

2007 JUN 26 PM 4:44

**CITY OF OAKLAND**  
**AGENDA REPORT**

TO: Office of the City Administrator  
ATTN: Deborah Edgerly  
FROM: Public Works Agency  
DATE: June 26, 2007

RE: **Resolutions Authorizing The City Of Oakland To Apply For, Accept, And Appropriate Up To Four Hundred Thousand Dollars (\$400,000.00) In FY 2007-08 Transportation Fund For Clean Air (TFCA) Funds For The 7<sup>th</sup> Street (West Oakland BART) Streetscape Project; And Up To Four Hundred Fifty Thousand Dollars (\$450,000.00) To Retrofit Twenty-Seven Diesel-Powered Vehicles With Electrically Generated Diesel Particulate Matter Filters And Their Related Infrastructure For The Heavy Duty Clean Air Vehicle Project**

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**SUMMARY**

Two resolutions have been prepared for the City Council that authorize the City Administrator, or her designee, to apply for, accept, and appropriate up to \$400,000.00 in FY 2007-08 Regional Transportation Fund for Clean Air (TFCA) funds for the 7th Street (West Oakland BART) Streetscape Project in Council District 2; and up to \$450,000.00 in FY 2007-2008 TFCA funds to retrofit 27 vehicles with diesel particulate matter filters and to purchase and install 6 electrical charging stations to combust the particulate matter that is collected in the filters for the Heavy Duty Clean Air Vehicle Project.

**FISCAL IMPACTS**

Approval of the resolutions will allow the City to apply for, accept, and appropriate FY 2007-08 Regional Transportation Fund for Clean Air (TFCA) funds for two projects: 1) \$400,000.00 for the 7<sup>th</sup> Street Streetscape bicycle/pedestrian capital improvement project; and 2) \$450,000.00 for a Heavy Duty Clean Air Vehicle Project. The grant funds will be deposited and appropriated into the Bay Area Air Quality Management District Fund (2166), Planning Organization (88229); and the Equipment Fund (4100), Equipment Services Administration Organization (30541), respectively. A new project number will be established for each project.

Item: \_\_\_\_\_  
Public Works Committee  
June 26, 2007

**7<sup>th</sup> Street Streetscape Project**

TFCA requires a local match of 10% for applications exceeding \$150,000.00. A total of \$1,900,000 is available for this match from the 7<sup>th</sup> Street Streetscape project in the MTC /CalTrans Program Grant Fund (2163), Engineering and Design Organization (92242), 7<sup>th</sup> Street West Oakland Transit Village Project (G313110).

Ongoing maintenance costs as a result of this project are expected to be minimal and in fact reduced for the first several years. Costs will be absorbed within current maintenance appropriations.

**Diesel Emissions Reduction Project**

Approval of this resolution will save the City the significant expense of prematurely replacing 27 diesel-powered vehicles in order to comply with the federally mandated public fleet rule. The required 10% local match in the amount of \$45,000 for the Heavy Duty Clean Fuel Vehicle Project is available from the Equipment Fund (4100), Equipment Services Administration Organization (30541).

Ongoing maintenance costs are expected to be absorbed within current maintenance appropriations.

**BACKGROUND**

The Bay Area Air Quality Management District annually solicits proposals for TFCA projects that reduce air pollution, pursuant to Health and Safety Code Sections 44225 and 44241. These two projects meet the TFCA qualifying criteria by 1) encouraging bicycling, a non-motorized and non-polluting transportation mode; and 2) by reducing diesel emissions from existing heavy-duty City-owned vehicles.

**7<sup>th</sup> Street Streetscape Project**

The 7<sup>th</sup> Street Streetscape project was developed as a primary component of the West Oakland Transit Village Design Development Plan for the area around the West Oakland BART station by Hood Design, Walter Hood, and Principal. The plan was developed using funding provided by the California Department of Transportation (CalTrans) Transportation Planning Program Environmental Justice grant program. Project partners include the City of Oakland Public Works and Parks and Recreation Agencies, Bay Area Rapid Transit (BART), the Oakland Housing authority, AC Transit, the US Postal Service, and the City of Alameda.

The project area, once home to numerous forms of transit and transportation, commerce and cultural institutions, has suffered from the negative impacts of transportation infrastructure since the 1950's. While it once thrived from its connections to the rail and the Port and benefited from employment and industry, it has been physically divided by freeway and rapid transit rails and structures. It continues to suffer today from the negative impacts of noise and shadow from these structures and the negative air quality resulting from vehicular traffic through the area.

The project, when completed, will address both issues. First, it will revitalize the historical commercial area through traffic calming and streetscape improvements. Second, by improving amenities and traffic configurations around the West Oakland BART station, it will create alternatives to reduce the impact of auto and truck traffic along Seventh Street.

The project responds to community requests for traffic calming and will provide better bicycle access on 7<sup>th</sup> Street adjacent to the West Oakland BART station. It also creates better connectivity to area schools, parks, residential neighborhoods and light commercial activity. Transit services that are associated with the project include the Bay Area Rapid Transit (BART) West Oakland Station and AC Transit bus lines 62 and 13.

This project meets the Council-adopted criteria set forth in the *Resolution Establishing Prioritization Methods for the City of Oakland's Facilities and Structures, Parks and Open Space, Sewers, Storm Drains, Street, Sidewalks, and Traffic Improvement Infrastructure Needs*, (Number 78747, adopted July 20, 2004).

The 7<sup>th</sup> Street Project also meets the Air District's criteria for a "Smart Growth" project, including readiness to construct. TFCA Smart Growth grants fund "design and construction of physical improvements that support development projects that achieve motor vehicle emission reductions". Staff considered two other Smart Growth projects for this grant cycle, including the Coliseum and MacArthur BART streetscape projects. Since both these projects previously received a regional TFCA grant, they are ineligible to compete again.

### **Diesel Emissions Reduction Project**

On December 8, 2005, the California Air Resources Board adopted a fleet rule to reduce diesel particulate matter (PM) emissions from fleets operated by public agencies and municipalities. The rule requires that any municipality that owns, leases or operates on-road diesel-fueled heavy-duty vehicles apply best available control technologies (BACT) for reducing emissions to vehicles according to a specified implementation schedule, as follows:

Group	Engine Model Years	Percentage of Group to use BACT	Compliance Deadline, as of December 31
1	1960 -- 1987	20%	2007
		60%	2009
		100%	2011
2	1988 -- 2002	20%	2007
		60%	2009
		100%	2011
3	2003 -- 2006	50%	2009
		100%	2010

With the scheduled replacement this year of ten 2001 model year diesel-powered street sweepers with model year 2008 diesel-powered sweepers, and 38 heavy-duty trucks with either 2008 model year diesel- or compressed natural gas-powered (CNG) engines, the City will be fully compliant with the requirements mandated for both 2007 and 2008. Successful implementation of this project will ensure that the City is compliant to 2012.

The vehicles proposed for installation of best available control technologies (BACT) for diesel emissions reductions are scheduled for replacement between 2010 and 2012. Compliance with the public fleet rule requires that these vehicles are either retired, replaced or retrofitted with BACT between 2008 and 2010. Retiring vehicles with several years of service life available without replacing them with new vehicles could adversely impact service delivery. Premature replacement would cost the City in excess of \$3,000,000.00 as the average current replacement cost of these vehicles is approximately \$135,000.00 each. Acquisition and installation of BACT will allow the vehicles to remain in service and complete their service lifecycle. Each would then be replaced at the appropriate time as programmed in the ten-year replacement program.

Proposed for installation is the Horizon line of diesel PM filters. The Horizon line, by Cleaire, are level 3 PM control devices, which reduce PM by more than 85%, meet California Air Resources Board nitrous dioxide (CARB NO<sub>2</sub>) compliance standards, are eligible for local, state and federal funding programs, and are specifically designed for operation on vehicles that are not involved in long-haul, high temperature operations.

As the City's diesel-powered vehicles are generally low mileage vehicles that operate within the City's limits, they do not generate enough heat to combust PM that would accumulate within the PM filters. As a result, charging stations would be used to "cook off" the captured diesel PM, much like a self-cleaning oven, while the vehicle is parked overnight. The regeneration time for each vehicle is 5 hours. Staff estimates that each vehicle would need to be plugged into a charging station once every two weeks to effectively combust the accumulated PM.

The cost of the diesel PM filters is estimated at \$15,240 each, including tax and installation. Cost of the charging stations, including installation, is estimated at \$6,000 each. The total cost of the project is estimated at \$438,500.

Staff considered applying for Light Duty Clean Air Vehicle Project funds; however, considering the mandate for retirement, replacement or retrofit of diesel-powered vehicles with BACT between 2008 and 2010, staff determined heavy-duty funding to be more pressing. In addition, last year, staff requested TFCA funding for the incremental cost to replace diesel-powered street sweepers with those powered by CNG engines. This funding request was denied, whereas funding for diesel retrofit devices for several other agencies was approved.

Further, as our light duty vehicles are generally low mileage, staff considered that applying for diesel emission control devices would score more points in the TFCA evaluation process than light duty vehicles.

## KEY ISSUES AND IMPACTS

### **7<sup>th</sup> Street Streetscape Project**

Adoption of this resolution will allow the City to complete the 7<sup>th</sup> Street Streetscape project, filling a critical gap in a significant bikeway connecting with a major transit corridor.

Acceptance of the TFCA funds addresses a \$400,000.00 project shortfall, resulting from increased project costs for both design and construction.

The proposed improvements will help connect pedestrians and bicyclists from the local neighborhood to the main BART entry and encourage BART ridership. They will also connect rapid transit users to the Seventh Street commercial historic district. Implementation of the completed design for Seventh Street will enhance the quality of life for local residents. Specifically, the design promotes economic revitalization through the enhanced attractiveness of slowing vehicular traffic and creating additional short-term parking opportunities. The Plan will encourage additional residential development and provide incentives for residents of the City of Oakland to access the West Oakland BART station by foot, bicycle and local transit. The Plan also includes the implementation of the Blues Walk of Fame for the historic commercial area, an idea created and sponsored by the Bay Area Blues Society. In addition to the Walk of Fame and pedestrian lighting, a public art component that focuses on the West Oakland BART station as a Gateway, will be included as a part of the project.

The City is currently performing additional analysis to ensure that the proposed bike lanes will not impact bus transit service and commercial vehicle requirements. This work is expected to be completed in June. Based on the results of the analysis and subsequent staff evaluation, AC Transit, US Postal Service review, and community outreach, the proposed design may be modified slightly.

### **Heavy Duty Clean Fuel Vehicle Project**

Adoption of this resolution will ensure full compliance with the federally mandated public fleet rule to 2012. The project will significantly reduce levels of diesel PM. This is especially important as these vehicles operate within the communities with both high PM emissions, based on data from the Air District's Community Air Risk Evaluation (CARE) Program, and sensitive populations (i.e., children, seniors, those with low-incomes or elevated asthma rates).

The vehicles identified for this project range from 1999 to 2002 model years, and are scheduled for replacement between 2010 and 2012. As these vehicles have significant life remaining, it would be more prudent and cost effective to install BACTs in compliance with the public fleet rule, and have them continue in service than to prematurely replace these vehicles, which would incur significant cost to the City.

## PROJECT DESCRIPTIONS

### **7<sup>th</sup> Street Streetscape Project**

The streetscape project consists of approximately an eight-block area between Union and Wood Streets, along Seventh Street in West Oakland. It will provide pedestrian and bicycle amenities in the public right of way, including new widened sidewalks and bulb-outs, bicycle racks, new street and pedestrian lighting, and the Blues Walk of Fame.

### **Diesel Emissions Reduction Project**

Twenty-seven City-owned diesel-powered vehicles will be retrofitted with the Horizon line of electrically generated diesel particulate matter filters (see attachment A). Six electrical charging stations will also be installed within the corporation yards at 7101 Edgewater Drive and 5050 Coliseum Way to combust the accumulated diesel particulate matter within each filter.

## SUSTAINABLE OPPORTUNITIES

Economic: The 7<sup>th</sup> Street project implementation provides the opportunity to use local contractors that offer employment to Oakland residents, thereby strengthening the local economy.

Environmental: The 7<sup>th</sup> Street project encourages bicycling for commuting as well as exercise, which can help reduce reliance on the automobile, save fossil fuels, and improve air quality. The diesel emissions reduction project will significantly reduce PM emissions for existing City-owned vehicles, thereby improving air quality for the citizens of Oakland.

Social Equity: The 7<sup>th</sup> Street project will provide greater accessibility and safety to persons who depend on non-motorized transportation and public transit to access jobs, recreational facilities, and other services. The diesel emission reduction project will directly affect low-income neighborhoods impacted by high PM emissions. These communities include at-risk and sensitive populations (i.e., children, seniors, and those with elevated asthma rates).

## DISABILITY AND SENIOR CITIZEN ACCESS

Wheelchair users can use bike lanes to access to curb ramps or parked vehicles. The bike lanes provide a striped buffer that improves sight distances, making it easier for seniors and disabled persons to cross the street.

**RECOMMENDATIONS AND RATIONALE**

Staff recommends that the City Council authorize the City Administrator, or her designee, to apply for, accept, and appropriate up to \$400,000.00 in FY 2007-08 Regional Transportation Fund for Clean Air (TFCA) funds for the 7<sup>th</sup> Street Streetscape Project. The grant funds are needed to fully fund and construct a critical section of the 7<sup>th</sup> Street streetscape.

Staff also recommends that the City Council authorize the City Administrator, or her designee, to apply for, accept, and appropriate up to \$450,000.00 in FY 2007-08 Regional Transportation Fund for Clean Air (TFCA) funds for the Heavy Duty Clean Air Vehicle Project. These funds are needed to ensure early compliance with the federally mandated public fleet rule.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff recommends that the City Council approve the resolutions.

Respectfully submitted,



Raul Godinez II, P.E.  
Director, Public Works Agency

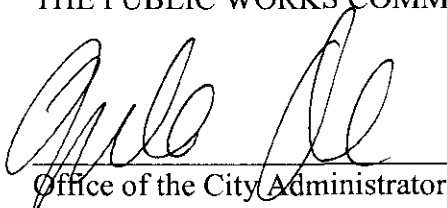
Reviewed by:  
Bruce Saunders, Assistant Director  
Infrastructure and Operations Department

Prepared by:  
Kerry Jo Ricketts-Ferris  
Project Manager, CEDA Planning

Stephanie McCormick  
Fleet Specialist, Equipment Services

Attachment A: List of Vehicles Proposed for BACT Installation

APPROVED AND FORWARDED TO  
THE PUBLIC WORKS COMMITTEE:

  
Office of the City Administrator

Item: \_\_\_\_\_  
Public Works Committee  
June 26, 2007

## TRANSPORTATION FUND FOR CLEAN AIR 2007-08

Vehicles Proposed for Funding Installation of BACTs

Item #	City Vehicle #	Year	Make	Model	Description	Vin #
1	4002	2000	FMD	F-650	AERIAL W/CHIPPER 34' ARC 24' BDY	2FDNX65251MA11178
2	4005	2000	FMD	F-650	KNUCKLE BOOM TRUCK WITH CHIPPER BODY	3FDNF65Y6YMA80009
3	4008	2000	FMD	F-650	KNUCKLE BOOM TRUCK WITH CHIPPER BODY	3FDNF65Y2YMA80010
4	4046	2000	FMD	F-750	DUMP TRUCK AC PATCHER 3YD	3FDXF75N2YMA08938
5	4072	2002	IHC	4900 4X2	AERIAL 75FT	1HTSDAAR42H509046
6	4079	2000	FMD	F-750	AERIAL 55FT WITH CHIPPER BODY	3FDXF75H2YMA72987
7	4080	2000	FMD	F-750	AERIAL 55FT WITH CHIPPER BODY	3FDXF75H7YMA82690
8	4151	2001	IHC	2674 6X4	DUMP TRUCK 14YD	1HTGLATR61H393269
9	4152	2001	IHC	2674 6X4	DUMP TRUCK 14YD	1HTGLATR41H393268
10	4153	2001	IHC	2674 6X4	DUMP TRUCK 6X4 14YD	1HTGLATR41H393271
11	4154	2001	IHC	2674 6X4	DUMP TRUCK 14YD	1HTGLATR21H393270
12	4155	2001	IHC	2674 6X4	DUMP TRUCK 14YD	1HTGLATR81H393273
13	4156	2001	IHC	2674 6X4	DUMP TRUCK 14YD	1HTGLATR61H393272
14	4158	2001	IHC	2674 6X4	DUMP TRUCK 14YD	1HTGLATRX1H393274
15	4159	2001	IHC	2674 6X4	DUMP TRUCK 14YD	1HTGLATR41H393321
16	4160	2001	IHC	2674 6X4	DUMP TRUCK 14YD	1HTGLATR61H393322
17	4162	2001	IHC	2674 6X4	DUMP TRUCK 14YD	1HTGLATRX1H393324
18	4163	2001	IHC	2674 6X4	DUMP TRUCK 14YD	1HTGLATR81H393323
19	4297	2002	VOL	WXLL64	REFUSE PACKER 27YD	4V2HC6UE42N332531
20	4982	1999	GMC	C6500	DUMP TRUCK 6X2 2YD	1GDG6H1C5XJ520540
21	4983	1999	VOL	WX-XPEDITOR	REFUSE PACKER 25YD	4VMHCMPE3XN766177
22	4984	1999	GMC	C6500	DUMP TRUCK 6X2 2YD	1GDG6H1C2XJ520446
23	4985	1999	VOL	WX-XPEDITOR	REFUSE PACKER 25YD	4VMHCMPEXXN766175
24	4986	1999	GMC	7000	FLATBED TOPKICK STD	1GDK7H1C2XJ5126228
25	4987	1999	FMD	F-800	DUMP TRUCK 3YD	3FEWF801XXMA16205
26	4989	1999	FMD	F-800	DUMP TRUCK 3YD	3FEWF8012XMA17509
27	4990	1999	FMD	F-800	DUMP TRUCK 3YD	3FEWF8011XMA16206



  
Oakland City Attorney's Office

OFFICE OF THE CLERK  
CITY OF OAKLAND

2007 JUN 14 PM 3:07

OAKLAND CITY COUNCIL  
RESOLUTION NO. \_\_\_\_\_ C.M.S.

INTRODUCED BY COUNCILMEMBER \_\_\_\_\_

**RESOLUTION AUTHORIZING THE CITY OF OAKLAND TO APPLY FOR, ACCEPT, AND APPROPRIATE UP TO FOUR HUNDRED THOUSAND DOLLARS (\$400,000.00) IN FY 2007-08 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FUNDS FOR THE 7<sup>TH</sup> STREET (WEST OAKLAND BART) STREESCAPE PROJECT**

**WHEREAS**, the City of Oakland supports clean air and wishes to take action to enhance air quality within the Bay Area; and

**WHEREAS**, the Bay Area Air Quality Management District solicited employer proposals for FY 2007-08 Transportation Fund for Clean Air projects that reduce air pollution, pursuant to Health and Safety Code Sections 44225 and 44241; and

**WHEREAS**, the City of Oakland desires to apply for, accept and appropriate up to \$400,000.00 in funding for the first phase of the 7<sup>th</sup> Street (West Oakland BART) Streetscape Project between Union and Peralta Streets as a part of the West Oakland Transit Village Project; and

**WHEREAS**, the City of Oakland will provide the required 10 percent local match for the TFCA funds from the MTC /CalTrans Program Grant Fund (2163), Engineering and Design Organization (92242), 7<sup>th</sup> Street West Oakland Transit Village Project (G313110); and

**WHEREAS**, said funding will allow the City to implement all features of the project master plan for the 7<sup>th</sup> Street streetscape between Union and Peralta Streets; now, therefore, be it

**RESOLVED**: That the City Council hereby authorizes the City of Oakland to apply for, accept, and appropriate up to \$400,000.00 in FY 2007-08 TFCA funds to construct the 7<sup>th</sup> Street Streetscape Improvements for bicyclist and pedestrians between Union and Peralta Streets; and be it

**FURTHER RESOLVED**: That if awarded, grant funds totaling up to \$400,000.00 shall be deposited and appropriated into the Bay Area Air Quality Management District Fund (2166), Planning Organization (88229), and project number to be established for the 7<sup>th</sup> Street Streetscape Project; and be it

**FURTHER RESOLVED**: That the City Administrator or her designee, is authorized, on behalf of the City of Oakland, to execute and submit all documents, payment requests and related actions, as well as to appropriate any additional funds received for the completion of the project; and be it

**FURTHER RESOLVED:** That should additional funds be received for this project, the City Administrator, or her designee, is hereby authorized to accept and appropriate the same for the purposes described above.

**FURTHER RESOLVED:** That a copy of the agreement will be on file in the City Clerk's Office and will be approved for form and legality by the Office of the City Attorney.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_, 2007

**PASSED BY THE FOLLOWING VOTE:**

AYES – BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND  
PRESIDENT DE LA FUENTE

NOES –

ABSENT –

ABSTENTION –

ATTEST: \_\_\_\_\_  
LATONDA SIMMONS  
City Clerk and Clerk of the Council  
Of the City of Oakland, California

2007 JUN 14 PM 4: 24

  
Oakland City Attorney's Office

**OAKLAND CITY COUNCIL**  
**RESOLUTION No. \_\_\_\_\_ C.M.S.**

INTRODUCED BY COUNCILMEMBER \_\_\_\_\_

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**RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE UP TO FOUR HUNDRED FIFTY THOUSAND DOLLARS (\$450,000) IN GRANT FUNDS FOR DIESEL PARTICULATE FILTERS FOR CITY VEHICLES AND TO ENTER INTO A FUNDING AGREEMENT WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT IF THE APPLICATION IS APPROVED BY THE DISTRICT'S BOARD OF DIRECTORS**

**WHEREAS**, the City of Oakland is supports clean air and wishes to take action to enhance air quality in Oakland and the entire Bay Area; and

**WHEREAS**, the Bay Area Air Quality Management District solicited proposals for FY 2007-08 Transportation Fund for Clean Air projects that reduce air pollution, pursuant to Health and Safety Code Sections 44225 and 44241; and

**WHEREAS**, the City of Oakland desires to apply for, accept and appropriate up to \$450,000.00 in funding for the acquisition and installation of electrically charged diesel particulate matter filters on 27 City-owned vehicles, and the acquisition and installation of six electrical charging stations to combust the accumulated diesel particulate matter within each filter; and

**WHEREAS**, the City of Oakland will provide the required 10 percent local match for the TFCA funds from the Equipment Fund (4100), Equipment Services Administration Organization (30541); and

**WHEREAS**, said funding will allow the City to implement all features of the diesel emissions reduction project; now, therefore, be it

**RESOLVED:** That the Oakland City Council hereby authorizes the City Administrator, or her designee, to apply for, accept and appropriate up to \$450,000.00 in FY 2007-08 TFCA funds to acquire and install electrically charged diesel particulate matter filters on 27 City-owned vehicles, and acquire and install six electrical charging stations to combust the accumulated diesel particulate matter within each filter; and be it

**FURTHER RESOLVED:** That if awarded, grant funds totaling up to \$450,000.00 shall be deposited and appropriated into the Bay Area Air Quality Management District Fund (2166), Organization (92242), and a new project number established; and be it

**FURTHER RESOLVED:** That the City Administrator, or her designee, is authorized on behalf of the City of Oakland to execute and submit all documents, payment requests and related actions, as well as to appropriate any additional funds received for the completion of the project; and be it

**FURTHER RESOLVED:** That should additional funds be received for this project, the City Administrator, or her designee, is hereby authorized to accept and appropriate the same for the purposes described above.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_, 2007

**PASSED BY THE FOLLOWING VOTE:**

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID,  
AND PRESIDENT DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

ATTEST: \_\_\_\_\_  
LaTonda Simmons  
City Clerk and Clerk of the Council  
of the City of Oakland, California