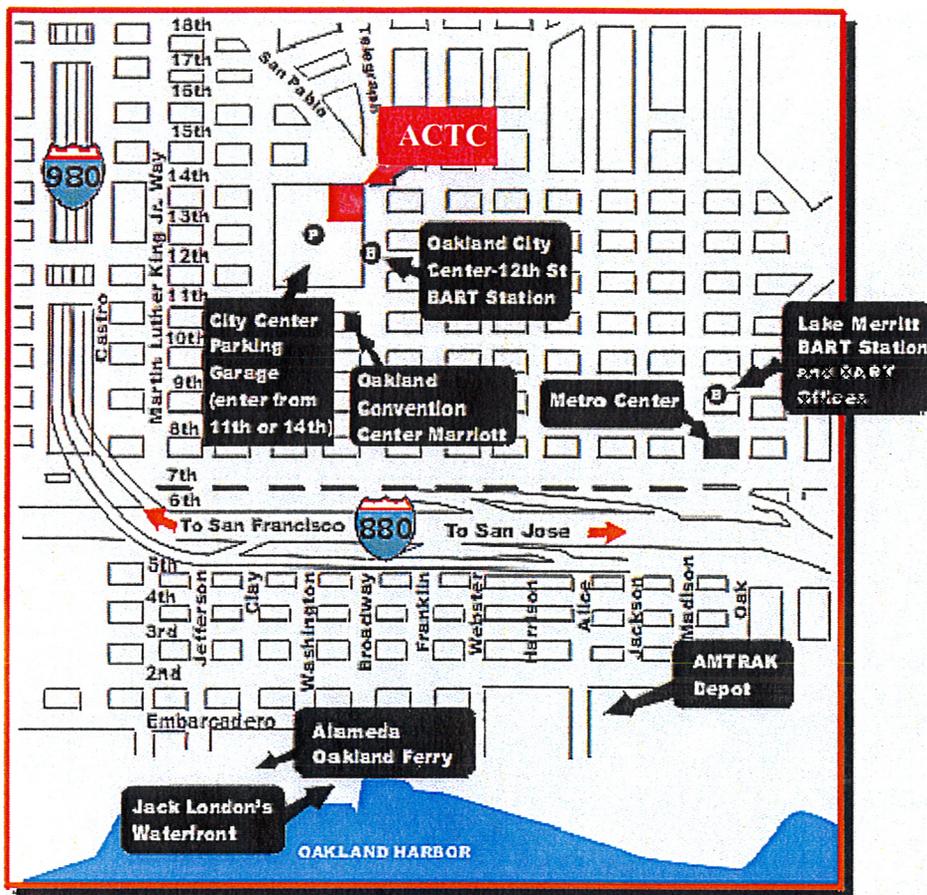
Key: A – Action Item; I – Information Item; D - Discussion Item
* – Material will be available at the meeting

(#) 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*

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMMA	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
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	PSR	Project Study Report
ADA	Americans with Disabilities Act	RM 2	Regional Measure 2 (Bridge toll)
BAAQMD	Bay Area Air Quality Management District	RTIP	Regional Transportation Improvement Program
BART	Bay Area Rapid Transit District	RTP	Regional Transportation Plan (MTC's <i>Transportation 2035</i>)
BRT	Bus Rapid Transit	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	STA	State Transit Assistance
CIP	Capital Investment Program	STIP	State Transportation Improvement Program
CMAQ	Federal Congestion Mitigation and Air Quality	STP	Federal Surface Transportation Program
CMP	Congestion Management Program	TCM	Transportation Control Measures
CTC	California Transportation Commission	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	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



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, 88, 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,
enter from 11th or 14th
Street

**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF NOVEMBER 2, 2010**

1.0 PUBLIC COMMENT

2.0 CONSENT CALENDAR (+) Acceptance

2.1 Approval of the Minutes of October 5, 2010

2.2 Other Information

2.2.1 Review Information Regarding MTC's November 9th Federal-aid Workshop for Recipients of STP/CMAQ Funding

2.2.2 Review Information Regarding the MTC Local Street and Road Needs, Revenue and Performance Survey

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

3.0 ACTION ITEMS

3.1 Adoption of Conformity Findings for the 2010 Congestion Management Program (CMP)

Suthanthira requested that ACTAC recommend that the Alameda CTC Board find all local jurisdictions are in conformance with the Congestion Management Program (CMP) annual conformity requirements. A motion was made by Odumade to recommend that the Alameda CTC Board find all local jurisdictions are in conformance with the Congestion Management Program (CMP) annual conformity requirements; Frascinella made a second. The motion passed unanimously.

4.0 NON-ACTION ITEMS

Staff recommended moving to **Agenda Item 4.5**. The committee agreed.

4.5 Review Proposed MTC Regional Parking Program Campaign

Valarie Knepper of MTC made a presentation and updated the ACTAC committee regarding the proposed MTC Regional Parking Program Campaign. This item was presented for information only.

4.1 Review of Project Study Report / Project Initiation Document (PSR/PID) Priority List for Alameda County: Current and Projected Work Program

Bhat requested ACTAC to review the revised FY 2010/11 PSR/PID Workplan and 3-year look ahead PSR/PID priority list for Alameda County FY 2011/12, 2012/13 and 2013/14. This item was presented for information only.

4.2 Review New Project-Level Air Quality Conformity Requirements

Taylor requested ACTAC to review additional information clarifying the new project-level Air Quality Conformity requirements. This item was presented for information only.

4.3 Discuss Transportation Fund for Clean Air (TFCA) Program Issues

Todd provided ACTAC with an update on TFCA Program issues. There was a brief discussion regarding these issues. This item was presented for information only.

4.4 Review Sustainable Community Strategy (SCS) Informational Materials

Walukas requested ACTAC to review the draft informational material about what the SCS is and why it is important to Alameda County that will be used for general distribution in seeking input on the SCS, the Countywide Transportation Plan (CWTP), and the development of a new sales tax expenditure plan (TEP).

5.0 LEGISLATION ITEMS

5.1 Review FY 2010-11 State Budget

5.2 Review Legislative Program Update

Lengyel provided a brief update to ACTAC regarding the 2010/11 State Budget and Legislative Program. Todd provided information on the impacts of the budget to road certain transportation funding. This item was presented for information only.

6.0 STAFF AND COMMITTEE MEMBER REPORTS

Staff informed ACTAC that the Alameda CTC will be holding their Board Retreat on Friday, December 17th, 2010 at the Castro Valley Library from 8:30 am to 2:00 pm.

7.0 OTHER/ADJOURNMENT

NEXT MEETING: December 7, 2010.

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

Attest by:



Claudia D. Leyva, Secretary

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
November 2, 2010
ROSTER OF MEETING ATTENDANCE
CMA COMMITTEE ROOM, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Claudia Luyva	Alameda CTC	(510) 350-2335	cluyva@acema.ca.gov
2.	Linda Adams	Alameda CTC	(510) 267-6100	ladams@actia2002.com
3.	Brue Williams	City of Oakland	(510) 238-7279	brwilliams@oaklandut.ca.gov
4.	Zachary Chop	Caltrans D4	(510) 622-1643	Zachary.Chop@dot.ca.gov
5.	Jaimee Bourgeois	Dublin	925-833-6634	jaimee.bourgeois@dublin.ca.gov
6.	Alan Lee	BART	(510) 464-6122	ALee1@bart.gov
7.	Tina Spencer	ACT Transit	510-891-4754	tspencer@actransit.org
8.	Keith R. Cooke	San Leandro	510-577-3439	KCooke@sanleandro.org
9.	Cedric Novenarvo	Livermore	925-960-4541	canovenarvo@ci.livermore.ca.us
10.	Henry Louie	UNION CITY	510.675.5301	hlouie@unioncity.org
11.	Don Frascinello	Hayward	510-583-4781	dfrascinello@hayward-ca.gov
12.	Kunle Odumade	Fremont	510-494-4746	Kodumade@fremont.gov
13.	Soren FATEAU	NEWARK	510-578-4286	soren.fajeau@newark.org
14.	David Khan	Alameda	510-749-5926	pkhan@ci.alameda.ca.us
15.	Paul J. Keener	Alameda County Public Works Agency	(510) 670-6452	paulk@acpwa.org
16.	Zach Rehm	City of Piedmont	(510) 282-9722	zrehm@ci.piedmont.gov
17.	ARTHUR DAO	ACTC	510.267.6104	adao@actia2002.com
18.	Matt Todd	ACTC	510-350-2315	mtodd@acema.ca.gov
19.	Valerie Knepper	MIR	510 817-5824	vknepper@mir.ca.gov
20.	Matt Nichols	Berkeley	510-981-7068	mnichols@city.berkeley.info

21. Mark Feldkamp, City of Piedmont, 610-420-3264, MFeldkamp@City.Piedmont
CA, US

22. Donna Lee BART (510) 464-6282 d/lee@bart.gov

23. Saravona Suthantha Alameda etc (510) 350 2321

24. ALEXANDER KOPRUD - (510) 262-ALDORNO - 528-5789

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

www.AlamedaCTC.org

Memorandum

DATE: November 29, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Programming Liaison

SUBJECT: Review information regarding Pavement Technical Assistance Program (PTAP) Call for Projects

Recommendations:

ACTAC is requested to review information regarding MTC's Pavement Management Technical Assistance Program (PTAP) Round 12 Call for Projects. The deadline has been extended to November 30, 2010.

Summary:

ACTAC is requested to review the attached information regarding MTC's Call for Projects for P-TAP Round 12. Attachment A is MTC's notice regarding the PTAP call for projects and an extension of the application period to November 30, 2010. Also attached is the current Pavement Management System (PMS) certification status for jurisdictions (Attachment B).

Information:

In accordance with Section 2108.1 of the Streets and Highway Code, MTC requires cities and counties submitting pavement maintenance and rehabilitation projects for funding to utilize a Pavement Management Program (PMP). PTAP provides Bay Area jurisdictions with assistance and expertise in implementing and maintaining a PMP, primarily the MTC StreetSaver® software.

The following types of projects are eligible for PTAP: 1) Pavement Management Systems (PMS) projects, and 2) roadway design projects including the development of Plans, Specifications, and Estimates (PS&E). Other projects related to pavement management will be considered pending availability of funds. MTC expects to provisionally notify grant finalists on December 8, 2010 and formally confirm finalists on January 12, 2011, contingent upon MTC's Administration Committee approval.

Please note that jurisdictions that do not submit the required Local Streets and Roads Revenue Survey, due to MTC by December 31, 2010, will not be eligible to receive LSR grant funding (including PTAP) through MTC.

Attachments:

Attachment A: PTAP 12 - Project Solicitation and Deadline Extension
Attachment B: PMS Certification Status

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METROPOLITAN
TRANSPORTATION
COMMISSION

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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

November 19, 2010

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

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

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spring
Solano County and Cities

Amy Rein Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Cities and Counties
San Francisco Bay Area

RE: Pavement Management Technical Assistance Program (P-TAP) Round 12

Dear Public Works Directors of the San Francisco Bay Area:

MTC is extending the project solicitation for the Pavement Management Technical Assistance Program (P-TAP) Round 12, as some jurisdictions may not have received the first solicitation letter. Applications are now due **November 30, 2010 by 4:00 p.m.** MTC expects to provisionally notify grant finalists on December 8, 2010 and formally confirm finalists on January 12, 2011, contingent upon Administration Committee approval. Additional copies of this application may be printed from the MTC website at www.mtcprms.org.

All eligible Bay Area cities and counties are encouraged to apply. This includes jurisdictions that previously applied for P-TAP funds but were not selected and past P-TAP recipients that may need additional funds to implement, maintain or update specific components of their pavement management program (PMP). Jurisdictions that did not submit the Local Streets and Roads Revenue Survey would not be eligible to receive grant funding.

P-TAP provides Bay Area jurisdictions with assistance and expertise in implementing and maintaining a PMP, primarily the MTC StreetSaver® software. The program's success has enabled P-TAP to expand assistance to all Bay Area cities and counties. MTC has programmed over \$7.7 million in regional Surface Transportation Program (STP) funds during the last ten rounds of P-TAP. In total, MTC has funded 420 projects and assisted all Bay Area jurisdictions with their pavement needs.

Jurisdictions applying for a P-TAP grant will have the option of selecting from the following types of projects: 1) Pavement Management Systems (PMS) projects, and 2) roadway design projects including the development of Plans, Specifications, and Estimates (PS&E). Other projects related to pavement management will be considered pending availability of funds.

Through P-TAP, MTC retained qualified consulting firms to provide assistance to Bay Area jurisdictions for eligible pavement projects. MTC will select the most appropriate firm to assign to each selected jurisdiction based on special areas of the firm's expertise, the jurisdiction's previous experience with the firm, the jurisdiction's preference, and the firm's geographic proximity or familiarity with the jurisdiction. MTC cannot guarantee that jurisdictions will be assigned their preferred firm. Jurisdictions are expected to work directly with P-TAP consultants to complete the projects.

Projects will be selected on the basis of the scoring criteria that staff presented to the San Francisco Bay Area Partnership Technical Advisory Committee (PTAC) on September 21, 2009 and as listed in Attachment A. This includes scores for the type of project; the number of centerline miles in a jurisdiction; when a jurisdiction last received a P-TAP grant; certification status; and StreetSaver® version. Jurisdictions that did not submit their Local Streets and Roads Revenue Survey are not eligible to receive P-TAP grant monies.

For Round 12, up to \$1.5 million in federal funds is expected to be available for programming. Jurisdictions will also be awarded up to two years subscription to StreetSaver® On-line. The minimum grant amount awarded will be \$10,000 with a maximum cap of \$60,000 awarded per jurisdiction. The project amount awarded will include both the MTC's STP contribution as well as a local contribution of 20%. The local contribution includes the local match of 11.47%; the remaining 8.53% pays for the StreetSaver® subscription referenced above.

You can determine your jurisdiction's maximum eligible award amount by multiplying \$300 by the number of centerline miles in your jurisdiction. For example, if a jurisdiction has 50 centerline miles of road, then the maximum amount of project funding would be \$15,000 (the local contribution will be 20% of \$15,000, which is \$3,000).

The actual award amount for individual jurisdictions will depend on the number of eligible applications received. The local contribution requirement of 20% of the grant sum needs to be paid to MTC by the local jurisdiction prior to the start of the project, and **no later than February 15, 2011**. Failure to submit local contribution by the February 15 deadline will result in the loss of funding for the project, and removal from the P-TAP round. MTC staff will then select an alternate project for participation in this round. All P-TAP 12 projects will be implemented in Fiscal Year 2010-11, and need to be completed by April 30, 2012. MTC will directly reimburse consultants working on P-TAP projects. Project sponsors are responsible for project costs exceeding the P-TAP grant amount. All grants are subject to availability of funds allocated for P-TAP by MTC. If your jurisdiction would like to participate in P-TAP, please complete the attached application form and email it to:

Amy Burch: aburch@mtc.ca.gov

Signed application forms are due on **November 30, 2010 by 4:00 p.m** Please send the files electronically in Microsoft Excel, as well as a signed copy as a PDF. For additional information contact Amy Burch, Project Manager, at (510) 817-5735.

Sincerely,



Alix Bockelman
Director, Programming and Allocations

SCORING CRITERIA FOR P-TAP 12 PROJECTS

<u>No.</u>	<u>Description</u>	<u>Score Range</u>	<u>Total Points</u>
1	<u>Scope of Work Requested</u> <i>Jurisdictions applying for Pavement Management System (PMS) projects will receive higher scores.</i>	5 to 20 PMS = 20 PS&E = 5	20
2	<u>Centerline Miles</u> <i>Jurisdictions with fewer centerline miles will receive higher scores.</i>	5 to 15 <100 = 15 100-300 = 10 >300 = 5	15
3	<u>Prior P-TAP Recipient</u> <i>Jurisdictions that have not recently received P-TAP funds will receive higher scores.</i>	0 to 25 Round 9 or earlier = 25 Round 10 = 15 Round 11 = 0	25
4	<u>Certification Status</u> <i>Jurisdictions without current PMP certification will receive higher scores.</i>	10 to 20 Currently Expired = 20 Expired by year end = 15 Certified for 1-2 years = 10	20
5	<u>Version of StreetSaver®</u> <i>Jurisdictions without the online version will receive higher scores.</i>	0 to 20 Version 7.5 = 20 8.0 desktop = 10 Online = 0	20
<u>Total Points Possible</u>			<u>100</u>

***Additional Criteria**

<u>LS&R Needs and Revenue Survey</u>	-100	-100
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Jurisdictions that did not turn in their surveys to MTC are not eligible for P-TAP funding.

**METROPOLITAN TRANSPORTATION COMMISSION
PAVEMENT MANAGEMENT TECHNICAL ASSISTANCE PROGRAM (P-TAP)
ROUND 12 APPLICATION FORM**

Instructions:

Please complete all five sections. Submit application files electronically in Microsoft Excel, as well as a signed copy as a PDF to Amy Burch at aburch@mtc.ca.gov by 4:00 p.m. on November 30, 2010.

I. CONTACT AND JURISDICTION INFORMATION

1. Name of Jurisdiction:
Street Address:

2.

Primary Contact		StreetSaver® Contact	
Name:	<input type="text"/>	Name:	<input type="text"/>
Title:	<input type="text"/>	Title:	<input type="text"/>
Phone:	<input type="text"/>	Phone:	<input type="text"/>
Fax:	<input type="text"/>	Fax:	<input type="text"/>
Email:	<input type="text"/>	Email:	<input type="text"/>

3. Total number of centerline miles within jurisdiction:

4. Number of full time engineering staff on payroll:

5. Number of staff working with pavement management:

a. Have staff attended training and/or user week mtgs? Yes No (If no, skip to #6)

b. Training classes staff received:
Month and Year:

c. Last User Meeting Attended:

II. PAVEMENT MANAGEMENT SYSTEM

6. Do you have StreetSaver® Online v.9? Yes No
- If not, which version of StreetSaver® do you have? (Pull down menu)

7. When was your certification last updated?
Please see PMS website for status: <http://www.mtcpms.org/ptap/cert.html>

8. Have you utilized PMS consultants before? Yes No
- If yes, which consultant?
- Do you have any preference for your consultant? Yes No
- If yes, which consultant? Please list up to three firms.

9. Do you have a digital map (e.g., GIS) of your jurisdiction? Yes No (If no, skip to #10)
- If yes, what format?

10. Have you linked your basemap to your PMS database? Yes No (If yes, skip to #11)
- If you have not yet linked them, would you like a P-TAP consultant to do so? Yes No

III. PROJECT BUDGET

11. Total Project Cost \$
Multiply # of centerline miles to be inspected by \$300 (\$10,000 Minimum and \$60,000 Maximum grant amounts).
Note: MTC has used the \$300 as a benchmark in past rounds, and this rate is subject to change.

12. Local contribution (Must be at least 20% of total project cost, Max = \$12,000) \$
Local contribution is due to MTC prior to the start of the project, and no later than January 30, 2011.

13. Does your jurisdiction have additional funds available to pay for a project that exceeds the P-TAP grant amount? Yes No

* Note that MTC will look at reassigning a jurisdiction after three rounds of working with the same consultant.

IV. SCOPE OF WORK

Please select one or more Projects from No. 14-16. If you are interested in more than one project, indicate your prioritization by marking "1-3" in the boxes. Jurisdictions interested in Projects No. 15 and 16 MUST have an updated PMS in place.

14. Pavement Management System (PMS) Projects

Project will include ALL REQUIRED tasks listed (items a - h), unless otherwise agreed upon by MTC. A BOR must be completed, either by the consultant or the jurisdiction itself, and submitted to MTC by April 30, 2012.

- a. Audit Management Sections for Accuracy (e.g., functional class, number of lanes, length, width, and surface type)
- b. Update PMS Road Network (e.g., create new management sections, combine/delete sections)
- c. Inspect Management Sections (visual pavement distress surveys and measurements out in the field)

- Estimated no. of centerline miles to be inspected:

No. of centerline miles % of network

No. of PMS miles (if different from centerline) % of network

Please check all that apply: Arterials Residentials

Collectors Other:

- Estimated no. of management sections to be inspected: (Regional avg = 3 sectns/lane mi)

- Estimated no. of inspection units to be inspected:

- d. Update Treatment Decision Tree and Unit Costs
- e. Update Maintenance and Repair (M&R) History
- f. Establish Pavement Needs (current PCI, backlog), & Project Future Pavement Condition
- g. Perform Budget Scenarios Analysis
 - At a minimum, run the three scenarios required for PMP certification.
- h. Complete a Budget Options Report (Budget Analysis)
 - (Note: BOR required with GIS Maps if full PMS-GIS linkage already established)
- i. Present Report to Management and/or City Council
- j. Provide pavement linkage to GIS Map through StreetSaver's GIS Toolbox
- k. Provide customized StreetSaver training using jurisdiction's database.

15. Pavement Design Projects - Develop Plans, Specifications & Cost Estimates (PS&E)

- a. Provide assistance in developing PS&E design work for specific pavement rehabilitation, and/or reconstruction projects. (Note: PS&E is typically 15-20% of the construction cost)

Please briefly describe the project, including the length and width of the proposed project, as well as the functional classification and current PCI of the streets involved. Please also indicate if there is any work to be done beyond the general pavement

Anticipated Construction Start Date:

16. Other Projects for MTC staff to consider funding with P-TAP grant

(Note: Only PMS and PS&E projects are currently being considered.)

V. SIGNATURE

Signature of Public Works Director Date Phone: _____

Name of Public Works Director (Printed) E-mail: _____

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Pavement Management Program Certification Listing

In accordance with section 2108.1 of the Streets and Highway Code, MTC requires cities and counties submitting pavement maintenance and rehabilitation projects for funding to utilize a Pavement Management Program (PMP).

Section 2108.1 of the Streets and Highway Codes says:

By July 1, 1990, the City, County, State Cooperation Committee in the department shall develop and adopt a pavement management program to be utilized on local streets or highways that receive funding under the state transportation improvement program. The pavement management program shall be transmitted to every county or city for possible adoption or incorporation into an existing pavement management program. The City, County, State Cooperation Committee shall solicit recommendations from transportation planning agencies and any other entity the committee deems appropriate.

Based on the recommendation of the joint City, County, State Cooperation Committee, the MTC will grant certification to a jurisdiction when all of the following applies:

1. The Pavement Management Program used by the jurisdiction is capable of completing all the following:
 - Storing inventory data for all roads within the jurisdiction
 - Assessing the pavement condition based on distress information
 - Identifying all pavement sections that need rehabilitation or replacement
 - Calculating budget needs for rehabilitating or replacing deficient pavement sections
2. The jurisdiction completes all the following:
 - Reviews and updates the inventory information for all roads every two years. The review will include checking for road network completeness along with checking for the accuracy of the existing management sections.
 - Completes inspection of pavement sections for arterial and collector routes in the system every two years, and residential routes every 5 years.
 - Calculates budget needs for rehabilitating or replacing deficient pavement sections for the current year and the next three years.

To be certified please submit the following to MTC:

1. Your jurisdiction's latest updated pavement management database. If you are not using MTC PMP, please submit items #2 and #3 only. If you are using an MTC PMP software program please submit all files associated with the version of StreetSaver you are using. If you need assistance in accessing these files, please contact your [PMP coordinator](#).
2. The following 3 budget scenarios reports: 1) a report showing sections selected for treatment over the next five years based on your jurisdiction's annual budget estimates, 2) a report showing what would need to be done to maintain your jurisdiction's existing PCI, and 3) a scenario depicting a five-point increase of your jurisdiction's current PCI over the next five years. *(These types of reports are typically generated as part of the Pavement Management Technical Assistance Program ([P-TAP](#)) projects.)*

3. A signed letter by the Public Works Director, or equivalent department head, stating that all of the requirements in parts 1 and 2 above have been met. "[Sample letter](#)"

MTC will post certification status updates of Bay Area jurisdictions on this page the first day of every month. The updated certification will have an expiration date two years from the date when the last inspection of arterials and collectors in your network was completed.

Temporary exemptions from the certification process

* A jurisdiction may apply for a one-year extension if the department head submits a letter stating that reinspection will occur within one year. Extensions may not continue beyond three years from the last major inspection date.

** A jurisdiction, whose certification is expiring, may apply for pending status if it is in the process of inspecting its network. You must notify the MTC in writing of your request for pending status, and include a reasonable date when inspections will be completed, or your certification will be considered expired. Jurisdictions who received a pending status because of their participation with Round-10 had until September 30, 2009 to submit their documentation or be considered expired. **P-TAP 11 awardees have until April 30, 2011** to submit their documentation or be considered expired.

NOTE: Failure to submit your PMP Certification letter and/or extension request by the above deadlines and/or your Certification Expiration Date will result in a lapse in compliance and any Pending status will revert back to its original expiration date.

The information should be forwarded to your [PMP Contact](#).

Last Updated: October 1, 2010

[Alameda County](#) [Contra Costa County](#) [Marin County](#) [Napa County](#) [San Francisco County](#)

[San Mateo County](#) [Santa Clara County](#) [Solano County](#) [Sonoma County](#)

Alameda County			
Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
County of Alameda	03/31/2009	Yes	04/01/2011
Alameda	03/31/2007	Pending	P-TAP 11
Albany	09/30/2009	Yes	10/01/2011
Berkeley	10/31/2008	Yes(P)	11/01/2010
Dublin	09/30/2007	Pending	P-TAP 11
Emeryville	01/31/2000	Pending	P-TAP 11
Fremont	08/31/2009	Yes	09/01/2011
Hayward	01/31/2009	Yes(P)	02/01/2011
Livermore	04/30/2008	Pending	P-TAP 11
Newark	05/30/2007	Pending	P-TAP 11
Oakland	07/31/2008	Pending	P-TAP 11
Piedmont	03/31/2009	Yes(P)	04/01/2011
Pleasanton	10/31/2009	Yes	11/01/2011
San Leandro	02/28/2009	Yes	03/01/2011
Union City	11/30/2007	Pending	P-TAP 11

Notes:

1. An *italicized* status represents a certification expected to expire in ~ 60 days.
2. (*) *Indicates Extended Date*
3. *Yes(P) Indicates P-TAP 11 awardee, currently certified*



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

www.AlamedaCTC.org

Memorandum

DATE: November 29, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Programming Liaison

SUBJECT: Review Information Regarding The 10-Year Deadline For Federal Preliminary Engineering (PE) Funding

Recommendations:

ACTAC is requested to review information regarding the federal regulations requiring projects to proceed to construction within ten years of PE authorization.

Summary:

Federal regulations require that a project proceed to construction within ten years of PE authorization. Attached is a summary of the Alameda County projects that are approaching or have exceeded ten years since preliminary engineering authorization and have not proceeded to either the right-of-way or construction phase. The third column from the left indicates any actions required by the local agency.

A new Local Assistance webpage: http://www.dot.ca.gov/hq/LocalPrograms/pe_over_10yrs.html includes this list along with additional information on the 10-year deadline for PE funds and how to request a time extension.

Attachments:

Attachment A: Alameda County projects with PE >10 years

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**Preliminary Engineering Projects > 10 years
(including two-year look ahead)
Updated: 11/01/2010**

Updated as of 11/01/2010.		Preliminary Engineering greater than 10 years (PE>10) (including two- year look ahead projects)														
Project No	State Project No	Agency Action Required	LOOK AHEAD (PE >8)	Agency	Description	PE Date	Latest Payment	Total Cost	Federal Funds	Expended	Unexpended Funds	Date rec'd from District	Date submitted to FHWA	FHWA Response Date	FHWA Action: A=Approved D=Denied E=Expired C=Close R=Resubmit	Expiration of Approval/ Date of Denial
5012025	04928221L	Extension approved through 07/26/2013. Provide status update to Caltrans 02/01/2011.	NO	Oakland	VARIOUS LOCATIONS (SEE STATE COMMENTS), SEISMIC RETROFIT	9/1/1996	5/28/2010	\$908,676.00	\$769,038.00	\$477,540.22	\$291,497.78			7/26/2010	A	7/26/2013
5012027	04928223L	Extension approved through 07/26/2013. Provide status update to Caltrans 02/01/2011.	NO	Oakland	HEGENBERGER ROAD OH (WPRR) (BR NO 33C-0202), SEISMIC RETROFIT	9/1/1996	5/26/2010	\$1,798,818.00	\$1,583,641.00	\$546,520.94	\$1,037,120.06			7/26/2010	A	7/26/2013
5012028	04928224L	Extension approved through 07/26/2013. Provide status update to Caltrans 02/01/2011.	NO	Oakland	23RD AVE BR 33C0148, CAMPUS DR BR 33C0238 & COLISEUM WAY BR 33C0253, SEISMIC RETROFIT	9/1/1996	5/28/2010	\$2,362,953.00	\$2,056,510.00	\$596,213.59	\$1,460,296.41			7/26/2010	A	7/26/2013
5012037	04928532L	Extension approved through 07/26/2013. Provide status update to Caltrans 02/01/2011.	NO	Oakland	LAKE MERRITT CHANNEL BRIDGE (BR.NO.33C-0030) , REPLACEMENT (PER SEISMIC STRATEGY)	3/1/1998	5/26/2010	\$2,801,825.00	\$2,241,460.00	\$1,189,467.42	\$1,051,992.58			7/26/2010	A	7/26/2013
5041022	04924002L	Project will exceed PE > 10 within two years. Submit time extension request along with request for additional federal funds by 07/01/2011 or proceed with project closure.	YES	San Leandro	E. 14TH ST., MEDIAN IMPROVEMENT & LIGHTING	9/12/2002	5/25/2006	\$209,583.32	\$80,000.00	\$80,000.00	\$0.00					
5322019	04928563L	Project will exceed PE > 10 within two years. Submit time extension request along with request for additional federal funds by 07/01/2011 or proceed with project closure.	YES	Fremont	NILES BLVD.OVERHEAD(BART/UPRR),BR#3 3C0128 , BRIDGE REPLACEMENT	3/1/2001	4/14/2010	\$1,000,000.00	\$800,000.00	\$346,306.62	\$453,693.38					
5354008	04928229L	Resubmit time extension request along with request for additional federal funds by 02/01/2011 or proceed with project closure.	NO	Union City	VARIOUS LOCATIONS (SEE STATE COMMENTS) , SEISMIC RETROFIT	9/1/1996	5/12/2010	\$580,000.00	\$513,474.00	\$403,008.03	\$110,465.97		3/7/2008	3/17/2008	R	3/17/2008
5933028	04928214L	Extension approved through 08/24/2013. Provide status update to Caltrans 02/01/2011.	NO	Alameda County	OAKLAND ESTUARY (FRUITVALE AV) BR NO 33C-0147, SEISMIC RETROFIT	9/1/1996	7/11/2006	\$19,709.00	\$16,841.30	\$16,841.30	\$0.00			8/24/2010	A	8/24/2013
5933030	04928216L	Extension approved through 08/24/2013. Provide status update to Caltrans 02/01/2011.	NO	Alameda County	ELGIN STREET/ASHLAND AVE BRIDGE# 33C0235 , SEISMIC RETROFIT	9/1/1996	7/7/2006	\$24,770.00	\$15,664.54	\$15,664.54	\$0.00			8/24/2010	A	8/24/2013

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Memorandum

DATE: November 30, 2010
TO: ACTAC
FROM: Matt Todd, Manager of Programming
SUBJECT: Review of the Measure F- Vehicle Registration Fee Program

Recommendations:

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

Summary:

The Measure F- Alameda County Vehicle Registration Fee Program was approved by the voters on November 2, 2010 with 63% of the vote. The fee will generate about \$11 million per year by a \$10 per year vehicle registration fee.

The goal of the program is to sustain the County's transportation network and reduce traffic congestion and vehicle related pollution. The program included four general categories of projects to achieve this, including:

- Local Road Improvement and Repair Program (60%)
- Transit for Congestion Relief (25%)
- Local Transportation Technology (10%)
- Pedestrian and Bicyclist Access and Safety Program (5%)

Staff has initiated the process to start the program. The first order of business has been to compile the material required by the Department of Motor Vehicles (DMV) to initiate the fee collection. We are also identifying the costs incurred to date, as they are required to be paid from the initial funds collected. Staff has also initiated the drafting of programming principles/strategic plan and program guidelines. Issues to be addressed in these efforts include:

- Project selection process
- Project eligibility
- Expense eligibility
- Programming period(s)
- Program documentation/monitoring requirements
- Tracking of program equity
- Coordination with other fund sources

The programmatic expenditure categories are further detailed in attachment A and a proposed schedule to implement the program is included in attachment B.

Attachments:

Attachment A - Measure F - VRF Program Categories

Attachment B - Proposed Programming Schedule for Measure F – VRF Program

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ATTACHMENT A – VRF Measure F Program Categories

Local Road Improvement and Repair Program (60%)

Street repaving and rehabilitation, including curbs, gutters and drains

- Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Bus stop improvements, including bus pads, turnouts and striping
- Improvements to roadways at rail crossings, including grade separations and safety protection devices
- Improvements to roadways with truck or transit routing

Transit for Congestion Relief (25%)

This program would seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area-wide congestion and air pollution. Projects eligible could include:

- Transit service expansion and preservation to provide congestion relief such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways
- Employer or school-sponsored transit passes such as an “EcoPass Program”
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles
- Passenger rail station access and capacity improvements

Local Transportation Technology (10%)

This program would continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. Projects eligible could include:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology such as the “Smart Corridors Program”, traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems
- Infrastructure for alternative vehicle fuels such as electric and plug-in-hybrid vehicle stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling

Pedestrian and Bicyclist Access and Safety Program (5%)

This program would seek to improve the safety of bicyclists and pedestrians by reducing the conflicts with motor vehicles and to reduce congestion in areas such as schools, downtowns, transit hubs and other high activity locations. It also would seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and to reduce occasional congestion that may occur with incidents. Projects eligible could include:

- Improved access and safety to schools, such as “Safe Routes to Schools Programs”, “Greenways to Schools Programs”, and other improvements (including crosswalk, sidewalk, lighting and signal improvements) for students, parents and teachers
- Improved access and safety to activity centers (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved access and safety to transit hubs (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved bicycle and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors

**ATTACHMENT B - Proposed Programming Schedule for Measure F – VRF
Program**

Date	Activity
Feb 2011	Draft Strategic Plan & Guidelines to Committees/ Board
Mar 2011	Final Strategic Plan & Guidelines to Committees/ Board
April 2011	Potential Release of a Call for Projects
June 2011	Draft Program to Committees/Board
July 2011	Final Program to Committees/Board
Summer/Fall 2011	Execute Agreements

MEMORANDUM

Date: November 30, 2010

To: Alameda County Technical Advisory Committee (ACTAC)

From: Matt Todd, Manager of Programming
Tess Lengyel, Programs and Public Affairs Manager

Subject: Countywide Safe Routes to School (SR2S) Program – RFP Release

Recommendations

It is recommended that ACTAC recommend the release of a Countywide Safe Routes to Schools (SR2S) Program Request for Proposals (RFP), based on the attached list of tasks, to the Alameda CTC.

Summary

Alameda CTC is receiving funding from MTC for the implementation of a countywide SR2S program. Earlier this year, a proposed program was developed with input from ACTAC and other partners. Attached is a draft list of tasks, which will be the basis for an RFP Scope of Work for the programmatic elements of the Alameda County SR2S Program. The Safe Routes to Schools Capital Technical Assistance Program (SR2S Cap-TAP) and Capital Program are also a part of the overall SR2S program, and will be implemented independently. ACTAC members are encouraged to provide feedback on the attached draft task list, which will be expanded and finalized as a Scope of Work for inclusion with the RFP to be released in early 2011.

Discussion

The Metropolitan Transportation Commission (MTC) created and funded a new SR2S grant program under the Climate Initiatives category of the Regional Transportation Plan. The focus of this new MTC program is to reduce greenhouse gases by promoting walking, biking, transit, and carpooling to school. Through this program, MTC is providing \$3.22 million in Congestion Mitigation Air Quality (CMAQ) funds to Alameda CTC for the Alameda County SR2S program. This funding is being matched with \$420,000 in Measure B Bicycle and Pedestrian Safety Funds, bringing the total program budget to \$3.64 million.

A final program for an Alameda County SR2S program was submitted to MTC in July 2010. That program was developed by Alameda CTC staff, with input from ACTAC, ACCMA and ACTIA Board members, and two public workshops. It was designed to be a comprehensive countywide program that includes both programmatic and capital project components that target students, schools, and staff in all grade levels and that builds upon the existing SR2S program.

There are four elements in the countywide program, all of which will operate in tandem to form a coordinated effort:

- Three programmatic elements that are part of the proposed SR2S RFP addressed in this memo:

- K-8 Program to operate comprehensive SR2S programs in a minimum of 90 schools
- New High School program, to operate in approximately 10-13 schools
- New Commute Alternatives program to reduce faculty and staff drive-alone trips in approximately 1-2 school districts
- A capital element, which will be implemented independently:
 - Provides both capital technical assistance for project development and funding to construct capital projects.

The Consultant teams responding to the SR2S RFP will be required to identify how their proposed approach will address the overall countywide SR2S program goals, which are:

- Establish one cohesive countywide program, with all elements integrated and coordinated, even if implemented by different entities
- Build on and continue existing efforts and successes, including the current K-8 SR2S program which will be operating in 90 schools by June 2011
- Address traditional SR2S 5 E's (Education, Encouragement, Engineering, Enforcement, Evaluation) as well as a 6th E, Emission Reductions

In addition to the above, the Consultant teams will also be requested to address how they will meet the performance measures (a draft list is included in the attachment), how they will leverage outside funding, and how the program will be designed to provide services equitably throughout the county.

Alameda CTC staff are proposing to release one RFP for the three programmatic elements in early 2011. A team would be hired to operate and provide coordination among the three elements for a two-year period, beginning July 2011. The team will also be responsible for integrating bicycle safety education classes for children, which are currently being offered through a Measure B grant-funded project with the East Bay Bicycle Coalition, into the countywide SR2S program. The new BikeMobile project, recently funded through a competitive regional SR2S grant, will also be administered in concert with this contract.

Next Steps

A more refined task list will be finalized in January 2011, with a request to approve the release of an RFP to select a consultant to implement the program. The proposed schedule is as follows:

Proposed SR2S Programmatic Elements Schedule

Date	Activity
Jan 2011	Request approval from Alameda CTC to release RFP
Jan-Feb 2011	Release RFP (for programmatic components)
May 2011	Select Consultant
June 30, 2011	End of Measure B funded SR2S K-8 Program
July 1, 2011	Start of new countywide SR2S Program Contract
June 30, 2013	Completion of SR2S Program Contract

Attachment:

- A. Draft Alameda County SR2S Program Tasks for programmatic elements

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS PROGRAM

REQUEST FOR PROPOSALS (RFP)

DRAFT TASKS – NOVEMBER 30, 2010

TASK 1 – PROJECT INITIATION AND MANAGEMENT

Consultant will oversee the implementation of all Safe Routes to School (SR2S) program elements throughout the life of the project, ensuring that all program elements are integrated and implemented as a unified countywide program. The work for this task includes managing the program funding, grant compliance and providing regular progress updates to Alameda CTC. Consultant will complete all funding requirements in accordance with federal CMAQ funding and Alameda CTC reporting requirements for Measure B funds.

Consultant will prioritize developing expertise among its locally-based program partners, as appropriate, to ensure a sustainable program. In addition, the Consultant will ensure that the program is fully integrated with school-related bicycling and walking programs and activities not funded through this contract, including efforts being carried out by local jurisdictions. The Consultant will ensure that the new BikeMobile program is integrated with the overall program, as appropriate (see Task 6). Upon request, the Consultant may be requested to provide input on potential capital project benefits for improvements to access school facilities.

As a part of this task, the Consultant will further develop the program elements and define the work products and performance measures in greater detail, as well as develop and maintain a detailed overall project schedule, including deliverable due dates. All program evaluation activities will be coordinated, and summary reports will be prepared. One project manager will be designated to serve as a single point of contact for Alameda CTC, and will oversee and lead the Alameda County Safe Routes to Schools program.

Possible Deliverables

- *Kick-off meeting notes, with follow-up tasks*
- *Refined schedule, task budgets, deliverables, and performance measures*
- *Monthly progress reports*
- *Meetings with Alameda CTC staff, including preparation of summary notes*
- *Meetings with team partners to ensure adherence to project schedule and deliverables*
- *Summary evaluation of all program elements, submitted once per year*

- *Annual summaries showing distribution of program activities throughout the county.*

TASK 2 – COMMUNICATIONS AND OUTREACH STRATEGY

The Program will require extensive coordination between local jurisdictions, school districts, community organizations, and the general public. Consultant will develop a branding strategy for the coordinated program, as well as an approach to effectively make information about the various program elements easily accessible to all stakeholder groups. Strategies will include a program web site, newsletters, and printed materials, at a minimum. As required by the Metropolitan Transportation Commission (MTC) and to maximize the efficient use of resources, Consultant will coordinate these efforts with regional SR2S activities.

Possible Deliverables

- *Memo outlining draft communications and outreach strategy, including descriptions, schedule, and budget for each item. If a regional marketing strategy is developed, this strategy will describe an approach for coordination between the county and regional strategies.*
- *An Alameda County Safe Routes to Schools web site, with its own unique branding, to provide access to information about all program elements, including listing of major activities, contact information, and resources for local program participants to utilize.*
- *Regular newsletters.*
- *Maintain updated and effective print materials.*

TASK 3 – SAFE ROUTES TO SCHOOLS GRADES K-8 PROGRAM

This task provides for the continuation of the existing Alameda County Safe Routes to Schools program in grades K-8, which is scheduled to be implementing comprehensive programs in 90 schools by July 2011. The specific 90 schools may change over time, but the total number of participating schools with comprehensive programs will remain the same or increase if additional funding can be secured. Each school will have a comprehensive program designed to meet the specific needs of that school, but will at a minimum include regular contact with the Consultant, the provision of resources to maintain an ongoing SR2S program throughout the year, and program evaluation at the schools site. Comprehensive programs will be designed to be the most effective for each school site and to be within the overall budget. They may include bicycle safety education, general assemblies, puppet shows, walk audits, trainings for students, staff, and parents; technical and programmatic support regarding the implementation of activities such as walking school buses, assemblies, monthly Walk to School Days, and collaboration with law enforcement. The program will also continue to offer web-based resources and

provide technical assistance to schools that do not have comprehensive programs. Local task forces made of up key community stakeholders, which may include parents, teachers, elected officials and others, will be utilized and/or developed to assist in defining the program needs, determining the program components, and assisting with program delivery. The curriculum and educational materials will be regularly revised to follow the current best practices.

The Consultant may integrate family cycling clinics and bicycle rodeos – both of which have previously been funded and implemented as stand-alone projects – into the K-8 program, along with the new BikeMobile program (described in Task 6). School site visits made by the BikeMobile should be integrated into programs at schools both with and without comprehensive SR2S programs, as appropriate.

Possible Deliverables

- *Building on the current K-8 program, develop a revised work plan to maximize program effectiveness. Include performance measures, schedule, and detailed task budgets.*
- *Maintain and revise curriculum and educational and promotional materials to keep them up-to-date and in line with current best practices.*
- *Marketing materials, including press releases and handouts.*
- *Program evaluation approach memo.*
- *Program evaluation final report at the end of years 1 and 2.*
- *Program integration approach memo*

TASK 4 – SAFE ROUTES TO SCHOOLS HIGH SCHOOL PROGRAM

This is a new program element for the Alameda County Safe Routes to School program. The Consultant will research effective strategies for use in encouraging high school students to reduce emissions from school-based trips by using transportation modes such as bicycling, walking, transit, or ridesharing. Based on an assessment of best practices, the Consultant will develop recommended program elements, and a proposed project schedule and detailed task budgets. Consultant will tailor the program to the unique needs of high school students, and may include elements such as social marketing tools, student involvement in program design, and parking management strategies. The program will be implemented in 5 high schools in Year 1, with 5-8 more high schools to be added in Year 2. High schools selected in Year 1 should represent schools of various types and sizes within Alameda County to test the viability of program elements in different contexts. Similar to Task 3, the Consultant will integrate the BikeMobile program (described in Task 6) into the high school program, as appropriate.

Possible Deliverables

- *Summary memo on best practices for high school Safe Routes to School programs, or other programs successful in increasing bicycle and pedestrian trips among high school students.*
- *Final recommendation on program approach, elements and schools to target over the two years.*
- *Develop detailed schedule, budget and performance measures.*
- *Program evaluation approach memo, including survey instrument and summary of current demographics and commute patterns among students at targeted schools.*
- *Program evaluation final report at the end of years 1 and 2.*

TASK 5 – SAFE ROUTES TO SCHOOLS RIDESHARING/CARPOOL/CLEAN AIR PROGRAM

This Task focuses primarily on reducing the percentage of single occupant vehicle (SOV) trips made by school staff and teachers. The program will target 1 to 2 school districts for implementation. Based on an assessment of best practices for Transportation Demand Management (TDM) strategies, as well as resources currently available in Alameda County, the Consultant will assess how these populations can take advantage of, and coordinate with, new and existing TDM programs, such as the 511.org School Pool program. As appropriate, customized approaches will be developed to further address the needs of staff and teachers in the targeted school districts. The Consultant will recommend appropriate technology to utilize, including consideration of traditional methods and innovative approaches such as dynamic ridesharing.

The Consultant will also investigate the feasibility of including parents and eligible high school students as carpool participants or drivers, as well as participation in the program by school district office staff.

Possible Deliverables

- *Work with Regional Rideshare Program to survey origins and destinations and current commuting patterns of school staff and teachers.*
- *Research memo summarizing the targeted populations' needs and constraints.*
- *Best practices memo to determine most effective strategies for addressing the target populations. Memo should include assessment of feasibility for including school district staff in program and the potential inclusion of high school students as either drivers or passengers.*
- *Work plan, budget and schedule to implement program, with a strategy, time frame, and estimated budget for potential expansion throughout Alameda County.*
- *Program evaluation results at the end of years 1 and 2.*

TASK 6 – INTEGRATION OF BIKEMOBILE PROGRAM INTO ALAMEDA COUNTY SR2S PROGRAM

The BikeMobile program, through which Cycles of Change (a local non-profit organization) will provide bicycle repair, maintenance lessons, and also promote bicycling at sites around the county, including schools, is a new component of the SR2S program. The program has its own dedicated funding source, which includes some funding for coordination with the overall countywide SR2S program. Depending on final direction from the AGENCY, this task will require one of the following two options:

1. That the Consultant coordinates with the BikeMobile program to ensure that it is implemented as one element in the overall Alameda County SR2S program. This approach includes funding for the Consultant staff working at the school sites to coordinate with BikeMobile staff to schedule BikeMobile visits to coincide other SR2S programming, and to assist with school-site logistics for the BikeMobile visits.
2. That the Consultant assumes full responsibility for implementing, monitoring and reporting for the BikeMobile program, including the coordination described above.

Possible Deliverables

- *Memo summarizing the strategy and specific steps to integrate the BikeMobile program into the Alameda County SR2S program.*
- *Memo defining the deliverables, performance measures, task budgets, and schedule for the final selected approach for implementing the BikeMobile program.*

POSSIBLE PERFORMANCE MEASURES/PROGRAM GOALS -- *These measures/goals will be further refined and developed, and will need to respond to any MTC program requirements, which are still being developed.*

Overall Program

percent or lbs. of emissions reduced (criteria pollutants and greenhouse gas emissions)

percentage and number of SOV trips reduced

vehicle miles traveled reduced

of new partners

K-8 Program

of elementary schools with comprehensive SR2S program

of middle schools with comprehensive SR2S program

of students attending these schools

mode shift by families/students as a result of the project

of students receiving in-class presentations

of students attending assembly programs

of students participating in after-school activities

of biking and walking school-wide events

of students receiving in-class bike safety education and training

of teachers who received training

of after-school providers who received training

of schools provided with resources/assistance (not part of comprehensive program)

of parents, volunteers and community members involved

increase in bus ridership

of bike rodeos

of family cycling workshops

High School Program

of high schools with comprehensive SR2S program
mode shift by students as a result of the program
Trips (and/or vehicle miles) reduced due to program
of students involved in implementing the program
of students participating (attendees at events, signup on web site, etc.)
of training events
reduction in # of cars parked in school lot
increase in bus ridership

Ridesharing/carpool program

% reduction in total vehicle trips (or vehicle miles travelled) to schools
mode shift by participants as a result of the project
of staff and faculty contacted through presentations, emails or other contacts
% of faculty and staff participating in program
of parents participating, if applicable
of students participating, if applicable
reduction in # of cars parked in school lot
increase in bus ridership

BikeMobile

Trips (and/or vehicle miles) reduced due to bike repairs made
Trips (and/or vehicle miles) reduced due to person-contacts made

of school visits

of other site visits

of bike repairs made

of kids reached with promotions

of students who report bicycling to school as a result of the program

Memorandum

DATE: November 29, 2010
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Jacki Taylor, Programming Liaison
RE: Review of Transportation Fund for Clean Air (TFCA) Program FY 2011/12
Schedule and Draft Fund Estimate

Recommendation

ACTAC is requested to review the proposed schedule and draft fund estimate (FE) for the TFCA FY 2011/12 Program.

Summary

ACTAC is requested to review the proposed schedule and draft FE for the TFCA FY 2011/12 Program. The draft FE is attached and reflects approximately \$1,729,000 of programming capacity. The call for projects is proposed to be released at the end of December.

Discussion

Attached is the proposed schedule and draft FE for the FY 2011/12 TFCA County Program Manager Fund. The Alameda CTC anticipates releasing a call for projects for the 2011/12 program by the end of December 2010.

The Air District's revenue estimate for Alameda County for FY 2011/12 has not been released. The amount of estimated revenue for the draft FE is \$1,800,000, the amount typically available based on past years. From the estimated revenue, five percent is set aside for administration, \$18,925 in earned interest and \$15 of relinquished funds have been added, bringing the total funds estimated to be available for the 2011/12 program to \$1,728,940.

The proposed distribution of the 2011/12 funding is detailed in the FE (Attachment A). Per the ACCMA 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 (discretionary) are to be allocated to transit-related projects. A city or the county, with approval from the CMA Board, may choose to roll its annual "70%" allocation into a future program year. Since all of the available TFCA funds are to be programmed each year, a jurisdiction may borrow against its projected future year share in order to use rolled over funds in current year. The preferred minimum TFCA request is \$50,000.

The draft FY 2011/12 TFCA Program Manager Guidelines are scheduled to be released by the Air District in late December. It is anticipated that the call for projects will be released based on the draft guidelines. Air District changes to its final guidelines may require revisions to the Alameda CTC program.

Attachments

Attachment A: TFCA FY 2011/12 draft fund estimate

Attachment B: Proposed schedule for FY 2011/12 call for projects

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TFCA FY 2011/12 Draft Fund Estimate

Agency	Population (Estimate)	% Population	Total % of Funding	TFCA Funds Available This FY	Rollover Debits/ Credits	TFCA Balance & Rollover	Current Program Balance
Alameda	75,409	4.79%	4.77%	\$ 57,781	\$ (318,660)	\$ (260,879)	\$ -
Alameda County	143,460	9.11%	9.08%	\$ 109,924	\$ (58,307)	\$ 51,617	\$ 51,617
Albany	17,021	1.08%	1.08%	\$ 13,042	\$ 41,411	\$ 54,453	\$ 54,453
Berkeley	108,119	6.87%	6.85%	\$ 82,845	\$ 41,204	\$ 124,049	\$ 124,049
Dublin	48,821	3.10%	3.09%	\$ 37,408	\$ 81,380	\$ 118,788	\$ 118,788
Emeryville	10,227	0.65%	0.83%	\$ 10,000	\$ 9,075	\$ 19,075	\$ 19,075
Fremont	218,128	13.85%	13.81%	\$ 167,138	\$ 130,481	\$ 297,619	\$ 297,619
Hayward	153,104	9.72%	9.69%	\$ 117,314	\$ (285,054)	\$ (167,740)	\$ -
Livermore	85,312	5.42%	5.40%	\$ 65,369	\$ 181,060	\$ 246,429	\$ 246,429
Newark	44,380	2.82%	2.81%	\$ 34,006	\$ 162,209	\$ 196,215	\$ 196,215
Oakland	430,666	27.35%	27.27%	\$ 329,992	\$ 42,368	\$ 372,360	\$ 372,360
Piedmont	11,262	0.72%	0.83%	\$ 10,000	\$ 26,409	\$ 36,409	\$ 36,409
Pleasanton	70,711	4.49%	4.48%	\$ 54,181	\$ (24,634)	\$ 29,547	\$ 29,547
San Leandro	83,183	5.28%	5.27%	\$ 63,738	\$ 16,006	\$ 79,744	\$ 79,744
Union City	75,054	4.77%	4.75%	\$ 57,509	\$ 44,414	\$ 101,923	\$ 101,923
TOTAL:	1,574,857	100.00%	100.00%	\$ 1,210,248	\$ 89,362	\$ 1,299,610	

TFCA Funds (estimate) \$ 1,800,000

09/10 Interest Earned \$ 18,925

Programming Capacity \$ 1,818,925

Less 5% for Program Administration \$ 90,000

Total Estimated Programming Capacity \$ 1,728,925

	Total	Guarantee 70%	Discretionary 30%
Available to program this FY (Total estimated capacity less admin)	\$ 1,728,925	\$ 1,210,248	\$ 518,678
Relinquishments	\$ 15	\$ 15	\$ -
Rollover Debit/Credit Adjustment	\$ -	\$ 89,350	\$ (89,350)
Subtotal Relinquishments and Debit/Credit Adjustments	\$ 15	\$ 89,365	\$ (89,350)
Adjusted Total Available to Program	\$ 1,728,940	\$ 1,299,612	\$ 429,328

Notes:

- Population estimates as of 1/01/10 from Dept. of Finance (www.dof.ca.gov).

Alameda CTC Proposed Schedule for FY 2011/12 TFCA Program

Date	Activity
December 7, 2010	2011/12 draft fund estimate and schedule to ACTAC
December 2010-January 2011	Alameda CTC to release 2011/12 Call for Projects
January 2011	Updated fund estimate, policies and Call for Projects information to Alameda CTC Committees and Board
Late January 2011	Applications due to CMA
February 2011	Application summary to Alameda CTC Committees and Board
March 2011	2011/12 TFCA Expenditure Plan and Policies to Alameda CTC Committees and Board
April 2011	Draft 2011/12 program of projects to Alameda CTC Committees and Board
May 2011	<ul style="list-style-type: none"> • 2011/12 TFCA Expenditure Plan considered for approval by Air District Board of Directors • Final 2011/12 Program to Alameda CTC Committees and Board
July 2011	Master Agreement with Air District executed
Fall 2011	Funding agreements distributed

From: [Patrick Pang](#)
To: [Vivek Bhat; aabuamara@ccta.net; bwhitney@tam.ca.gov; dvargas@nctpa.net; chester.fung@sfcta.org; slwong@co.sanmateo.ca.us; eugene.maeda@vta.org; jadams@sta-snci.com; sgause@sctainfo.org; ayee@mtc.ca.gov;](#)
cc: [ayee@mtc.ca.gov;](#)
Subject: Suspension of the 10/11 non-SHOPP PID Program
Date: Friday, November 12, 2010 1:59:54 PM

Dear CMA Partners:

Subsequent to my recent email below regarding PID resource reduction due to the Governor's "Line Item Veto" action, the Department has received further instructions from the Department of Finance to immediately suspend the entire FY 10/11 non-SHOPP PID Program statewide for the remainder of the fiscal year. This action is necessary in order to be totally in line with the Governor's veto language.

Alternatively, the Department does have limited legal authority (\$2.5 million statewide) to perform reimbursed PID work through a Pilot Program. District 4 has been at the forefront of maximizing the use of this program to date. Given the latest directions from DOF/HQ, the use of the remaining available authority could become very competitive statewide. However, work for ongoing non-SHOPP PIDs with an executed Coop Agreement for reimbursement can continue.

Please relate this latest information to the various project sponsors in your county. If there are any questions, please do not hesitate to contact us.

Thanks.

Pat

----- Forwarded by Patrick Pang/D04/Caltrans/CAGov on 11/12/2010 12:55 PM

Patrick
Pang/D04/Caltrans
/CAGov

To

vbhat@accma.ca.gov,
10/19/2010 04:16 PM aabuamara@ccta.net,
bwhitney@tam.ca.gov,
dvargas@nctpa.net,
chester.fung@sfcta.org,
slwong@co.sanmateo.ca.us,

eugene.maeda@vta.org,
jadams@sta-snci.com,
sgause@sctainfo.org

cc

Lee
Taubeneck/D04/Caltrans/CAGov@DOT,
li_lin@dot.ca.gov, Phillip
Cox/D04/Caltrans/CAGov@DOT

Subject

PID Reduction

Hello:

Through the 2010 Budget Act, the Department of Transportation's 40.50 (PID) Program budget was reduced by \$7,428,000 and 63.7 Personnel Years (PY). This PID reduction was made through the Governor's line-item veto authority and states the following:

"I am reducing this item by \$7,438,000 and 63.7 personnel years because state funds should not be committed to the development of project initiation documents for locally-funded projects that are not on a state highway corridor or do not have funding identified to fund the project. I propose instead that local agencies fund these costs for their projects."

Although the language specifically states that this reduction is targeted at "locally-funded projects that are not on a state highway corridor", the Department's Division of Budgets and Department of Finance (DOF) clarified that the intent is targeted at Project Initiation Documents (PID) for locally-funded projects on the state highway system.

For District 4, our share of reduction is 9.2 PY (21% reduction from last year). In order to minimize impact to our partners, it is proposed to defer most if not all of the proposed "new" non-SHOPP PIDs in the 10/11 Work Plan into the next fiscal year. Please note that by doing so will only address approximately half of the required reduction. The rest will be addressed through the SHOPP PIDs.

As of now, we have not included the individual "new" Hot Lane PIDs in the reduction plan. In light of the overall Hot Lane Network PSR being undertaken by MTC, I would like a confirmation by COB Wednesday if your county is actually going to start work on these PIDs this year. Every bit of resource helps to reduce impact to the SHOPP programs.

We have to send our revised overall workplan to HQ on Thursday. Li Lin of my staff will sending you the revised 10/11 Work Plan shortly. Meanwhile, do not hesitate to call us if you have questions.

Thanks.

Pat

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DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. Box 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



*Flex your power!
Be energy efficient!*

November 17, 2010

See Distribution List

Dear Executive Directors:

Through the 2010 Budget Act, signed on October 8, 2010, the Department of Transportation's (Department) Project Initiation Document (PID) Program budget was reduced. This reduction was made through the Governor's line-item veto authority.

PIDs are critical to project delivery because they enable project sponsors to appropriately develop the scope, cost, and schedule for transportation improvements. The Department understands that this reduction in PID resources disproportionately impacts local and regional agencies across California and their ability to deliver critical projects on the state highway system. We also recognize that local and regional agencies have historically invested a significant portion of their transportation funds on the state highway system. These investments address critical issues such as traffic congestion, air quality conformity, and efficient movement of people and goods.

The Department views this year's reduction to its PID Program as a temporary setback and hopes to pursue reinstatement of resources through the budget process. In the meantime, the Department will continue to work in partnership with local and regional agencies to streamline the development of PIDs. Given the current budget environment, streamlining PIDs enables the Department to reduce costs and delays associated with the development of PIDs. In order to obtain the necessary resources to develop PIDs and provide oversight for locally-developed PIDs, the Department and local and regional agencies must demonstrate that we are developing the appropriate number of PIDs for fundable projects.

Over the past two years, the Department's PID Program has sustained cuts of 45 percent in staffing and currently has no funding for operating expenses. Due to these reductions, the Department must prioritize its workload to deliver critically needed State Highway Operation and Protection Program (SHOPP) PIDs. Consistent with the Governor's veto message, local and regional agency PID work must be a lower priority for the Department for fiscal year (FY) 2010-11 and may be delayed. To improve your agency's PID project priority, your local or regional agency may reimburse the Department for PID-related services. If reimbursing the Department is desirable by your agency, please contact your Caltrans District representatives to determine the potential for contracting. For the remainder of FY 2010-11, or until the Department receives resources to perform work on local PIDs, the Department

will work with its local and regional agency partners to align the PID workload with the priorities identified below:

1. SHOPP PIDs – Collision reduction and major damage restoration projects
2. SHOPP PIDs – Americans with Disabilities Act, stormwater, hazardous waste mitigation, and other mandated projects
3. SHOPP PIDs – Bridge projects
4. SHOPP PIDs – Projects related to preserving the state highway system and its supporting infrastructure
5. Non-SHOPP PIDs (State) – Department-sponsored projects
6. Locally Sponsored - Reimbursable PID Work executed through cooperative agreements
7. Locally Sponsored PIDs – PIDs near completion or projects 1-3 years from programming
8. Locally Sponsored PIDs – Projects fully or partially funded with State Transportation Improvement Program funds
9. Locally-Sponsored PIDs – Projects exclusively funded with non-state fund sources

We will continue to work in partnership with you, through these demanding economic times, to deliver mobility for Californians. Please contact your local district office (attached) for any further assistance.

Sincerely,


CINDY MCKIM
Director

Attachment:
District Contact List

Office of
Projects/Plan
Coordination

Alameda County - NonSHOPP Project Initiation Documents (PID)

FY 2010/11

Ref No.	(1) LEAD or QA?	(3) County	(4) Route	(5) Begin Postmile	(6) End Postmile	(8) Improvement Description	(9) Location	(13) Project Cost with Support (\$M)	(16) Estimated PID Completion Date (Month/Year)	(20) Type of PID	(21) Type of Environmental Document	(35) PID Initiation Date (Month/Day/Year)	(36) Work Program Status (HQ edited)	Project Sponsor	(43) District/OPPC Comments	ACTC Comments
1	QA	ALA	080	6.3	6.8	Roundabout	Gilman St I/C in Berkeley	9.0	12/2011	PSR	TBD	3/4/2004	Carryover	ACCMA	Local fund RTP No 21144	
2	QA	ALA	880	23	23.3	I/C reconstruction	Marina Blvd in San Leandro	32.5	12/2010	PSR	ND/FON SI	2/18/2009	Carryover	City of San Leandro and ACCMA	Local fund RTP No 230066	
3	QA	ALA	580	R8.3	R21.4	Crack and seat, and AC overlay	On WB from 0.06 mile west of Greenville Road UC in Livermore to 0.21 mile west of San Ramon Road/Foothill Road OC in Pleasanton	45.1	08/2010	PSSR	CE	5/26/2010	Carryover	Caltrans		
4	QA	ALA	880 260	31.1 0.0	32.4 2.0	Modify access ramps	Broadway, Jackson, Washington, Market, Martin Luther King and Posey/Webster Tubes in Oakland	106.0	10/2010	PSR	EIR/EIS	1/16/2009	Carryover	City of Oakland ACTIA	Local fund RTP No. 98207	
5	QA	ALA	262	0.0	1.1	I-680 I/C improvement, Rt 262 roadway improvement, and Rt 262/Warm Springs Blvd Intersection improvement	Rte 262 (Mission Blvd) between I-680 and I-880 in Fremont	10.0	06/2011	PSR	EIR	11/1/2010	New	City of Fremont and ACCMA	RTP No 94030	
6	QA	ALA	580	R8.3	21.4	Convert I-580 WB HOV Lane to Express (HOT) Lane	WB from west of Greenville in Livermore to west of Foothill/San Ramon in Pleasanton	19.8	2011	PSR	IS/EA	12/1/2010	New	ACCMA	RTP No. 230665	

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

www.AlamedaCTC.org

Memorandum

DATE: November 29, 2010
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Vivek Bhat, Senior Transportation Engineer
SUBJECT: Review Local Safety Programs: Project Delivery Requirements

Recommendations:

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

Summary:

ACTAC is requested to review the Local Safety Programs' Project Delivery information. Funds not delivered within established deadlines will be lost to the region as well as to the State.

Background:

The Department of Transportation (Caltrans) is now requiring local agencies to meet specific delivery timelines for all projects in the three local federal Safety Programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HR3), and Safe Routes to School Program (SRTS). Considering that funds not delivered within established deadlines are lost to the region, as well as to the State, it is important that projects are delivered in a timely manner. Therefore, in addition to the state delivery requirements, the Metropolitan Transportation Commission (MTC) will begin enforcing the Regional Project Delivery Policy (MTC Resolution 3606) for all local safety programs effective immediately. Sponsors with Local Safety funds not obligated by the MTC Regional Project Delivery Policy deadlines will be ineligible for future programming.

In an effort to facilitate meeting project delivery requirements, project sponsors were requested to submit their projects into MTC's fund Management System (FMS) by November 30, 2010. The FMS entries will facilitate tracking of the fund against obligation deadlines, and ensure funds are not lost to the region. Beginning next quarter, the Local Safety Program projects will be included in Alameda CTC's Timely Use of Funds and At Risk Monitoring Reports.

Project sponsors that have no federal funds programmed in PE phase are requested to contact the DLAE to update the delivery reports posted online to reflect the next milestone delivery deadline. Sponsors are also requested to copy Caltrans' Safety Program Coordinator, Ted Davini, ted_davini@dot.ca.gov on any correspondences with DLAE.

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Alameda County Transportation Commission Retreat

****DRAFT** Agenda**

Friday, December 17, 2010, 8:30 a.m. to 2:00 p.m.

INSERT ADDRESS, CA 94XXX

Meeting Outcomes:

- Recap 2010 Success
- Create common understanding of State, Regional and Countywide Policy and Planning Efforts
- Develop Legislative Strategy for 2011

8:30 – 9:00 a.m.	1. Continental Breakfast <i>Gather, eat, handout materials</i>	
9:00 – 9:10 a.m. Mayor Green and Facilitator	2. Welcome and Meeting Overview <i>Mayor Green can welcome everyone, say a few words about what he would like to see out the retreat and then the facilitator can go over meeting outcomes and logistics</i>	
9:10 – 9:15 a.m.	3. Public Comment	
9:25 – 9:45 a.m. Mayor Green and Art Dao	4. Overview of Major Successes in 2010 <i>Mayor Green can recap the merger success, the number of groundbreaking and ribbon cuttings and Art can quantify these in terms of funds infused into transportation and what that means in terms of jobs, improvements, promises delivered. A PowerPoint will be developed that shows pictures of these successes.</i>	
9:45 a.m. – 10:15 a.m. Invited presenters	5. Moving Forward: Setting the Stage for Decades to Come <i>This session will focus on major policy/legislatively mandated efforts that place California at the forefront in GHG reductions and how that is affecting transportation through a multi-tiered presentation. The presentation will address the Statewide efforts through the Strategic Growth Council (Heather Fargo, invited), regional efforts with the SCS/RTP and Transit Sustainability Project (Heminger, Rapport), and the Countywide effort to develop the CWTP-TEP (Beth, Tess and possibly Bonnie Nelson)</i>	
10:15 – 10:30 a.m.	6. Break	

10:30 – 11:30 a.m. Facilitator	7. Bringing it Home: Facilitated Breakout Discussions What do these efforts really mean to local communities? How can the Alameda CTC and its members get educated, involved and active in these processes? What should Alameda CTC do to craft transportation plans that address these efforts? Breakout sessions will focus on specific planning areas and/or countywide-level corridors	I
11:30 – 11:45 a.m.	8. Break	I
11:45 – 12:00 p.m. Facilitator	9. Getting it Right Recap of what the commission members discussed and how to move forward. This discussion will flow into the next one after lunch for the legislative platform	I
12:00 – 1:00 p.m.	10. Lunch	I
1:00 – 1:30 p.m.	11. Legislative Overview: DC and Sacramento Overview	
State and Federal Lobbyists presentations,	Update and overview on what is happening in DC and Sacramento as a result of the elections. What they have worked on in lame duck, what to look forward to in the coming year; how to translate the earlier policy discussion into a legislative platform. Agreement on legislative platform for the Alameda CTC	
1:30 – 1:50 p.m.	12. Defining the 2011 Legislative Platform	
	Discussion and agreement on key legislative priorities that will flow into the legislative platform for the Alameda CTC	
2:00 p.m.	13. Adjournment	I

Key: A – Action Item; I – Information/Discussion Item

Location Information: To be updated

Public Comment: Members of the public may address the Commission regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.

Memorandum

DATE: November 30, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Tess Lengyel, Programs and Public Affairs Manager

SUBJECT: **Legislative Update**

Recommendations:

This is an information item only.

Summary:

The November election results will bring significant change in the coming year from a shift in power in the House of Representatives to a returning Governor to proposition passage that will redefine how fees and taxes are approved in the State of California. The attachments included provide an overview of these changes. Attachment A is an update from our State lobbyist, Suter, Wallauch, Corbet & Associates, and Attachments B1 and B2 include federal updates.

Development of the 2011 Legislative Program will be done during the December 17th Commission retreat. During the retreat, staff will provide an overview of the legislative landscape in both Washington and Sacramento to set the framework for crafting the legislative program for 2011.

Background:

Each year, the Commission adopts a Legislative Program to provide direction for its legislative and policy activities for the year.

The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide legislative advocacy in the coming year. The program is intended to be flexible to allow for the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to the political issues and processes in Sacramento and Washington, DC.

In the previous year, the legislative program focused on the federal bill reauthorization and on specific project and program implementation including the following sections:

- Federal Transportation Bill Reauthorization
- Transportation Funding
- Project Delivery

- Multi-modal Transportation
- Transportation and Social Equity
- Climate Change

Our state and federal lobbyists will be scheduling meetings early next year with Legislators in Sacramento and Washington, D.C. to discuss the Commission's legislative needs in 2011.

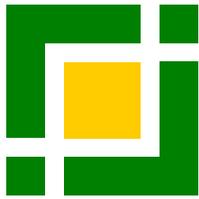
Fiscal Impact:

No direct fiscal impact.

Attachments:

Attachment A: State Legislative update

Attachment B1 and B2: Federal updates



November 19, 2010

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

More Bad News: On the heels of Governor Schwarzenegger's announcement of another special session on the budget, the LAO underscored the need by pegging the deficit at \$25.4 billion. This includes a \$6 billion deficit in the current fiscal year and 2011-12 spending gap of \$19 billion. The Governor has called a special session on the budget to begin on December 6, with the goal addressing the current year shortfall. While Proposition 25 makes it easier to approve any fixes by lowering the vote requirement for budget bills to a majority, any budget fixes will likely not move forward until January after Governor Brown is sworn into office.

The October spending plan disintegrated faster than expected with the help of Proposition 22 and 26. For the current fiscal year, the LAO assumes the state will not secure \$3.5 billion in federal funds and Proposition 22 will prevent the state from counting about \$800 million in general fund savings this year. The rest of the current year shortfall is based on higher than expected costs for prisons and other programs. The \$19 billion gap in 2011-12 is due primarily to the temporary fixes in the current year budget and the end of temporary tax increases, such as the sales tax and vehicle license fee increases.

The LAO assumes that Prop 22 prevents the state using transportation funds for bond debt payments or as loans to the general fund starting on November 3. Any loans or debt payments made before that date are permissible. According to the LAO about \$400 million in loans to the general fund have not been executed, and about \$400 million in gas tax funds budgeted for bond debt payments have not yet been made. This brings the general fund impact of Prop 22 to \$800 million for the current fiscal year. This \$800 million is now available for transportation projects, which must be appropriated by the Legislature.

With respect to Prop 26, the LAO assumes it will repeal the gas tax swap if not reenacted by the Legislature with a 2/3 vote by November 2011. It is interesting to note that the LAO assumes that the repeal of the swap will result in the sales tax on gasoline automatically being restored. If this is true, and many do not think it is true, then Prop 26 would have little affect on transportation funding because the Prop 42 process will be restored, and transit funding would receive a huge boost due to the protection in Prop 22 that require spill over funds to flow to transit operations and capital.

Propositions: While California defied the rest of the county and maintained its true blue status, the results on the propositions are a little confusing. The voters reduced the vote threshold on approving a budget to a simple majority, but also approved Prop 26 which requires a 2/3 vote at the state and local level to impose or increase nearly any fee or tax. Prop 22 was also approved which provides greater protections for local revenues, but it adds to the current year budget deficit and creates untold confusion when overlaid with the requirements of Prop 26. The only thing we know for sure is that legislative revenge for Prop 22 will only require a majority vote. It will be months, years before the dust settles on the impacts surrounding the passage of Prop 22 and Prop 26.

- **Prop 22:** Prop 22 contained numerous provisions aimed at protecting local funding sources, including the eliminating the state's ability to borrow local property tax revenues, prevents the state from shifting redevelopment agency funds to schools, and places greater protections on the local share of Highway User Tax Account (HUTA) funds. In addition, Prop 22 placed in the Constitution several changes intended to protect funding for highway projects and public transit programs.

However, since the drafting of Prop 22, the state enacted the gas tax shift which made significant changes on how transportation and transit funds are collected and allocated. The enactment of Prop 22 raises several questions on how implementation will impact the 2010-11 state budget and transportation funding. The LAO assumes Prop 22 will impact the general fund by \$800 million in current fiscal year, and approaching \$1 billion annually in future fiscal years. How these funds are redirected to transportation and transit projects is not clear.

- **Prop 26:** This Proposition basically amends the Constitution to require a 2/3 vote to impose a fee or tax at the state or local level. There remains a limited scope of local fees that can be raised without a vote. The most immediate Prop 26 impact is that it applies to any state laws passed on or after January 1, 2010. This includes the gas tax swap.

Under Prop 26 the Legislature must adopt the gas tax swap again with a 2/3 vote within one year to prevent the swap's repeal. If the Legislature is unable to act on the gas tax swap it is not clear what happens next. The LAO assumes that the sales tax on gasoline is automatically reinstated and therefore the Prop 42 funding process is reinstated and transit operating funds are restored. CSAC's County Counsel group does not agree. They believe if the gas tax swap is not reenacted then the sections are repealed leaving no funding stream for transportation programs. The County Counsel's point to the absence of direction in either Prop 26 or the gas tax swap statute on what happens if the swap is repealed or invalidated.

There are also questions on whether the swap is automatically repealed in one year if the Legislature does not act. Or, does a party need to challenge the validity of the swap and ask the courts to intervene?

While the simplest course of action in the coming year is for the Legislature to scrape together the 2/3 vote necessary to reenact the gas tax swap, it does provide an opportunity to examine options. Local entities need to weigh in on whether reenacting a funding system heavily weighted on the excise tax is appropriate. Local governments will soon face new challenges set in SB 375 and a more flexible funding source may be necessary to meet those challenges.

Strategic Growth Council (SGC): In September the Health in All Policies Task Force held a series on workshops, including one in Oakland, to review the need to develop consistent policies aimed at improving the health of all Californian’s as well as advancing the State’s climate change goals. The SGC has posted the Task Force’s recommendation and they are soliciting comments. In particular the Task Force is recommending that transportation policies incorporate complete streets principles and emphasize active transportation, such as walking, biking, or taking public transit. The recommendations can be found at <http://www.sgc.ca.gov/workgroups/hiap.html> or by contacting our office.

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SIMON AND COMPANY
INCORPORATED

Washington Friday Report

Volume XII, Issue 45

November 19, 2010

INSIDE THIS WEEK

- 1 **Earmarks, FY11 Omnibus**
- 2 **SAFETEA-LU, Debt Reduction, Water Resources**
- 2 **House Minority, D Block, FHFA, OMB**

Well, so far the lame duck has not disappointed, with some big surprises which will have long-term impacts. They'll close it down for Thanksgiving later today and come back on the 29th. Here's a quick overview of the highlights:

Earmarks: The Growing Moratorium

The issue of earmarks has been at the forefront in Washington this week. Most Republicans, with some exceptions, have been voicing their opposition, while most Democrats, with some exceptions, continue to support. The end result, though, is a growing moratorium. Here's how it lines up: House Republicans, who will control the whole House oppose earmarks. We expect them to be fully banned on the House side. Senate Republicans have joined them. But Senate Democrats, who will control the Senate, appear to want to try to continue them, although the potential legislative chaos with such a mixed approach cannot be underestimated. We have included a summary of some of the more prominent political opinions on earmarks expressed recently.

This week **President Obama** spoke about earmarks as the main theme of his weekly address. While the President did not say he supported the GOP's complete moratorium on earmarks, he stated his belief that there must be new limitations put in place and greater transparency of the process by which earmarks are chosen. *"Now, some of these earmarks support worthy projects in our local communities. But many others do not. We can't afford Bridges to Nowhere like the one that was planned a few years back in Alaska. Earmarks like these represent a relatively small part of overall federal spending. But when it comes to signaling our commitment to fiscal responsibility, addressing them would have an important impact."*

Speaker-designate **John Boehner** spoke about the House Republicans decision to ban earmarks this week: *"Earmarks have become a symbol of a Congress that has broken faith with the people. This earmark ban shows the American people we are listening and we are dead serious about ending business as usual in Washington... House and Senate Republicans are now united in adopting earmark bans. We hope President Obama will follow through on his support for an earmark ban by pressing*

Democratic leaders to join House and Senate Republicans in taking this critical step to restore public trust."

Senate Minority Leader **Mitch McConnell** pronounced his support of the House GOP ban on earmarks. *"Banning earmarks is another small but important symbolic step we can take to show that we're serious, another step on the way to serious and sustained cuts in spending and to the debt."*

Senator **Richard Lugar** spoke out as one of the few Republican voices of opposition to the GOP earmark ban. Senator Lugar stated his belief that the earmark process is an amendment to spending bills and instead of reducing spending by eliminating earmarks they would be forced to broaden spending by removing earmarks as part of their amendment right. He argued that the ban gives the appearance of reducing spending without producing any actual results: *"I oppose the Senate Republican Conference voluntary moratorium on so-called 'earmarks.' At a moment in which over-spending by the Federal government perpetuates annual deficits of over \$1 trillion a year, the Congress is being asked to debate a Congressional earmark spending resolution which will save no money even while giving the impression that the Congress is attempting to meet the public demand to reduce spending."*

In contrast, Democratic Senator **Claire McCaskill** voiced her support of the GOP earmark ban: *"I welcome Senator McConnell to the fight to ban earmarks. Tax dollars are always best distributed based on merit. I'm glad that Republican leadership is coming around to this idea; now it's my Democratic colleagues turn to get on board,"*

Even after the GOP's announcement of their ban on earmarks, there has been talk that transportation infrastructure projects may still have a spot. **John Mica** (R-Fla), who is poised to take over as House Transportation committee chairman, voiced his caution about a rigid ban. In an interview he said the issue will have to be decided on a case-by-case basis and that he had conferred with GOP leadership about the issue. Mica stated: *"There are some bills that require some legislative language to direct the funds, otherwise you're writing a blank check to the administration."* In contrast, **Senator Richard Shelby** (R-Ala) stated that he did not think the GOP's earmark moratorium left any room for exceptions, even for transportation infrastructure. *We have included the release and their remarks for your review.*

FY11 Omnibus Derailed

Senate Minority Leader **Mitch McConnell** announced this week that he would not support any omnibus appropriations

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spending measure for FY11. This statement makes it look like a continuing resolution is the only spending measure likely to be passed in the near future. It appears that his side would prefer a two- or three-month spending measure, which would give them more leverage to force spending cuts early next year when the short-term spending bill expired and would have to be extended. The Democrats, however, would likely push for a yearlong stopgap measure. *We have included Senator McConnell's remarks for your review.*

SAFETEA-LU Extension

With the most recent extension of the surface transportation law, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) due to expire on December 31st the Senate has begun working on a 6 month extension to keep the programs funded through July 4, 2011. It is still up in air as to whether the Environment and Public Works Committee will produce a draft of a completely new bill, but it has been reported that the committee hopes to make "substantial progress" in the beginning of the new year. The most challenging aspect of creating a new bill has been getting Congress to agree on funding mechanisms and it is likely that this disagreement will only increase in the new Congress. *Background included.*

Debt Reduction Task Force

A report entitled "Restoring America's Future" was released on Wednesday by the Debt Reduction Task Force. The Task Force made recommendations to reduce and stabilize 60 percent of the national debt. The plan was developed by a bipartisan task force and chaired by former Senate Budget Committee Chairman **Pete Domenici** and former White House Budget Director and Federal Reserve Vice Chair Dr. **Alice Rivlin**, and includes 19 former White House and Cabinet officials, former Senate and House members, former governors and mayors, and business, labor, and other leaders. The plan also reforms personal and corporate taxes to make America more competitive, ensures that Social Security can pay benefits to future generations, and controls health care costs. *Please see attached: <http://bipartisanpolicy.org/projects/debt-initiative/about>*

Water Resources Hearing

The Senate Committee on Environment and Public Works (EPW) examined proposals for maintaining ports, waterways, and flood controls. Senator **Barbara Boxer** (CA) discussed the importance of maintaining ports especially in California, and how they were able to establish a National Committee on Levee Safety which directed the Committee to come with recommendations for a national levee system. Senator **James Inhofe** (OK) ranking minority member of the Committee, noted: "...I strongly support federal investment in public infrastructure. In fact, I believe it is one of two areas where the federal government should spend money, the other being national defense, of course." Both statements are attached.

House Minority Elections

Following the Democratic leadership elections this week, the incoming House Minority Leader **Nancy Pelosi** was asked what she thought the message was from the voters November 2. She

replied: "The message we received from the American people was that they want a job — they want jobs. 9.5% unemployment is a very tough screen to get through with any other message." She responded to the challenge that as she currently holds a very low approval rating that she may not have been the best choice to lead the House Democrats. Speaker Pelosi pointed out that over \$75 million was spent in campaigns against her and not many could sustain high ratings after such an aggressive campaign. She contended that she was just as much of an effective leader and was proud of the accomplishments she had made with health care, Wall Street reform, and consumer protection. *See attached article.*

D Block Spectrum

Republicans from the Energy and Commerce Committee will seek to block public safety control of the "D" Block frequency. Rep. **Joe Barton** (TX) (a candidate for chairmanship) favors a "clean auction" without any public safety access requirement. However, this past August, Senator **Jay Rockefeller** (WV), chairman of the Commerce, Science, and Transportation Committee introduced a legislation (S. 3756) that would reallocate the 700 MHz D Block spectrum to public safety to support operation of a proposed nationwide wireless broadband networks for first responders. The measure would turn the D Block over to the public sector with the promise that the FCC could auction any returned portion. Ranking member of the House Homeland Security Committee, Rep. **Peter King** (NY) also introduced a bill (HR 5081) that would give the Block to public safety. Senators **Joe Lieberman** (CT), **John McCain** (AZ) and **Kay Bailey Hutchinson** (TX) all support turning the spectrum directly over to public safety. *See attached article.*

Housing Oversight Leadership

President Obama announced this week his nomination of **Joseph A. Smith, Jr.** to the position of Director of the Federal Housing Finance Agency, overseeing federal housing finance agencies such as Fannie Mae and Freddie Mac. The President Obama stated: "Mr. Smith brings to this position both tremendous expertise and a deep commitment to strengthening our housing finance system for the American people. I'm grateful that he has accepted this nomination, and I look forward to working with him in the months and years to come." Currently, Smith is the North Carolina Banking Commissioner. *White House statement included.*

New OMB Director at Last

This week the Senate confirmed the nomination of **Jacob L. Lew** to lead President Obama's Office of Management and Budget. Lew held the same job at OMB during the Clinton administration and received a great deal of praise for his role in bringing about the Balanced Budget Act of 1997. The nomination has been on "hold" for several months by Senator Mary Landrieu in a dispute with the White house over off-shore drilling. *White House statement included.*

Please contact Len Simon, Claire Colegrove or Rukia Dahir with any questions.



MEMORANDUM

TO: Arthur Dao
Alameda County Transportation Commission

FROM: CJ Strategies

RE: Legislative Update

DATE: November 19, 2010

Both the House and Senate returned to Washington on November 15, for the lame duck session and new Member orientation. We are hearing the session could run through December 17. The House and Senate leaders have been occupied with organizational matters this week for the 112th Congress — including some leadership contests — in advance of a weeklong Thanksgiving break. Most significant legislative action will be pushed into a period beginning November 29.

As you know, there will be big changes in the 112th Congress. Republican candidates won enough seats in the mid-term elections to transfer the Majority rule of the House of Representatives from Democrat to Republican. Democratic candidates won enough seats to retain the Majority rule of the Senate although with a smaller margin.

There are a few priorities the current Democratic leadership wants to address in a lame duck session: an omnibus appropriations package, an extension of the 2001 and 2003 tax cuts that expire at the end of the year, an extension of unemployment benefits, Medicare reimbursement rates for physicians, and child nutrition and food safety bills. Some other priorities include:

- Tax extenders -- Renewal of popular tax breaks including state sales tax deductions and the research and development credit has foundered, even after the House and Senate passed versions of a bill (S 3793) earlier this year.
- Defense Authorization -- Opposition to language repealing Don't Ask Don't Tell is just one of several problems holding up the annual measure authorizing military programs (S 3454).
- START Treaty -- The White House is pushing for a vote on the new strategic arms reduction treaty (START — Treaty Doc 111-5) with Russia, but many Senate Republicans are in no hurry.
- Immigration -- Senate Majority Leader Harry Reid, D-Nev., has promised a vote on a bill (HR 1751, S 3827) that would offer conditional legal status to undocumented children of illegal immigrants if they go to college or join the armed forces.
- Social Security Payments -- The House is expected to vote on a bill (HR 5987) that would order a \$250 payment to Social Security recipients as compensation for the fact that there will be no 2011 cost-of-living adjustment.

We will continue to send updates as the lame duck session gets underway.

Continuing Resolution and FY11 Appropriations

The current continuing resolution expires December 3, and Democrats will have to decide in whether to press ahead with a more than \$1 trillion omnibus spending package for the entire fiscal year that started October 1. Fiscally conservative Republicans in both chambers have already come out in opposition to the omnibus. They are feeling emboldened after significant Republican gains in the midterm elections and are eager to make good on their promises to cut spending when they take over the House in January. If Democratic leaders opt for an omnibus, House Speaker Pelosi could likely move the package with relative ease. But winning enough support for the package in the Senate would be more difficult, where Republicans in the minority could throw up procedural roadblocks.

A critical component to completing the FY11 bills will be the ability of the House and Senate to agree on a top-line level of discretionary spending. The Democrats' inability to adopt a budget resolution denied them the common discretionary cap that such a measure sets for both chambers, and as a result House and Senate Democrats went their own ways — with Republicans in both chambers calling for dramatically lower spending. The only certainty appears to be that FY11 spending will be significantly below the \$1.128 billion requested by President Obama, which itself reflected a proposed freeze in non-security discretionary spending.

Congress ultimately may opt for a longer-term continuing resolution to keep the government funded into next year, thus allowing incoming Republicans an early chance to shape federal spending. One option is to pass another short-term CR during the lame-duck session as they decide how to move forward.

We will keep you updated as leadership determines how to move forward and let you know how it could impact funding included in the FY11 House THUD bill for the I-80 Gilman Street Interchange.

SAFETEA-LU Reauthorization

The current SAFETEA-LU extension expires on December 31. We expect Congress to pass another short-term extension during the lame duck session; incoming Chair John Mica (R-FL) and several members of the Senate committees with jurisdiction are supporting a six-month extension.

As stated above, the likely new Chairman will be the current ranking member, John Mica. Mica has worked closely with the outgoing Chair in supporting the \$500 billion reauthorization bill. However, given the change in his Caucus, it will likely be difficult for him to move such a large funding package with \$200 billion left unfunded by gas tax revenues.

The Ranking Member will likely be Nick Rahall (D-WV), rather than Peter DeFazio (D-OR) who has been the Chair of the Highways and Transit Subcommittee. We are hearing that Rahall may focus more on basic highway functions rather than mass transit and livability.

Mica plans to draft a very different bill from Oberstar's draft; we are hearing it will be significantly smaller with an emphasis on public-private partnerships. We are hearing that he strongly believes a bill will either be passed in the first nine months of 2011 or not at all before 2013.

Below are more details we are beginning to hear from his staff:

Major Priorities for the Next Highway Bill

1. Streamline Project Delivery
 - a. Mica calls this his 437-Day Plan, after the Minnesota bridge collapse and subsequent fast-track repair
 - b. The average project takes 14 years to complete – his goal is to cut that time in half to 7 years
 - c. Combine the Final EIS with the Record of Decision
 - d. Create hard deadlines for agency sign-offs
 - e. Expand the list of Categorical Exclusions
 - f. Expand list of what states can do before Final NEPA clearance (at their own risk)
 - g. Allow states to take some power from the USDOT
 - h. Allow states with a tough environmental process (CA, FL) to stand in for federal standards
2. Better Leverage Resources
 - a. Emphasis on PPP's
 - b. Allow new lanes to be tolled, not existing interstate lanes
 - c. Against Oberstar's idea of a DOT Office of Public Benefit
 - d. DOT will be a resource for states to consult on PPP's to ensure a fair deal but will not have veto authority
 - e. Encourage state-level infrastructure banks (in the South Carolina mold)
 - f. Expand the cap on Private Activity Bonds (PAB's)
 - g. Keep and possibly expand Build America Bonds (BAB's)
 - h. Consideration of a new class of qualified tax exempt bonds
 - i. Encourage use of TIFIA instead of creating a National Infrastructure Bank
 - j. If National Infrastructure Bank is created, allow only loans and not grants
3. Stabilize the Highway Trust Fund
 - a. No gas tax increase
 - b. Reprogram unspent DOT money
 - c. Shrink the size of the next Highway Bill to fit the amount of funding coming into the system
 - i. \$7 Billion for transit, about a \$3 Billion decrease
 - ii. \$35 Billion for highways, about a \$7 Billion decrease
 - d. Greater emphasis on projects with a strong federal benefit
 - e. Greater emphasis on projects located in the National Highway System
 - i. Other projects will have less federal funding to compete for
 - ii. Some project types (enhancements, for example) could be dropped from HTF consideration
4. Performance Measures
 - a. Will be included in the bill; accountability is important
 - b. Committee will consult outside groups for technical assistance

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