

**CITY OF ALBANY
CITY COUNCIL AGENDA
STAFF REPORT**

Agenda Date: 03/15/10
Reviewed by: BP

SUBJECT: Resolutions No. 2010-11 and 2010-12 authorizing the City to file two applications for federal Jobs for Main Street Act of 2010 (Stimulus II)

REPORT BY: Aleida Andrino-Chavez, Transportation Planner

STAFF RECOMMENDATION

Approve Resolutions No. 2010-11 and 2010-12 authorizing the City to submit two applications for federal Jobs for Main Street Act of 2010 (Stimulus II) for the Solano Avenue Re Pavement Project and the Buchanan Bicycle and Pedestrian Path-Phase I, respectively.

BACKGROUND

In anticipation of the new federal Stimulus II bill, the Alameda County Congestion Management Agency (ACCMA) issued a call for projects in January 2010. In order to qualify for project submittal, agencies had to show readiness to submit a complete Request for Authorization to Proceed with Construction by March 1st, 2010. The Metropolitan Transportation Commission (MTC) moved this deadline back to March 15, 2010 because it is anticipated that enactment of the bill will not occur before this date. While the exact amount of funding is not yet known given the significant differences between the current House of Representatives and the Senate versions of the Stimulus II bill, it is anticipated that it would include approximately \$2 million under the Transportation Enhancement (TE) component for Alameda County to fund bicycle and pedestrian projects.

ACCMA prioritized the Local Streets and Roads (LSR) projects on a “first come, first serve” basis in terms of demonstrated readiness to submit a complete Request for Authorization. This entails complying with a checklist that included all the preliminary documentation required by Caltrans: Disadvantaged Business Enterprise Program, Field Review, Quality Assurance Program, Environmental clearance, etc.

If enacted, the House version of the bill would provide a larger amount of funding for the Bay Area, hence all the projects submitted in the LSR program would be funded. The Senate version of the Bill only provides half of the House amount and Alameda County would have to see what approach to take for prioritizing projects. This is for discussion within the next few weeks.

DISCUSSION

The City submitted the Solano Avenue Re-Pavement project under the LSR program for the Stimulus II program in the amount of \$1.4 million. It is currently ranked 14 in the Alameda County prioritized list of LSR projects. The process to prioritize the TE program has not been developed yet, but it is anticipated that in addition to demonstrated readiness, it would be based on whether a project is included in an adopted countywide or regional bicycle and/or pedestrian plan. Therefore, the City is submitting a proposal for the construction of Phase I of the Buchanan Bicycle and Pedestrian Path for the TE component of the Stimulus II bill as this project was ranked top priority in the Alameda Countywide Bicycle Plan. Phase I includes extending the bicycle lanes from Cornell Avenue to San Pablo Avenue, building the bulb outs for tree replacement, building the Class I trail along the south side of Marin Avenue from San Pablo Avenue to Jackson Street and extending the westbound bike lane along the north side of Marin Avenue and Buchanan Street from San Pablo Avenue to the Buchanan Bridge overcrossing. The estimated cost of this phase is \$824,000.

The grant submittal requires a resolution from the applicant's governing body stating support and assurance to complete the projects. The Council is being asked to approve these resolutions in order to complete the submittal packages.

SUSTAINABILITY IMPACT

Re pavement of Solano Avenue would provide for a smooth surface for improved travel of vehicles. An improved flow of vehicles provides for fewer emissions as it encourages uniform speeds. No trees would be removed during this project. Providing bicycle and pedestrian facilities as it is the case of the Buchanan Bicycle and Pedestrian Path provides alternatives to the automobile and encourages people to bike and walk more, resulting in more physical activity and less air pollution.

FINANCIAL IMPACT

No match has been set for these grant applications. It is unknown if a match would be set later for the TE projects or for the LSR projects. Nevertheless, the City authorized \$100,000 in local Measure F funds for the development of 100% PS&E for the Solano Avenue Re pavement project. This is currently used as the local contribution of the requested \$1.4 million in federal funds. The prorated cost of developing PS&E for Phase I of the Buchanan Bicycle and Pedestrian Path project was estimated at \$70,000. In 2008, the City Council approved setting aside \$300,000 of Measure F funds to use as a match for the construction of the Buchanan Bicycle and Pedestrian Project. These funds were left over from the Marin Avenue reconfiguration-Phase II project. The City may also use Measure B, TDA, or Gas Tax annual revenues to reduce the amount of local Measure F funds.

Attachment

City Council Resolution No. 2010-11

City Council Resolution No. 2010-12