



AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Director, Oakland
Department of
Transportation

SUBJECT: MTC Master Funding Agreement

DATE: May 24, 2021

City Administrator Approval 

Date: Jun 24, 2021

RECOMMENDATION

Staff Recommends That City Council Adopt A Resolution (1) Authorizing The City Administrator Or Designee To Enter Into A Master Funding Agreement For Fiscal Year 2020-21 Through Fiscal Year 2030-31 Between The Metropolitan Transportation Commission (MTC) And The Oakland Department Of Transportation (OakDOT); (2) Approving Supplement I To The Master Funding Agreement, Which Will Appropriate Funds In An Amount Not To Exceed Two Hundred Thousand Dollars (\$200,000) To Add Additional Bike Lane And Other Work To MTC's Project Scope For OakDOT's West Grand Repaving Project; and (3) Adopting Appropriate California Environmental Quality Act (CEQA) Findings.

EXECUTIVE SUMMARY

As an effort to improve Bay Bridge access for transit and high occupancy vehicles (HOV), MTC is undertaking the West Grand Ave Bus/HOV Lane project. In January 2019, MTC completed construction for Phase 1 of the project, which converted approximately 1,300 feet of the existing shoulder on the West Grand Ave on-ramp to a dedicated bus/HOV lane. As a result of Phase 1, travel timesavings of up to 20 minutes were observed. Despite these operational improvements, however, excessive queues still occur along the corridor and often spill over past the West Grand Ave/Maritime Street intersection.

To address the excessive queues, MTC has proposed to extend the bus/HOV lane from its existing terminus on the West Grand Ave on-ramp to Frontage Road as part of Phase 2 of the project. In addition to extending the bus/HOV lane, the project also includes the construction of a multi-use path on West Grand Ave between Maritime St and Mandela Pkwy to improve safety and accessibility for bicyclists and pedestrians along the corridor.

A portion of the project lies within the City of Oakland's Right-of-Way (ROW) and overlaps with anticipated repaving of West Grand Avenue between Campbell Street and Market Street. The Oakland Department of Transportation (OakDOT) and MTC have been coordinating on the proposed design and delivery as best as possible to avoid unnecessary demolition of newly improved roadway infrastructure. The proposed improvements from MTC's project will

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complement and enhance pedestrian and bicycle access and safety. The best current option to avoid construction overlap is for OakDOT's repaving effort to deliver MTC's design with MTC's funds.

BACKGROUND / LEGISLATIVE HISTORY

OakDOT's repaving contractors are beginning construction soon on West Grand Avenue, therefore submission of MTC's design package and approval of MTC's Master Funding Agreement will maintain OakDOT's schedule. MTC is undergoing approval process with the California Department of Transportation (Caltrans) for portions of the project in state's ROW. MTC is expected to deliver the project in 2021.

MTC's Bay Bridge Forward, Bus/HOV Lane project description:

The Metropolitan Transportation Commission (MTC) is undertaking the West Grand Avenue Bus/HOV Lane Project in the City of Oakland to provide operational improvements and increase person throughput on the San Francisco-Oakland Bay Bridge (SFOBB). Construction for Phase 1 was completed in January 2019, which converted the existing right shoulder along the on-ramp to the SFOBB to a Bus/HOV lane. Phase 2 is expected to open late-2021 and will provide additional access and operational improvements for carpools and buses by converting the existing westbound right shoulder on West Grand Ave between the I-580 Eastbound on-ramp and the intersection of West Grand Ave with Frontage Road. In addition, a Multi-Use Path for bicyclists and pedestrians will be constructed on eastbound West Grand Ave between Maritime Street and Mandela Parkway.

MTC and OakDOT staff began to coordinate proposed design review in 2019 and established a partnered delivery approach in late 2020. Both OakDOT's repaving of W. Grand Avenue and MTC's Bus/HOV Lane Phase 2 construction is slated for 2021.

ANALYSIS AND POLICY ALTERNATIVES

MTC's Multi-Use Path for bicyclists and pedestrians mentioned above will provide a safe and convenient connection to the existing San Francisco Bay Trail network, Bay Bridge Path, and Judge John Sutter Regional Shoreline Park. However, MTC's project ends on the west side of W. Grand Avenue at Mandela Parkway. Concurrently, OakDOT is slated to repave W. Grand Avenue from Campbell Street to Market Street, which overlaps MTC's project extent. Both OakDOT and MTC believe that it is in the agencies' and the community's best interest to coordinate the design and delivery of both projects to avoid construction inefficiencies and unnecessary demolition of new construction. The coordinated design of W. Grand Avenue and Mandela Parkway will also provide a safe and seamless transition between OakDOT's W. Grand Avenue paving design and MTC's Multi-Use Path for a continuous bicycle facility between Downtown Oakland to the Port of Oakland along with recreational facilities such as Middle Harbor Shoreline, Judge John Sutter Regional Shoreline Park, San Francisco Bay Trail, and the Bay Bridge Path. The delivery of this partnered agreement will support city and state goals to increase mobility, decrease automobile dependency, increase transit ridership, improve air quality, reduce collisions, and improve access for vulnerable communities.

MTC shall prepare and execute a Master Funding Agreement and Supplement with the City of Oakland to provide construction funds to the City to construct the portion of the West Grand Bus/HOV Lane project that lies within the City's ROW. This includes the construction of the multi-use path on West Grand Ave (between Campbell St and Mandela Pkwy), intersection design treatments at the West Grand Ave and Mandela Pkwy intersection, installation of wayfinding signage, and striping. The Master Funding Agreement and Supplement will include the terms and conditions of the agreement, scope of work, deliverables, schedule, and budget.

FISCAL IMPACT

Approval of the proposed Resolution will authorize the City Administrator to accept amount not to exceed \$200,000 from MTC's Regional Measure 2 (RM2) operating funds to allow OakDOT's W. Grand repaving to deliver the safety enhancements at the intersection of Mandela Pkwy.

PUBLIC OUTREACH / INTEREST

MTC has conducted community engagement with the West Oakland community in conjunction with MTC's Link Project and MTC's consultants presented at the following neighborhood meetings:

- West Oakland Neighbors: July 16, 2020
- Oak Center Neighborhood Association: August 3, 2020
- Prescott Neighborhood Council: August 13, 2020

In addition, OakDOT's Grand Avenue Mobility Plan has been engaging in inclusive community engagement with underserved West Oaklanders in which MTC's project description and information were also provided. Previously, OakDOT also conducted outreach regarding the restriping and change in travel lane configuration as part of the W. Grand Avenue repaving effort.

COORDINATION

Given the importance of the Grand Avenue corridor for local, regional, and state interests, OakDOT and MTC have been coordinating directly to advance shared goals. OakDOT and MTC have worked collaboratively to identify the best improvements to connect the two agency's project and enhance safety, and close gaps in Oakland's pedestrian and bicycle network.

The City Attorney and Budget Bureau were consulted in the preparation of this report.

SUSTAINABLE OPPORTUNITIES

Economic: This project will improve transportation conditions and make W. Grand Avenue safer, more accessible, and more attractive. The bicycle and pedestrian network gap closure will allow a safer alternative mode of transportation for Oaklanders, especially disadvantaged communities in West Oakland to job opportunities in the vicinity of the Port of Oakland. Increasing the mobility and access also ensures that more people including disadvantaged communities will be able to participate in outdoor recreation in Oakland and the region.

Environmental: The project will provide a safer and more comfortable route for pedestrians and bicycles, and thereby providing a more attractive alternative mode of transportation to single occupancy vehicles and helping to reduce Oakland's greenhouse gas emissions and overall carbon footprint.

Race and Equity: The project area has a high concentration of disadvantaged communities. The delivery of the project will integrate community values, enhance mobility options, reduce pollution burden, lower transportation cost, increase access, and improve safety for most vulnerable communities on the corridor. The project is in an area of the City with equity index scores that range from 0.96 to 1.45. Typically, equity index score of 0.50 or higher are considered to be disadvantaged communities. Furthermore, priority level neighborhood tracts with scores above 1.0 have greater percentages of people to whom the factors apply relative to the city as a whole. Tracts with scores below 1.0 have lower percentages of people to whom the factors apply relative to the city as a whole. The equity index is based on a number of socio-economic factors including income, education, housing and ethnicity.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REVIEW, ADOPTION OF APPROPRIATE CEQA FINDINGS AND FILING OF NOTICE OF DETERMINATION (NOD) AND NOTICE OF EXEMPTION (NOE)

Staff finds that this Project is exempt from CEQA pursuant to Public Resources Code Section 21080.20.5 (restriping of streets for bicycle lanes); as well as pursuant to CEQA Guidelines Sections 15183 (Projects Consistent with a Community Plan, General Plan or Zoning), 15301(c) (Existing Facilities, Highways and Streets), 15302 (Replacement or Reconstruction), 15303 (Small Structures), 15304(h) (minor alterations to land), and/or 15061(b)(3) (No Significant Effect on the Environment). Each of the aforementioned exemptions provides a separate and independent basis for CEQA compliance.

The City Administrator or designee will file a Notice of Determination/Notice of Exemption with the clerk of the County of Alameda on the project named in this resolution. CEQA clearance for the project is expected to be determined and confirmed with the Planning and Building Department at the time of construction contract award.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt A Resolution (1) Authorizing The City Administrator Or Designee To Enter A Master Funding Agreement For Fiscal Year 2020-21 Through Fiscal Year 2030-31 Between The Metropolitan Transportation Commission (MTC) And The Oakland Department Of Transportation (OakDOT); (2) Approving Supplement I To The Two Hundred Thousand Dollars (\$200,000) To Deliver Additional MTC's Project Scope To OakDOT's West Grand Repaving Project; and (3) Adopting Appropriate California Environmental Quality (CEQA) Findings.

For questions regarding this report, please contact Hank Phan, Transportation Planner.

Respectfully submitted,



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