



AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Director, DOT

SUBJECT: MTC Safe and Seamless Mobility
Quick Strike Program Funds Approval

DATE: April 5, 2021

City Administrator Approval 

Date: Apr 22, 2021

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator or Designee To: 1) Apply For, Accept, And Appropriate Up To Two Million Dollars (\$2,000,000) In Grant Funds From The Metropolitan Transportation Commission Safe And Seamless Mobility Quick Strike Program For The East Bay Greenway Segment II (\$1,000,000) and 14th Street Complete Streets Project (\$1,000,000); And 2) Agree To Comply With The Terms Of The Surplus Lands Act – Assembly Bill 2135 (California Government Code § 54220, Et Seq.), As Exists Now Or May Be Amended In The Future.

EXECUTIVE SUMMARY

Approval of this resolution will allow the City to apply for, accept, and appropriate up to \$2,000,000 in grant funds from the Metropolitan Transportation Commission Safe and Seamless Mobility Quick Strike Program, and agree to comply with the terms of the Surplus Land Act – Assembly Bill 2135 as a condition of accepting grant funding. The grant applications require City Council approval and are due May 21, 2021. Grant funds will support the implementation of the East Bay Greenway Segment II and the 14th St Complete Streets Project. The grant applications require City Council approval and are due May 21, 2021.

BACKGROUND / LEGISLATIVE HISTORY

The Safe and Seamless Mobility Quick Strike Program is a one-time grant program with the aim of supporting near-term projects that emphasize bicycle/pedestrian safety and connections to transit while advancing equitable mobility in the COVID-19 environment. Funds are derived from federal programs, including a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds.

The Metropolitan Transportation Commission (MTC) administers the fund distribution for the Safe and Seamless Mobility Quick Strike Program and imposes certain requirements, consistent with that of the One Bay Area Grant (OBAG 2), on fund recipients. Requirements include: (a)

City Council
May 4, 2021

funds are obligated no later than September 30, 2022; (b) projects comply with MTC’s Complete Street Policy and submit a Complete Streets Checklist for each project; (c) the City adopt a Resolution of Local Support prior to May 21, 2021; and (d) the City satisfied the OBAG 2 housing policy requirements – have a certified Housing Element, submit the Annual Progress Report for the Housing Element, and have adopted a resolution affirming compliance with the California Surplus Lands Act.

The City must submit proposed projects to the Alameda County Transportation Commission (ACTC), which will thereby nominate priority projects to MTC on behalf of Alameda County on March 30, 2021. In order to submit competitive project proposals, the City had to demonstrate that proposed projects aligned with the Connected Mobility Framework Values and Goals (see figure below), resulted from a community engagement process, were located within a Priority Development Area, Transportation Priority Area, Community of Concern, or Community Air Risk Evaluation program area, addressed transit connectivity gaps, and demonstrated partnership among jurisdictions. The Department of Transportation submitted two proposed projects: (1) East Bay Greenway Segment II, which will construct a protected multi-use pathway along San Leandro Street from Seminary Avenue to 69th Avenue and (2) 14th Street Complete Streets Project, which will implement a Class IV protected bike lane and improved pedestrian facilities on 14th Street between Brush Street and Oak Street.

CONNECTED MOBILITY VALUES AND GOALS	
Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

ANALYSIS AND POLICY ALTERNATIVES

Adoption of this resolution will allow the City, in partnership with ACTC, to complete its applications for the Safe and Seamless Mobility Quick Strike Program by the grant deadline of May 2021. The selection of projects is consistent with the Council-adopted criteria set forth in the Resolution to Approve the Updated Capital Improvement Program (CIP) Prioritization Process, Adopt the Weighting System and Authorize the City Administrator to Implement the Process Beginning Budget Cycle FY 2019-21 (Resolution No. 87376 C.M.S., adopted September 20, 2018). Priority projects were identified for this grant based on CIP score, readiness for implementation, funding needs, and staff’s ability to deliver timely.

This prioritization process resulted in the following two proposed projects.

(1) East Bay Greenway Segment II

- **Project Description:** This project will construct the second segment of the East Bay Greenway, a 16-mile linear park and multi-use trail envisioned and sponsored by ACTC. To date, only one segment – along San Leandro Street between 75th and 85th Avenue – has been completed. Implementation of Segment II will include a protected multi-use pathway on San Leandro Street from Seminary Avenue to 69th Avenue, including street trees, railing, and crossing improvements, along with bike lanes between 69th and 75th avenues to connect the second segment with the completed first segment. Per the City's Geographic Equity Tool and other external indices, this project is located in a highest priority neighborhood, Priority Development Area, Transit Priority Area, and Community of Concern.
- **CIP Score:** 77 out of 100 (above average)
- **Project Readiness:** This project has been developed as part of the regional East Bay Greenway project and Oakland's bicycle network since Oakland's 1999 Bicycle Plan. Project design is at 65% completion; staff engineers are knowledgeable about technical constraints and do not anticipate any of these issues affecting the delivery of the project. Construction is slated to begin in early 2022.
- **Funding Needs:** Segment II is partially funded through an Affordable Housing and Sustainable Communities program grant and Federal Transit earmarked funding. Matching funds are needed to complete the project.

(2) 14th St Complete Streets:

- **Project Description:** This project will transform the connection on 14th Street between West Oakland (Brush Street) and Downtown (Oak Street) by reducing travel lanes from four (4) to two (2), adding Class IV protected bicycle lanes between street parking spaces and the sidewalk, and improving pedestrian facilities through bulb-outs, marked crossings, retimed signals, storm drain rain gardens, and transit islands. Per the City's Geographic Equity Tool and other external indices, this project is located in a high priority neighborhood, Priority Development Area, Transit Priority Area, and Community of Concern.
- **CIP Score:** 89 out of 100 (above average)
- **Project Readiness:** Project design is currently nearing 65% completion.
- **Funding Needs:** The project is partially funded through an Active Transportation Program grant. Matching funds are needed to complete the project.

As a condition of receiving funds from this grant opportunity, all project sponsors must satisfy the One Bay Area Grant Program housing policy requirements, including having a certified Housing Element, submitting the Annual Progress Report for the Housing Element, and adopting a resolution affirming compliance with the California Surplus Lands Act. As a result, this item and resolution includes language affirming the City's compliance with the Surplus Lands Act.

Without grant funding from the Safe and Seamless Mobility Quick Strike Program, completion of these projects would require the City to use local fund sources. Using grant funds to augment

funding from the City's Capital Improvement Program extends the City's ability to finance needed improvements. Implementation of these projects will have a net positive fiscal impact on the City of Oakland by funding infrastructure upgrades and enabling the completion of these projects.

FISCAL IMPACT

If both grants are successfully awarded, one million dollars (\$1,000,000) will be appropriated to the East Bay Greenway Segment II and 14th St Complete Streets projects, totaling to two million dollars (\$2,000,000). Funds must be obligated no later than September 30, 2022.

PUBLIC OUTREACH / INTEREST

The City's proposed projects are both longstanding community priorities identified in multiple planning efforts:

(1) The East Bay Greenway has been identified as a community priority in the 2019 East Oakland Neighborhoods Initiative (EONI), the East Oakland Mobility Action Plan (EOMAP), the 2015 Coliseum City Specific Plan, and numerous citywide bike plans. The extensive community outreach of the EONI planning effort revealed that "improved walkways and bikeways" was a high priority for potential improvements in East Oakland. "Lack of natural ecological infrastructure" was also a concern among survey participants regarding existing conditions in the community. This project directly addresses these concerns and priorities through its multi-modal improvements and the planting of approximately 75 new street trees on San Leandro Street. Additionally, the East Oakland Community-Based Transportation Plan (2007) identified the East Bay Greenway between Fruitvale Avenue and the San Leandro border as a priority project. This project also supports some of the transportation and land use actions identified in Oakland's Equitable Climate Action Plan.

(2) 14th Street was first identified as a bikeway gap in Oakland's 2007 Bicycle Master Plan after extensive community outreach and engagement, which included three major community meetings attended by more than 100 people. This project was also a short-term priority recommended in the 2019 Bicycle Master Plan, "Let's Bike Oakland!" The 2013 Lake Merritt Station Area Plan, through an exhaustive community engagement effort, identified 14th Street as priority pedestrian street, a civic gateway between Lake Merritt and Downtown, a "Green Street," and a key bikeway gap. The 14th Street corridor was also the subject of a design charrette, focused on identifying feasible bikeway and pedestrian improvements, facilitated by the National Association of City Transportation Officials during a Cities for Cycling tour stop in Oakland. In addition, 14th Street has been identified as a priority bikeway and cultural street in the Downtown Specific Plan; leading a walking and biking tour along the corridor to identify community-preferred treatments. Additional stakeholder outreach is ongoing, an inclusive process focused on continuing to work with major property owners, the business community, Bike East Bay, Walk Oakland Bike Oakland (WOBO), AC Transit, and BART.

COORDINATION

The City's planning and design efforts for the two proposed projects include ongoing outreach and coordination with project stakeholders. The Office of the City Attorney and Budget Bureau were also consulted in preparation of this report.

Implementation of the East Bay Greenway is a collaborative effort, led by ACTC, between the cities of Oakland, San Leandro, and Hayward, Alameda County, BART, the East Bay Regional Park District, and Caltrans. In parallel to the City's planning efforts, ACTC has been leading its own effort to secure funding for the East Bay Greenway. The City will continue to collaborate with partner agencies and stakeholders to realize the full East Bay Greenway.

In support of the 14th Street Complete Streets Project, outreach and coordination continue with AC Transit and BART. This coordination has been essential to refine design beyond 35% and implement the best project for 14th Street. Coordination with transit operators, mostly AC Transit, was key during the planning phase to make sure the project supported transit operations. Ongoing efforts are continuing to determine the most feasible approach for this project design at the downtown library. Staff is in ongoing communication with AC Transit and Oakland Public Library to ensure that the project design addresses the needs of both agencies.

SUSTAINABLE OPPORTUNITIES

Economic: Improving key bicycle and pedestrian corridors between West Oakland, Downtown, and East Oakland will transform mobility within the City and contribute to local economic activity.

Environmental: The proposed projects, by providing safer and more comfortable routes for pedestrians, bicyclists, and transit access, will encourage an overall shift in mode of transportation away from single occupancy vehicles to more energy-efficient forms of transportation – walking, biking, and transit.

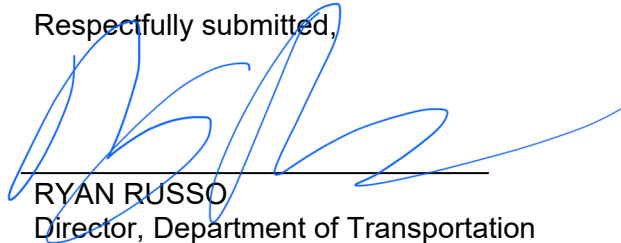
Race & Equity: The proposed projects are located in high and highest priority areas as identified in the Department of Transportation's Racial Equity Team Geographic Equity Tool and MTC's Communities of Concern map. The East Bay Greenway Segment II will contribute to the local revitalization of the Coliseum area by advancing affordable, accessible, and equitable mobility, for this highest priority neighborhood that was disproportionately impacted by COVID-19, while providing access to a high-quality, regional transit hub and spaces for recreation and improving safety for the who rely on biking, walking, and transit; it will also directly benefit low-income and disabled residents at two affordable housing developments to be completed in 2021.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator or Designee To 1) Apply for, Accept, And Appropriate Up To Two Million Dollars (\$2,000,000) In Grant Funds From The Metropolitan Transportation Commission Safe And Seamless Mobility Quick Strike Program For The East Bay Greenway Segment II (\$1,000,000) and 14th Street Complete Streets Project (\$1,000,000) And 2) Agree To Comply With The Terms Of The Surplus Land Act – Assembly Bill 2135 (California Government Code § 54220, Et Seq.), As Exists Now Or May Be Amended In The Future.

For questions regarding this report, please contact Craig Raphael, Strategic Planning and Administration Division at 510-238-7229.

Respectfully submitted,



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2.AgendaReport - RR sgn MTC Safe Seamless Quick Strike Program v4

Final Audit Report

2021-04-22

Created:	2021-04-22
By:	Sandra Eve (SEve-Fisher@oaklandca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA2CPWQNmbZiuOAMspEIBWJ9_Ecgsacv2C

"2.AgendaReport - RR sgn MTC Safe Seamless Quick Strike Program v4" History

-  Document created by Sandra Eve (SEve-Fisher@oaklandca.gov)
2021-04-22 - 6:40:25 PM GMT- IP address: 209.232.103.97
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2021-04-22 - 6:41:27 PM GMT
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2021-04-22 - 6:47:28 PM GMT- IP address: 23.114.181.121
-  Document e-signed by Ed Reiskin (ereiskin@oaklandca.gov)
Signature Date: 2021-04-22 - 6:47:41 PM GMT - Time Source: server- IP address: 23.114.181.121
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