



FILED
OFFICE OF THE CITY CLERK
OAKLAND
2015 OCT -1 PM 12: 29

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Brooke A. Levin
Director, OPW
Rachel Flynn
Director, Planning and
Building Department

SUBJECT: Appropriation of Regional Measure 2
Safe Routes to Transit Grant Funds

DATE: September 24, 2015

City Administrator Approval

Date:

9/30/15

RECOMMENDATION

Staff Recommends That The City Council Adopt:

A Resolution Authorizing The City Administrator, Or Her Designee, To Accept And Appropriate: Three Hundred Forty-Two Thousand One Hundred And Ten Dollars (\$342,110) In Regional Measure 2 (RM-2) Safe Routes To Transit (SR2T) Grant Funds For The Access Improvements To Lake Merritt BART Station Project.

EXECUTIVE SUMMARY

Adoption of this resolution will allow the City to accept grants funds (\$342,110) for the design and construction of bicycle and pedestrian safety and access improvements around the Lake Merritt BART station, including design and implementation of intersection improvements and creation of construction drawings for landscaping and lighting improvements at the I-880 underpasses (between Broadway and Oak Street).

BACKGROUND / LEGISLATIVE HISTORY

In 2009, the City initiated a community-based planning process to envision the future for the half-mile area around the Lake Merritt BART Station. The resulting planning document, the *Lake Merritt Station Area Plan (Station Area Plan)*, includes recommendations regarding land use, cultural resources, private development, streets and other infrastructure. Stakeholders identified safety and access improvements to and from the Lake Merritt BART Station as a key transportation priority.

To that end, in September 2013, the Bureau of Planning, in collaboration with the Oakland Public Works Department, submitted an application to the SR2T Program for access and safety improvements for bicyclists and pedestrians to and from the Lake Merritt BART station (**see Exhibit B to the Resolution accompanying this report**).

Item: _____
Public Works Committee
October 13, 2015

In March of 2014, the City was notified it had been awarded \$342,110 under the Safe Routes to Transit grant. Improvements will complement the planned and funded bicycle lanes that will soon be installed on Oak, Madison, 8th and 9th streets.

The proposed roadway and undercrossing improvements, including pedestrian-scaled lighting, sidewalk corner extensions and improved crosswalk markings, would improve the safety and convenience of pedestrians and bicyclists accessing the Lake Merritt BART station.

Sidewalk extensions would make the walking paths to BART safer in the following ways:

- pedestrians more visible to vehicles
- reduce the distance required for pedestrian to get across the street
- increases the sidewalk space on corners
- vehicles would have to slow down to get around the corner
- make it difficult for drivers to turn illegally

Pedestrian-scaled lighting under the I-880 freeway would make the walking paths to BART safer in the following ways:

- better illuminate the sidewalk for pedestrians
- better illuminate pedestrians (and bicyclists) as they are about to cross the street, so they are more visible to vehicles
- provide a more inviting place to walk

Marked crosswalks and curb ramps would make the walking paths to BART safer in the following ways:

- provide greater visibility of locations with pedestrians for drivers
- ensure sidewalks can be used by people using wheelchairs, strollers, walkers, crutches, handcarts, bicycles, and also for pedestrians with mobility impairments who have trouble stepping up and down high curbs.

The Safe Routes to Transit (SR2T) Program is a competitive grant program that provides funds to facilitate walking and bicycling to regional transit stations. The program is funded by RM-2, a bridge toll increase on the seven State-owned bridges in the San Francisco Bay Area that was approved by voters in 2004. The funds are available from the Metropolitan Transportation Commission (MTC), and it is administered by TransForm and Bike East Bay. The program is currently in its fifth round of funding.

ANALYSIS AND POLICY ALTERNATIVES

The Lake Merritt BART station, located in a dense urban neighborhood, serves many regional destinations, including Laney College, the Oakland Museum of California, Alameda County administration and office buildings, the Chinatown commercial district, and the Jack London District's commercial and entertainment areas. The area surrounding the Lake Merritt BART Station also has a large residential population. The Lake Merritt BART Station serves three BART lines (Richmond-Fremont, Dublin/Pleasanton-Daly City and Fremont-Daly City), and also functions as a hub for AC Transit lines (Lines 11, 59, 62, and 88), and shuttles (Alameda County offices, Highland Hospital, City of Alameda).

On an average weekday, 6,021 riders enter the Lake Merritt Station. Pedestrian activity around the Lake Merritt BART Station is fairly heavy. In fact, most riders travel to and from the station on foot – 45 percent if they're starting their BART trip at Lake Merritt station, and 80 percent if they're ending their BART trip at the station. The median walking distance from home origins to BART is 0.5 miles, and 0.2 miles from the station to nearby destinations. A relatively large number of station patrons arrive by bicycle; this station has the sixth highest bicycle mode share in the BART system.

Bicycle lanes approved as part of the Lake Merritt Station Area Plan will help improve bicycle access to the BART Station. The objectives of this project will be to further enhance the pedestrian and bicycle access to the Lake Merritt BART Station.

FISCAL IMPACT

Approval of this resolution will authorize the City to accept and appropriate \$342,110 in Regional Measure 2 (RM-2) Safe Routes to Transit (SR2T) Funds for the pedestrian and bicycle access improvements to the Lake Merritt BART station. There is no local match required.

The Public Works Department is requesting a waiver of the 1.5 percent public art fee for this project, because MTC Regional Measure 2 policies and procedure prohibit the use of grant funds for public art.

PUBLIC OUTREACH / INTEREST

As noted earlier in the report, the *Lake Merritt Station Area Plan* (adopted December 2014), which included an extensive community outreach process, identified the I-880 underpasses as key areas for improvement to enhance the pedestrian environment, and identified intersections near the BART Station that would benefit from curb extensions and other traffic calming measure to improve pedestrian safety.

COORDINATION

The City Attorney's Office and Controller's Bureau have been consulted in preparation of this report. The Planning Department and the Public Works Department have collaborated throughout the preparation of this grant, as well as on the *Lake Merritt Station Area Plan*, which provided the impetus for this project.

SUSTAINABLE OPPORTUNITIES

Economic: Bicycle and pedestrian facilities promote bicycling and walking, which are the most cost-effective forms of transportation. Bicycle trips tend to be local and more likely to contribute to local economic activity. This project will improve access to the Lake Merritt BART station, and adjacent areas, such as Chinatown, Jack London District and Lake Merritt.

Environmental: Bicycling and walking are the most energy efficient form of transportation and created no emissions. The project will facilitate bicycle and pedestrian travel and thereby contribute to the City's efforts in reducing greenhouse gas emissions.

Social Equity: Bicycling and walking are inexpensive and broadly accessible forms of transportation. Bicycle facilities provide added freedom and independence for youth and parents as well as for people who cannot or choose not to drive.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution authorizing the City Administrator, or her designee, to accept and appropriate: Three Hundred Forty-Two Thousand One Hundred Ten Dollars (\$342,110) in Regional Measure 2 (RM-2) Safe Routes to Transit (SR2T) Funds for the Access Improvements to Lake Merritt BART Station Project.

For questions regarding this report, please contact CHRISTINA FERRACANE, PLANNER II, at (510) 238-3903.

Respectfully submitted,



BROOKE A. LEVIN
Director, Oakland Public Works



RACHEL FLYNN
Director, Planning and Building Department

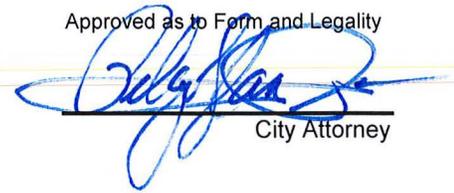
Reviewed by:
Michael Neary, P.E., Assistant Director,
OPW, Bureau of Engineering and Construction

Prepared by:
Christina Ferracane, Planner II
Planning and Building Department

Item: _____
Public Works Committee
October 13, 2015

FILED
OFFICE OF THE CITY CLERK
OAKLAND

Approved as to Form and Legality



City Attorney

2015 OCT -1 PM 12:30

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, OR HER DESIGNEE, TO ACCEPT AND APPROPRIATE THREE HUNDRED FORTY TWO THOUSAND ONE HUNDRED TEN THOUSAND DOLLARS (\$342,110) IN REGIONAL MEASURE 2 (RM-2) SAFE ROUTES TO TRANSIT (SR2T) GRANT FUNDS FOR ACCESS IMPROVEMENTS TO THE LAKE MERRITT BART STATION.

WHEREAS, the City of Oakland submitted an application to the Safe Routes to Transit Program in September 2013 requesting grant funds for the Access Improvements to the Lake Merritt BART Station Project; and

WHEREAS, the program is funded by Regional Measure 2 (RM-2) and administered by TransForm and Bike East Bay; and

WHEREAS, the funds are available from the Metropolitan Transportation Commission (MTC); and

WHEREAS, on March 4, 2014, the MTC awarded the grant to the City of Oakland and approved the programming of \$342,110 of Regional Measure 2 grant funds for the Access Improvements to the Lake Merritt Bart Station Project; and

WHEREAS, the grant will fund the following improvements:

- Intersection improvements, like sidewalk extensions would make the walking paths to BART safer by making pedestrians more visible to vehicles, reducing the distance required for pedestrian to get across the street, increasing the sidewalk space on corners, requiring vehicles to slow down to get around the corner and make it difficult for drivers to turn illegally.
- Underpass improvements such as pedestrian-scaled lighting to make the walking paths to BART safer by better illuminating the sidewalk for pedestrians, better illuminating pedestrians (and bicyclists) as they are about to cross the street, so they are more visible to vehicles, providing a more inviting place to walk. Other underpass improvements could include art installations and plantings.

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, the Public Works Agency is requesting a waiver of the 1.5 percent public art fee for this project, because the MTC's Regional Measure 2 Policy and Procedures disallows use of grant funds for public art; and

WHEREAS, the City of Oakland is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Access Improvements to the Lake Merritt BART Station is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report (Exhibit A) and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the City of Oakland is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

RESOLVED, that the City of Oakland, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it

FURTHER RESOLVED, that the City of Oakland certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it

FURTHER RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it

FURTHER RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it

FURTHER RESOLVED, that the City of Oakland approves the updated Initial Project Report, attached to this resolution (Exhibit A); and be it

FURTHER RESOLVED, that the City of Oakland approves the cash flow plan, attached to this resolution (Exhibit A); and be it

FURTHER RESOLVED, that the City of Oakland has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it

FURTHER RESOLVED, that the City of Oakland is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it

FURTHER RESOLVED, that the City of Oakland is authorized to submit an application for Regional Measure 2 funds for Access Improvements to the Lake Merritt BART Station in accordance with California Streets and Highways Code 30914(c); and be it

FURTHER RESOLVED, that the City of Oakland certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it

FURTHER RESOLVED, that there is no legal impediment to the City of Oakland making allocation requests for Regional Measure 2 funds; and be it

FURTHER RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the City of Oakland to deliver such project; and be it further

FURTHER RESOLVED, that the City of Oakland indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the City of Oakland, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it

FURTHER RESOLVED, that the City of Oakland shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it

FURTHER RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which

shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it

FURTHER RESOLVED, that the City of Oakland shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it

FURTHER RESOLVED, that the 1.5 percent public art fee for this project is waived; and be it

FURTHER RESOLVED, that the City Council hereby authorized acceptance and appropriation of Three Hundred Forty-Two Thousand One Hundred Ten Dollars (\$342,110.00) in Regional Measure 2 (RM-2) Safe Routes to Transit (SR2T) Grant Funds; and be it

FURTHER RESOLVED, that the SR2T Grant Funds shall be deposited and appropriated into Fund 2163 (Metro Transportation Com: Program Grant), Organization 84211 (Planning), Account 46419 (Other Grant: From Other Agencies) and Account 54011 (Contract Contingencies), a project to be determined. Program SC09 (General Plan, Zoning Update & Strategic Analysis); and be it

FURTHER RESOLVED, that the City of Oakland authorizes its City Administrator, or her designee, to execute and submit an allocation request for the design and construction phase with MTC for Regional Measure 2 funds in the amount of \$342,110 for the project, purposes and amounts included in the project application attached to this resolution (Exhibit B) and as revised in the Initial Project Report (Exhibit A); and be it

FURTHER RESOLVED, that the City Administrator, or her designee, is hereby authorized to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate, and be it

FURTHER RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the City of Oakland application referenced herein.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, CAMPBELL – WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID, and PRESIDENT GIBSON MCELHANEY

NOES -

ABSENT -

ABSTENTION -

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

Regional Measure 2 Initial Project Report (IPR)

Project Title: Access Improvements to Lake Merritt BART Station

RM2 Project No. 20.63

Allocation History:

	MTC Approval Date	Amount	Phase
#1:			
#2:			
#3:			

Total: \$

Current Allocation Request:

IPR Date	Amount Being Requested	Phase Requested
11/25/2015	\$342,110	PS&E, CON

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

Lead Sponsor: City of Oakland

B. Project Purpose

The purpose of the project is to improve the safety, convenience and accessibility of bicycling and walking to the Lake Merritt BART station.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

In order to improve the pedestrian and bicyclist access to the Lake Merritt BART Station, the *Lake Merritt Station Area Plan* (adopted December 2014) called for improvements to intersections and freeway underpasses. This grant is the first step towards implementing those improvements.

	Scope	Reasoning
Intersections Improvements	Create <i>100%</i> construction diagrams for <i>low-cost, traffic calming facilities at key intersections</i> near the Lake Merritt BART station (such as painted safety zones, crosswalk markings and vertical elements like pop-up bollards); and <i>implement</i> these improvements.	<i>Design and implement intersection improvements that can immediately address the safety concerns related to turning vehicles, but would not preclude more significant and costly curb changes in the future, such as widening of sidewalks.</i>
Freeway Underpasses	Create conceptual drawing for improvements that address “dark and uninviting” nature of I-880 underpasses at Madison, Oak, Jackson, Webster and Broadway. Improvements include pedestrian-scaled lighting, art installations, plantings and other landscaping elements.	It’s important to study <i>all the underpasses</i> , which connect Jack London District to the Lake Merritt BART Station.
	Create survey and construction drawings for <i>one underpass</i> , which can then serve as a prototype for others. The survey would include boundary and right-of-way documentation and history, horizontal and vertical control coordinates, and a detailed topographic, boundary, and survey map of utilities, street improvements, elevations for curb, gutter, surface material changes, sidewalks, freeway support bents, and city monuments. The construction drawings would include	Select the <i>highest priority</i> street (and where no changes are anticipated in association with the Caltrans Freeway Access Project, currently underway). There are Caltrans and private developer funding sources to construct improvements.

	enlarged/detail plans for special areas, construction cost estimates.	
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D. Impediments to Project Completion

The improvements in the Lake Merritt BART station area plan have been conceptually identified by the City of Oakland and community stakeholders via the Lake Merritt Station Area Plan public process. However, another round of community review will be necessary ahead of completion of construction drawings for underpasses and implementation of low-cost intersection improvements.

E. Operability

The City of Oakland has been maintaining the streets in the project area, and the City will continue the maintenance of these facilities even after the project is completed. City of Oakland has an agreement with Caltrans regarding maintenance of areas under and adjacent to the I-880 freeway. Generally, it is the City’s responsibility to maintain sidewalks and any art or lighting installations.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

The proposed project will result in minor changes to traffic conditions, resulting in no significant impact. Categorical exemption is expected.

G. Design –

The low-cost intersection improvements can be designed and constructed in 2016. The design of the freeway underpass improvements will be a more complex endeavor. Conceptual plans could be created in 2016 and construction diagrams could be completed by early 2017.

H. Right-of-Way Activities / Acquisition –

The project is within the public right of way.

I. Construction / Vehicle Acquisition -

No construction equipment or vehicle acquisition is expected.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	\$265
Right-of-Way Activities /Acquisition (R/W)	

Exhibit A

Construction / Rolling Stock Acquisition (CON)	\$77
Total Project Budget (in thousands)	\$342

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	\$265
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$77
Total Project Budget (in thousands)	\$342

L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	\$265
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$77
Total Project Budget (in thousands)	\$342

M. Project Budget – Deliverable Segment(De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	\$265
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$77
Total Project Budget (in thousands)	\$342

IV. OVERALL PROJECT SCHEDULE

Provide Planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	N/A	N/A
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	N/A	N/A

Exhibit A

Final Design - Plans, Specs. & Estimates (PS&E)	December 2015	June 2017
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	July 2016	September 2016

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

Describe the scope of the allocation request. Provide background and other details as necessary.

The project intends to improve pedestrian and bicyclist access to the Lake Merritt BART Station in the following ways:

- Intersection improvements like sidewalk extensions would make the walking paths to BART safer by increasing visibility of pedestrians to vehicles, reducing the distance required for pedestrians to get across the street, increasing the sidewalk space on corners, requiring vehicles to slow down as they turn the corner, and making it difficult for drivers to turn illegally.
- Underpass improvements such as pedestrian-scaled lighting would make the walking paths to BART safer by better illuminating the sidewalk for pedestrians, increasing the visibility of pedestrians (and bicyclists) as they are about to cross the street, and providing a more inviting place to walk. Other underpass improvements could include art installations and plantings.

The intersection improvements would be designed and implemented. The underpass improvements would be designed, resulting in implementable construction drawings.

Amount being requested (in escalated dollars)	\$342,110
Project Phase being requested	PS&E, CON
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	October 2015
Month/year being requested for MTC Commission approval of allocation	November 2015

O. Status of Previous Allocations (if any)

NA

Exhibit A

P. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	Intersections - Design	Construction Drawings	March 2016
2	Intersections - Construction	Intersection Improvements	September 2016
3	Underpasses – Design 35% and 100%	Construction Drawings	June 2017

A more detailed workplan will be submitted by the consultants completing the construction drawings.

Q. Impediments to Allocation Implementation

Not expected.

VI. RM-2 FUNDING INFORMATION

R. RM-2 Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

S. Next Anticipated RM2 Allocation Request.

N/A

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: November 2015

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Christina Ferracane

Phone: (510) 238-3903

Title: Planner II

E-mail: cferracane@oaklandnet.com

Address: 250 Frank H. Ogawa Plaza, Suite 3315, Oakland CA 94612

Information on Person Preparing IPR

Name: Christina Ferracane

Phone: (510) 238-3903

Title: Planner II

E-mail: cferracane@oaklandnet.com

Address: 250 Frank H. Ogawa Plaza, Suite 3315, Oakland CA 94612

Applicant Agency's Accounting Contact

Name: Christina Ferracane

Phone: (510) 238-3903

Title: Planner II

E-mail: cferracane@oaklandnet.com

Address: 250 Frank H. Ogawa Plaza, Suite 3315, Oakland CA 94612

Revised IPR 120905.doc

**RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title:		Project ID:		
Agency:		Plan Date:		09/11/15
RM-2 CASH FLOW PLAN				
RM-2 Expenditures	2015-16	2016-17	Future	TOTAL
ENV/PA&ED				
PS&E	75	190		265
R/W				
CON		77		77
	2015-16	2016-17	Future	TOTAL
RM-2 CASH FLOW PLAN TOTAL				
				342

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the :
enter RM-2 amounts in thousands and escalated to the year of funding. The total amount
cannot exceed the amount identified in the RM-2 legislation
Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV.

Regional Measure 2 Program
Estimated Budget Plan

Exhibit A

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT Lake Merritt BART Station Access Improvements	RM2 Legislation ID (and project subelements if any) <div style="text-align: right;">20.63</div>
NAME AND ADDRESS OF IMPLEMENTING AGENCY City of Oakland 250 Frank H. Ogawa Pl, Suite 3315 Oakland, CA 94612	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by name & job function)			
Project Manager	200	50.00	10,000
Assistant Engineer	200	40.00	8,000
Resident Engineer	400	40.00	16,000
			0
			0
TOTAL DIRECT LABOR			34,000
2. OVERHEAD & DIRECT BENEFITS (Specify)			
	RATE	X BASE	
Overhead	50%	17,000	
Direct Benefit	100%	34,000	
TOTAL OVERHEAD & DIRECT BENEFIT			42,500
3. DIRECT CAPITAL COSTS (Include enigneer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
Intersections - Construction	10	7,000	70000
TOTAL DIRECT CAPITAL COSTS			70,000
4. CONSULTANTS (Identify purpose and or consultant)			
Intersections - Prepare Construction Drawings	10	1000	10,000
Underpasses - Prepare Survey and Construction Drawings			185,610
TOTAL CONSULTANTS			195,610
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			
6. TOTAL ESTIMATED COST			342,110

Comments:

Date: 9/11/2015

FY: 2013/2014

APPLICATION COVER SHEET

Applicants should provide five (5) complete unbound paper copies plus an electronic version, which can be included in your packet using a USB drive (please label if you would like for us to mail it back) or by uploading your complete application in a single file at: <https://dropbox.yousendit.com/SR2T>

Applications should be sent to:

**SR2T Project Application
TransForm, Attn: Clarrissa Cabansagan
436 14th St., Suite 600
Oakland, California 94612**

Application Checklist:

To check a box, double click on the box and mark "Default Value" as "Checked."

- All attachments are labeled as per the numbering system provided below.
- All materials should be readable when reproduced in black and white.
- All required attachments are included, any unused attachments have been deleted.

- Attachment 1A:** Map of Project Area (required)
- Attachment 1B:** Drawings
- Attachment 2:** Budget Charts (required; included as a separate Excel file)
- Attachment 3:** Origin and Destination Locations of BART Riders at the Lake Merritt BART Station
- Attachment 4:** Pedestrian Crashes
- Attachment 5:** Letter of Support – Oakland Bicycle and Pedestrian Advisory Committee
- Attachment 6:** Letter of Support – BART

An authorized representative of the primary applicant agency must sign below, affirming that the statements in the application package are true and complete to the best of the applicant's knowledge.

Signature:

Name: Ed Manasse
Title: Strategic Planning Manager, Planning Department, City of Oakland
Date:

FY: 2013/2014

PART 1: BASIC PROPOSAL INFORMATION (ALL APPLICATIONS)**Proposal Name:** *Access Improvements to the Lake Merritt BART Station***Sponsoring Agencies:** *City of Oakland***Project or Plan Area:** *Lake Merritt BART Station Transit Hub***Capital Project or Plan Project:**

Safe Routes to Transit proposals may request funding for capital projects or plans. An agency wishing to submit applications for both a plan and a project should submit two separate applications. Please indicate below which type of project your application is for:

Capital Project— Physical safety and/or access improvements for bicyclists and/or pedestrians to regional transit service (ex: bicycle box, bicycle loop detector, bulbouts, improved intersection signalization, lighting, etc.) and/or improves access at a transit station/stop and/or on onboard transit vehicles (bicycle facilities on transit vehicles, wayfinding, bicycle lockers, etc).

Planning Project—Development of a plan that specifically addresses bicycle and/or pedestrian access to regional transit service (ex: station area plan, access plan, etc.)

PART 2: GENERAL SPONSOR INFORMATION (ALL APPLICATIONS)

Project sponsors are expected to jointly cooperate on the design and implementation of project.

A. Primary Project Sponsor Agency: *City of Oakland, Planning and Building Department*

Project role/responsibilities of agency:

Primary contact: *Christina Ferracane*Title: *Strategic Planner*Phone #: *(510) 238-3903*Email: cferracane@oaklandnet.comMailing Address: *250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612*Secondary contact: *Ed Manasse*Title: *Strategic Planning Manager*Phone #: *(510) 238-7733*Email: emanasse@oaklandnet.comMailing Address: *same as above***PART 3: FUNDING REQUEST (ALL APPLICATIONS)**

Please fill out the budget charts (Attachment 2 in the application), included as a separate Excel file, in addition to providing the information requested below. The amounts below should match numbers from the Budget Charts.

A. Amount of Funding Requested:

\$342,110

B. This funding will pay for (please list the elements that the requested funding would cover, e.g.: repaving, new pedestrian light fixtures, consultant time to engage the community):

Creation of 35% construction drawings based on refinements of previously formulated conceptual pedestrian improvement. This would include enlarged/detail plans for special areas and construction cost estimates. And also includes CAD plans for grading, drainage and profile, and roadway striping. This includes three rounds of revisions and meetings with the consultant(s).

C. Total Project Cost (cost of entire phase of proposed capital project or plan only, not to include other elements/phases associated with the proposal):

Total cost for this phase of the capital project (creation of 35% construction drawings) would be \$382,820, which is the sum of the requested SR2T plus \$40,710 matching funds described below

D. Outside Funding: Amount of Project Cost (for entire phase of proposed project or plan) secured from other sources (please list each source and amount of funding secured):

The Lake Merritt BART Station Area Plan's scope and budget set aside \$40,710 to create 35% construction drawings for roadway improvements that would create a safer and more convenient access to the Lake Merritt BART station.

PART 4: DETAILED PROJECT DESCRIPTION (ALL APPLICATIONS)

- A. Project Description:** Provide a detailed but concise project description (bullets are ok). Start with covering what your project/plan will achieve, then address:
- i. specific design details;
 - ii. project/plan location;
 - iii. existing conditions, including traffic data, collision data, and why the proposal is the best solution to the challenges posed by the existing conditions;
 - iv. demand for the project (who will use it, who will benefit and when)
 - v. transit service associated with the project. This is your nexus to the program's objective of providing safe and secure bicycle and pedestrian access to transit;
 - vi. project ADA compliance;
 - vii. relevant project history;
 - viii. the proposed use of the requested grant funds;

This project would improve pedestrian access to the Lake Merritt BART Station. The project funds will be used to create 35% construction drawings for the improvements, such as pedestrian-scaled lighting, corner sidewalk extensions (bulbouts), crosswalk striping, curb ramps and way-finding signage. The conceptual proposals that will be refined into implementable construction drawings were developed during the Lake Merritt Station Area Plan process (Draft Plan published in December 2012) and are also based on detailed pedestrian safety assessment studies conducted in 2012.

*As illustrated in **Attachment 1A - Project Location**, the Lake Merritt BART Station serves many regional destinations, including Laney College, the Oakland Museum of California, Alameda County administration and office buildings, the Chinatown commercial district, and the Jack London District's commercial and entertainment areas. The area surrounding the Lake Merritt BART Station also has a large residential population (as described in more detail in Part 9.D of this application). The Lake Merritt BART Station serves three BART lines (Richmond-Fremont, Dublin/Pleasanton-Daly City and Fremont-Daly City), and also functions as a hub for AC Transit lines (Lines 11, 59, 62, and 88), and shuttles (Alameda County offices, Highland Hospital, City of Alameda).*

According to BART's Station Profile Study of 2008, on an average weekday, 6,021 riders enter the Lake Merritt Station. Pedestrian activity around the Lake Merritt BART Station is fairly heavy. In fact, most riders travel to and from the station on foot – 45 percent if they're starting their BART trip at Lake Merritt station, and 80 percent if they're ending their BART trip at the station. The median walk distance from home origins to BART is 0.5 miles, and 0.2 miles from the station to nearby destinations. A relatively large number of station patrons arrive by bicycle; this station has the sixth highest bicycle mode share in the BART system.

***Attachment 3** illustrates the origin and destination locations of BART riders utilizing the Lake Merritt BART Station. Most pedestrians appear to access the BART station to and from the County government offices to the north, the East Lake / Lakeshore area to the northeast, Laney College to the east and the Jack London District to the south. BART station pedestrian activity is lightest to and from the west, as that area is also served by the 12th Street BART station. The heaviest pedestrian volumes for BART station access are observed to be on Oak Street, where the BART station entrances are located. Pedestrians utilize the existing underpasses (east of Webster Street, there is only access on Jackson, Madison and Oak Streets) to access the station under the I-880 freeway, and seem to favor the Oak Street underpass.*

*The City of Oakland has recently completed reconfiguration of the roadway along the southern edge of Lake Merritt, improving pedestrian and bicyclist access to the Lake Merritt BART station from the north and east. Bicycle access improvements in the form of Class 2 bicycle lanes (illustrated in **Attachment 1A**) were funded in the recently concluded One Bay Area Grant funding cycle. The City of Oakland is seeking to match these recent investments with improvements to the pedestrian environment closer to the Lake Merritt*

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BART Station, particularly to the east and south of the Lake Merritt BART Station, including the connection to Laney College, which has a student population of about 13,000, and the Jack London District, which has experienced a dramatic increase in residential development in the past ten years. As illustrated in **Attachment 1A**, the project area includes the blocks adjacent to the Lake Merritt BART Station, as well as the blocks between 5th Street to the south, 10th Street to the north, Madison Street to the west and Fallon Street to the east.

Connections from the BART Station south to the Jack London District are limited and require traveling under the I-880 freeway. The walking experience includes poorly lit sidewalks under I-880 and high-volume and high-speed traffic on the adjacent streets due to the on- and off-ramps at Oak and Jackson Streets. The I-880 freeway creates a significant barrier for pedestrians trying to access the Lake Merritt BART Station. The Lake Merritt BART Station Access Inventory (2004) identified "the uninviting underpasses created by I-880 freeway" as a specific deficiency to accessing the station by walking and bicycling. Improvements to the underpasses, including lighting and sidewalk extensions, will improve the safety of both walking and bicycling to/from the Station. **Attachment 1B** includes photos of the existing conditions and the conceptual improvements to the roadways.

According to BART's Station Profile Study (2008), nearly 30 percent of all BART patrons arriving at the Lake Merritt Station cite school as their final destination. It is likely that a majority of those school visits are to Laney College, which is immediately adjacent to the BART Station, and are made by the nearly 15,000 students, faculty and staff of the College. However, crossing the street from the BART Station to the College campus requires crossing a high volume intersection that is configured for speedy through traffic rather than safe pedestrian crossing. **Attachment 1B** includes aerial photos of the existing conditions (at 8th and Fallon Streets) and the conceptual improvements to the roadways that would improve pedestrian safety to and from the BART Station.

Attachment 4 – Pedestrian Crashes illustrates the number and general location of crashes that resulted in injury to pedestrians in the vicinity of the Lake Merritt BART Station. The high number of crashes further demonstrates the need for increased pedestrian safety around the Lake Merritt BART Station. Most collisions occur at intersections and involve turning vehicles. Therefore, proposed improvements focus on increasing safety at intersections, with roadway modifications such as curb extensions and improved pedestrian-scale lighting (to make pedestrians and bicyclists more visible to vehicles).

The proposed improvements would benefit people taking BART, shuttles or AC Transit to access local destinations and services; they would also benefit the high density of residents in the area who access the BART station to get to jobs or services elsewhere in the region. The proposed improvements would comply with ADA requirements, ensuring the roadways are safe and convenient for all users.

- B. Project Completeness/Gaps:** Describe how your project is designed to provide safe and convenient bicycle and/or pedestrian access throughout the project area. Your proposal should explain how bicycle and/or pedestrian access has been thoughtfully considered throughout the station area, stop or station. Describe how the project connects with existing facilities and/or identify any gaps in bicycle and/or pedestrian travel that will persist after your project completion.

The proposed roadway improvements, including lighting, sidewalk corner extensions, improved crosswalk markings, would improve the safety and convenience of pedestrians and bicyclists accessing the Lake Merritt BART station.

Sidewalk extensions would make the walking paths to BART safer in the following ways:

- *pedestrians more visible to vehicles*
- *reduce the distance required for pedestrian to get across the street*
- *increases the sidewalk space on corners*
- *vehicles would have to slow down to get around the corner*
- *make it difficult for drivers to turn illegally*

Pedestrian-scaled lighting would make the walking paths to BART safer in the following ways:

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- *better illuminate the sidewalk for pedestrians*
- *better illuminate pedestrians (and bicyclists) as they are about to cross the street, so they are more visible to vehicles*
- *provide a more inviting place to walk*

Marked crosswalks and curb ramps would make the walking paths to BART safer in the following ways:

- *provide greater visibility of locations with pedestrians for drivers*
- *ensure sidewalks can be used by people using wheelchairs, strollers, walkers, crutches, handcars, bicycles, and also for pedestrians with mobility impairments who have trouble stepping up and down high curbs.*

Currently, the I-880 freeway creates a significant barrier for pedestrians trying to access the Lake Merritt BART Station. The freeway underpasses are a dark, uninviting place for pedestrians, and can be daunting due to having to cross on and off ramps. Connections from the Jack London District under I-880 are limited. The walking experience includes poorly lit sidewalks under I-880 and high-volume and high-speed traffic on the adjacent streets due to the on- and off-ramps at Oak and Jackson streets. Pedestrian-friendly streetscape improvements along Oak and Madison Street would, with a particular focus on the areas under the freeway, would make a better connection between the Lake Merritt BART Station and the Jack London District (and the Bay Trail further south).

Pedestrian improvements near the Lake Merritt BART Station would build upon the bicycle and pedestrian improvements achieved through the recent reconstruction of the roadways along the southern edge of Lake Merritt, and the planned/funded bicycle lanes on streets adjacent to the BART station (8th, 9th, Oak and Madison Streets). Together, all these improvements will help remove many barriers to safe and convenient access to the Lake Merritt BART Station.

C. Traffic Calming/Traffic Awareness: Provide information on how the project addresses traffic calming, traffic speeds, and motorist awareness of people walking and bicycling.

The roadway improvements, including lighting, sidewalk corner extensions would make pedestrians and bicyclists more visible, especially to turning vehicles. These improvements will complement the planned and funded bicycle lanes that will soon be installed on Oak, Madison, 8th and 9th Streets. The benefits of these roadway improvements are described in more detail in the previous section.

D. Personal Safety: Describe how your project is designed to address a demonstrated personal safety or personal security issue (e.g. crime rates are high at or around the site, complaints about unsafe conditions at site, etc). Provide statistics or relevant information about theft, personal safety, and/or personal security concerns in your project area. Is your project located in an area that is well-trafficked or monitored and in an area that is safe and well-lit?

The following table and map (excerpted from the 2010 Existing Conditions Report from the Lake Merritt Station Area Plan process) illustrate the crime rates around the Lake Merritt BART Station. There are numerous regional destinations near the Lake Merritt BART Station that include night time activities, like Laney Community College, the Oakland Museum, Chinatown Commercial District, Jack London District. However, during the Lake Merritt Station Area planning process (ongoing), community members have described feeling unsafe walking in the area at night; and pedestrian-scaled lighting is the highest priority for street improvements. This is because the project area's existing street lighting does not effectively illuminate sidewalk areas, and the freeway underpasses have no illumination at all.

Environmental changes, such as uniform lighting that eliminates both glare and dark shadows can lead to increased feelings of security and function as a deterrent to crime.

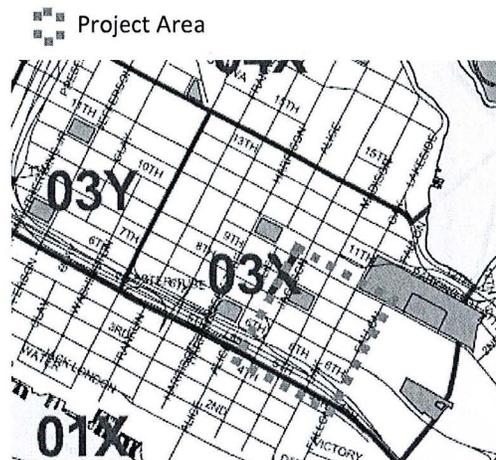
FY: 2013/2014

TABLE 8.11: NUMBER OF CRIMES REPORTED PER BEAT AREA FROM 10/24/09 TO 01/21/10

CRIMES	01X FALLON STREET INDUSTRIAL/JACK LONDON SQUARE	03X CHINATOWN COMMERCIAL & RESIDENTIAL; BART/ABAG; GOVERNMENT; SOUTHERN POR- TION OF 14TH ST. CORRIDOR; WESTERN PART OF CULTURAL/EDUCATIONAL
Homicide	0	1
Felony Assault	6	6
Misdemeanor Assault	3	35
Domestic Violence	8	7
Theft – Auto	36	62
Theft – Grand	12	13
Theft – Petty	5	25
Robbery	8	31
Burglary – Commercial	0	5
Burglary – Residential	8	4
Narcotics	1	7
Prostitution	0	2
Drunkeness/Disorderly Conduct	7	17
Vandalism	7	23
Other	8	13
Total	109	251

Source: City of Oakland Website, CW Tabular Data, <http://qis.maps.oaklandnet.com/crimewatch/>, accessed January 21, 2010.

BEAT AREAS



E. Maps/Drawings:

See attachments 1A, 1B

F. Routine accommodation checklist: <http://completestreets.mtc.ca.gov/projects/577>

PART 5: PILOT PROJECT (ALL APPLICATIONS)

Not applicable

PART 9: LOW-INCOME COMMUNITY (ALL APPLICATIONS)

D. Low-Income, Minority Community: Please summarize recent demographic data (and sources) that describes the percentage of people of color and percentage of people living at or below twice the poverty level in the area served by the proposed project or plan *and* an explanation of how the proposed project/plan will serve these communities.

The tables below list recent demographic characteristics for the population within a half mile of the Lake Merritt BART Station, including race, age and income. This information indicates that 64% of the area's population is Asian/Pacific Islander, 13% are African-American, 12% are White, and 11% belong to Other Races. The median age in the area is 46 (Oakland's median is 37), and approximately 30% of the population is age 60 or older (compared to 16% citywide). The average household size is 1.94 persons. Approximately 33% of households have an income of less than \$15,000, and about 57% have an income of less than \$35,000 (close to two times the federal poverty level for a household of 2 persons). The median household income is \$27,786.

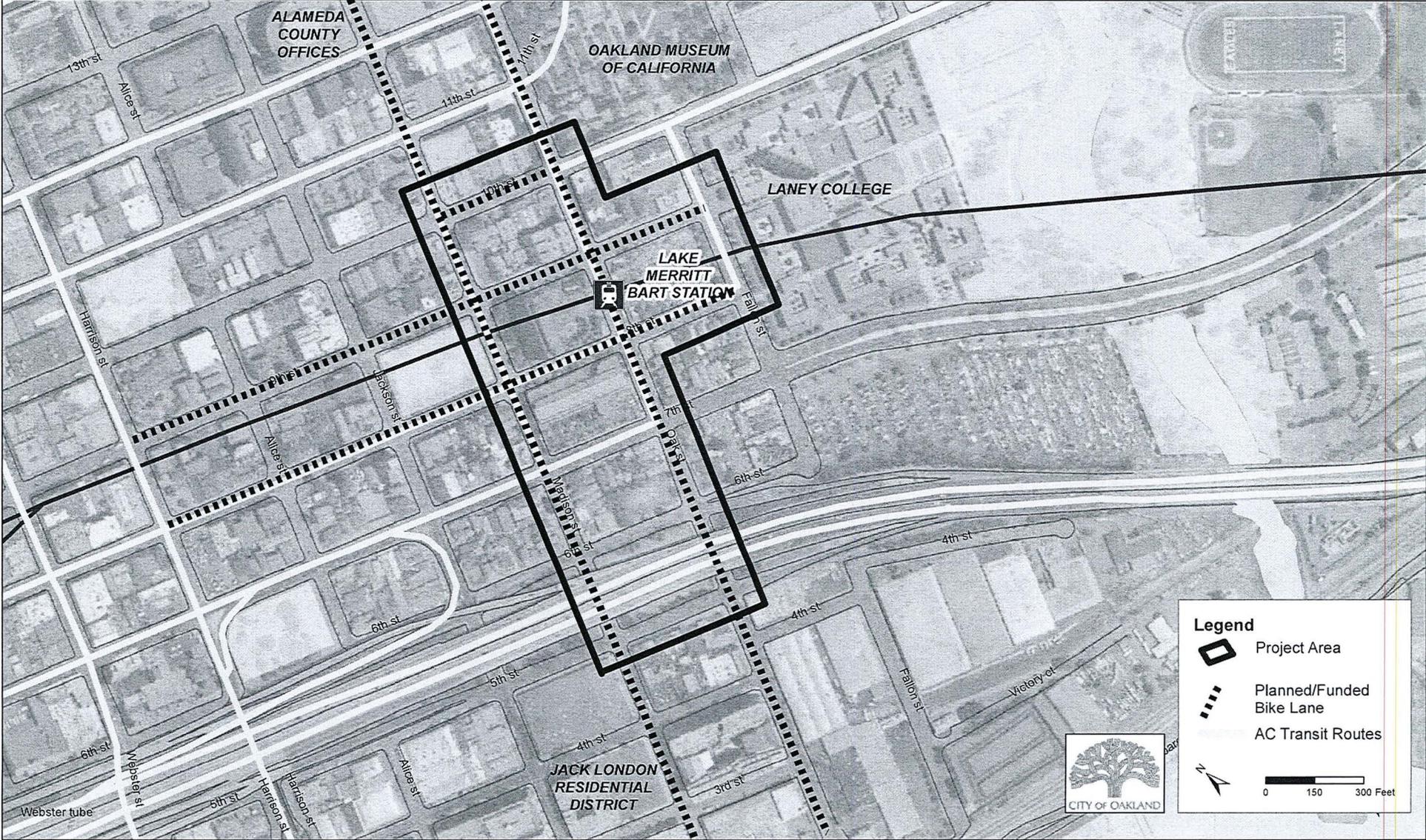
FY: 2013/2014

TABLE 6.1: SUMMARY OF DEMOGRAPHIC & ECONOMIC CHARACTERISTICS (2009)

	PLANNING AREA				
	TOTAL	% OF TOTAL			
TOTAL POPULATION	12,052		EDUCATIONAL ATTAINMENT		
White Alone	1,425	11.8%	Less than 9th Grade	2,125	21.7%
Black or African American Alone	1,593	13.2%	Some High School, no diploma	1,319	13.5%
American Indian and Alaska Native Alone	37	0.3%	High School Graduate (or GED)	1,640	16.8%
Asian Alone	7,719	64.0%	Some College, no degree	1,747	17.8%
Native Hawaiian and Other Pacific Islander Alone	10	0.1%	College Degree	2,958	30.2%
Some Other Race Alone	19	0.2%	TOTAL NUMBER OF HOUSEHOLDS	6,159	
Two or More Races	370	3.1%	Household Size		
Hispanic or Latino Origin	880	7.3%	1-Person	3,114	50.6%
TOTAL ASIAN POPULATION			2-Person	1,702	27.6%
Chinese, except Taiwanese	6,481	83.7%	3-Person+	1,344	21.8%
Other Asian Population	1,267	16.4%	Average Household Size	1.94	
LANGUAGE SPOKEN AT HOME			Households with One or more People under Age 18		15.2%
English Only		34.2%	HOUSEHOLD INCOME		
Asian/Pacific Islander Language		57.5%	Less than \$15,000	2,004	32.5%
Indo-European Language		1.9%	\$15,000 - \$34,999	1,604	26.0%
Spanish		4.7%	\$35,000 - \$74,999	1,780	28.9%
Other Language		1.8%	\$75,000+	770	12.5%
AGE COMPOSITION			Median Household Income	\$27,786	
Under 5	488	4.0%	HOUSING UNITS	6,582	
5 to 14	970	8.0%	Owner Occupied	14.7%	
15 to 24	804	6.7%	Renter Occupied	78.8%	
25 to 44	3,571	29.6%	Vacant	6.4%	
45 to 60	2,599	21.6%	Average Length of Residence	5	
60+	3,619	30.0%	Housing Units in Structures with 50 or more Units	3,361	51.1%
Median Age	46		Housing Units Built 1939 or Earlier	1,808	27.5%

Source: Claritas Inc., 2009; Dyett & Bhaia, 2009

Attachment 1A - Project Location



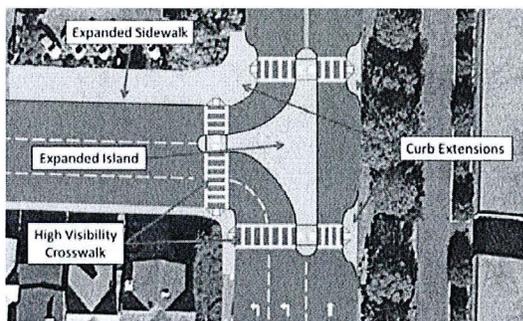
Safe Routes to Transit Application
FY: 2013/2014

Drawings (Part E2):

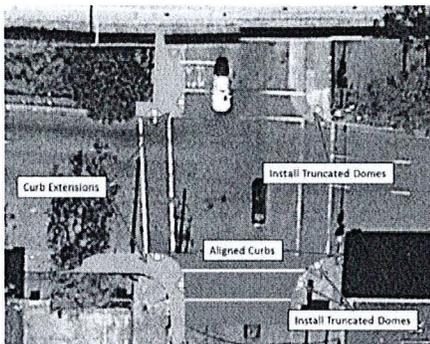
This grant proposal is to create 35% construction drawings, based on conceptual plans illustrated below:

Unique Improvements:

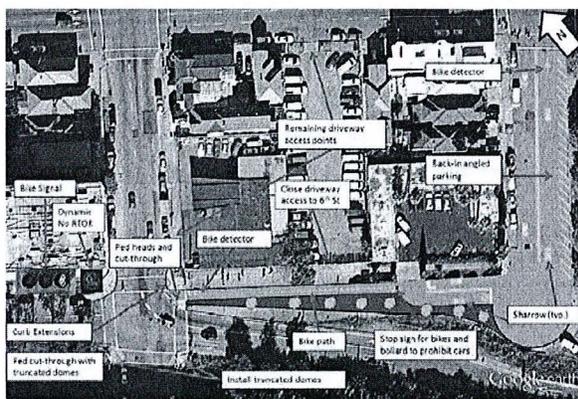
7th and Fallon Streets



5th and Jackson Streets



6th and Oak Streets

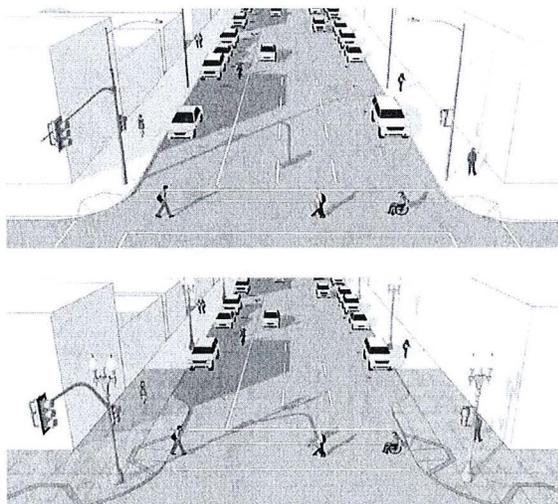


Typical Improvements:

7th and Oak Streets



8th and Madison Streets (bicycle lane are already planned/funded)

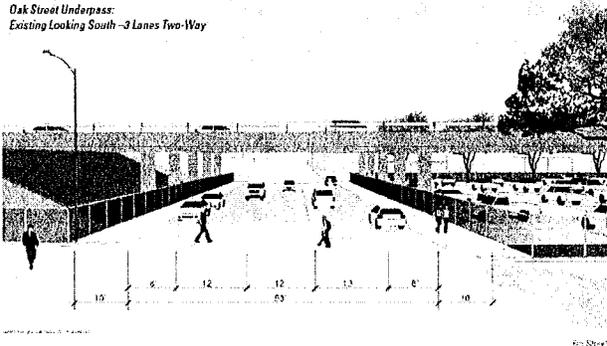


FY: 2013/2014

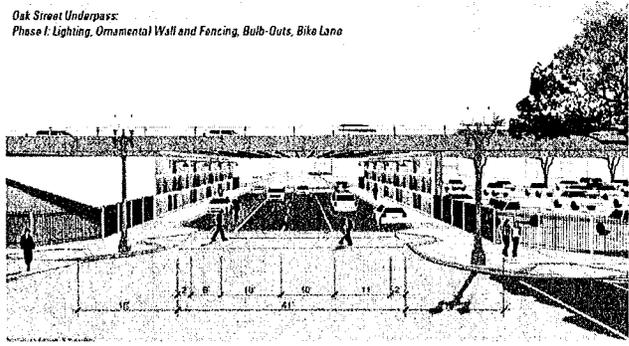
Freeway Underpasses:

Oak Street under I-880 Freeway (bicycle lane are already planned/funded), looking south

*Oak Street Underpass:
Existing Looking South - 3 Lanes Two-Way*



*Oak Street Underpass:
Phase I: Lighting, Ornamental Wall and Fencing, Bulb-Outs, Bike Lane*



ATTACHMENT 2: BUDGET CHARTS

Cost Estimate for ENTIRE PROJECT		Cost Estimate for PROPOSAL (SR2T funds)	
Budget information for the entire project.		Budget information for the parts of the project for which you seek Safe Routes to Transit funds.	
A. Entire Cost Estimate: Capital Project		A. Proposed Safe Routes to Transit Work Cost Estimate: Capital Project	
Amount Requested from Safe Routes to Transit	0	Amount Requested from Safe Routes to Transit	
Project Phase	Estimated Costs	Project Phase	Estimated Costs
1 Environmental Studies (ENV/PE/PAED)	NA	1 Environmental Studies (ENV/PE/PAED)	
Agency Staff Time	\$78,000	Agency Staff Time	\$78,000
Overhead Costs Assoc. with Staff Time	\$23,400	Overhead Costs Assoc. with Staff Time	\$23,400
Other - 35% Construction Diagrams	\$281,420	Other - 35% Construction Diagrams	\$240,710
2 Final Design - PS&E	\$1,148,460	2 Final Design - PS&E	
Agency Staff Time	\$101,400	Agency Staff Time	
Overhead Costs Assoc. with Staff Time	\$33,462	Overhead Costs Assoc. with Staff Time	
Other		Other	
3 Right of Way (Acquisition + Services) (RW)	\$0	3 Right of Way (Acquisition + Services) (RW)	NA
Agency Staff Time	\$0	Agency Staff Time	
Overhead Costs Assoc. with Staff Time	\$0	Overhead Costs Assoc. with Staff Time	
Other	\$0	Other	
4 Construction (Capital + Services) (CON)	\$7,425,000	4 Construction (Capital + Services) (CON)	NA
Agency Staff Time	\$135,200	Agency Staff Time	
Overhead Costs Associated with Staff Time	\$44,616	Overhead Costs Associated with Staff Time	
Other		Other	
5		5	
Total Estimated Costs:	\$9,270,958	Total Funds Requested:	\$342,110

Project Funding

Please provide project funding data relevant to the proposed project/plan. Information should be provided for the entire phase of the proposed project only -- not for associated, but separate, elements or phases.

A. Secured Capital Project Funding (Currently Programmed) - List All Sources									
	Source	Phase ¹	Type ²	Prior	FY 09/10	FY 10/11	FY 11/12	FY 13/14	Totals
1	City funds	PSE - 35%	other	NA				\$40,710	\$40,710
								Total Secured Funding:	\$40,710
								% from Non-Bike/Ped Sources	100

¹ Phase - For Capital projects, choose from: ENV, PSE, RW, or CON. For all other projects, use Line Items used in "Cost Estimate" table.
² Type - Indicate if source is primarily a "bike/ped" funding source or "other" (Bike/Ped includes TFCA, TDA, Sales Tax bike/ped, TEA, TLC, etc. Other includes any funding source not primarily intended for bike/ped projects, such as general funds, local streets & roads, STIP, CMAQ.)

B. Potential Capital Project Funding - List All Sources									
	Source	Phase ¹	Type ²	Prior	FY 09/10	FY 10/11	FY 11/12	FY13/14	Totals
1	SR2T Funding	PSE-35%	bike/ped					\$342,110	\$342,110
2	City funds	PSE - 35%	other					\$40,710	40,710
								Total Potential Funding:	\$382,820

¹ Phase - For Capital projects, choose from: ENV, PSE, RW, CON, or OPS. For all other projects, use Line Items used in "Cost Estimate" table.
² Type - Indicate if source is primarily a "bike/ped" funding source or "other"
³ Anticipated expenditure deadline for SR2T funds is January 2009.

The Project Funding and Estimated Costs, automatically included below, should be equal.

Total Project Funding (Secured + Potential):	\$382,820
---	------------------

Total Estimated Costs (from "Cost Estimate" charts):	\$382,820
--	-----------

Budget Explanation:

Provide explanations for budget, including funding plan and possible funding sources for entire project:

Explanation of Proposal Cost Estimates (35% construction diagrams):

This would include enlarged/detail plans for special areas and construction cost estimates. And also includes CAD plans for grading, drainage and profile, and roadway striping. This includes three rounds of revisions and meetings with the consultant(s).

Total Consultant Cost per Intersection (including adjacent sidewalk segments) - \$20,000

Survey - \$6,000

Construction Plans - \$11,500

Consultant Project Management - \$2,500

Total Agency Staff Time and Overhead - based on hourly salary rate (plus 30% overhead) times and average of 15 hours per week in one fiscal year.

Funding Plan and Sources for Implementation:

The SR2T grant funds, along with additional secured funding, would completely fund one phase of the project: creation of 35% construction diagrams. The 35% construction diagram would also include more detailed final design and construction cost estimates.

Cost estimates for implementation in this attachment, are based on similar roadway improvements completed near the project area:

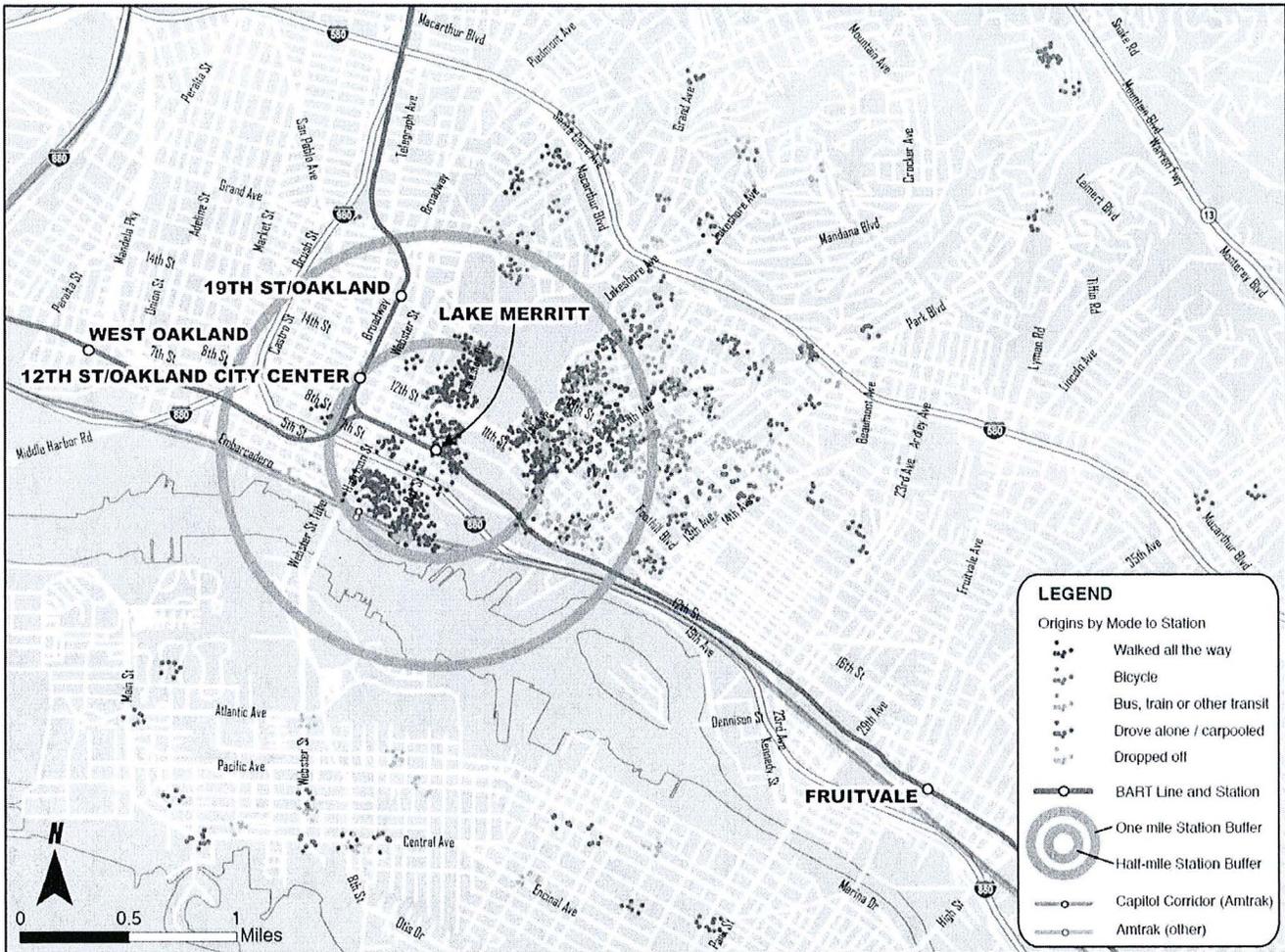
Final Design - three times 35% design plan costs

Construction - \$675,000 per intersection for lighting, curb modifications, wayfinding signage

City of Oakland would pursue grant funding to fund final design and construction. It is anticipated that final design and construction would occur in phases, focused on geographic subsets of the larger project area.

Attachment 3: Origin and Destination Locations of BART Riders at the Lake Merritt BART Station

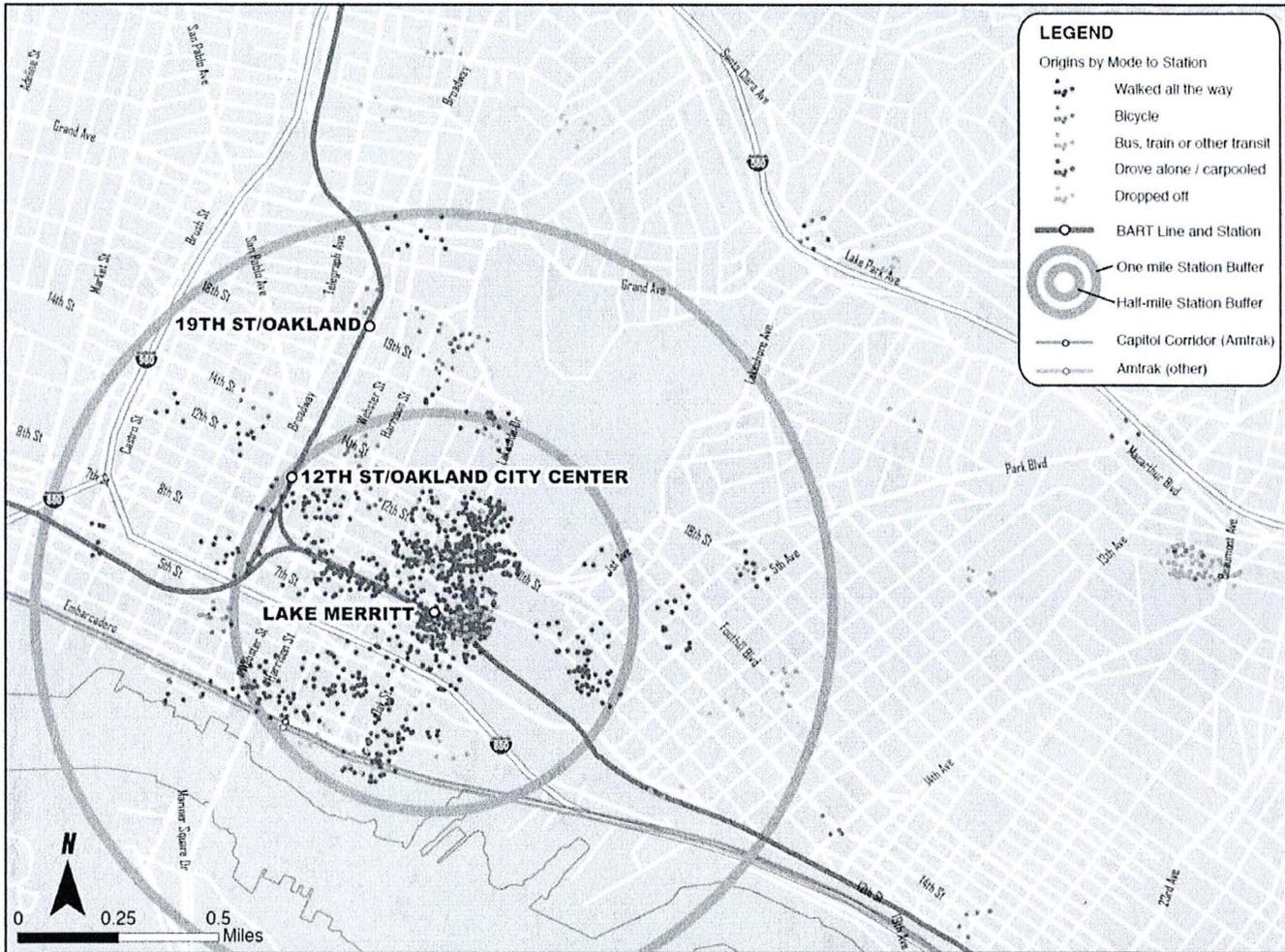
LAKE MERRITT STATION: ORIGIN LOCATIONS OF BART RIDERS BY MODE



Data Sources: ESRI, 2006 BART Station Profile Study (weekday only, data are weighted from survey sample to represent average weekday ridership)

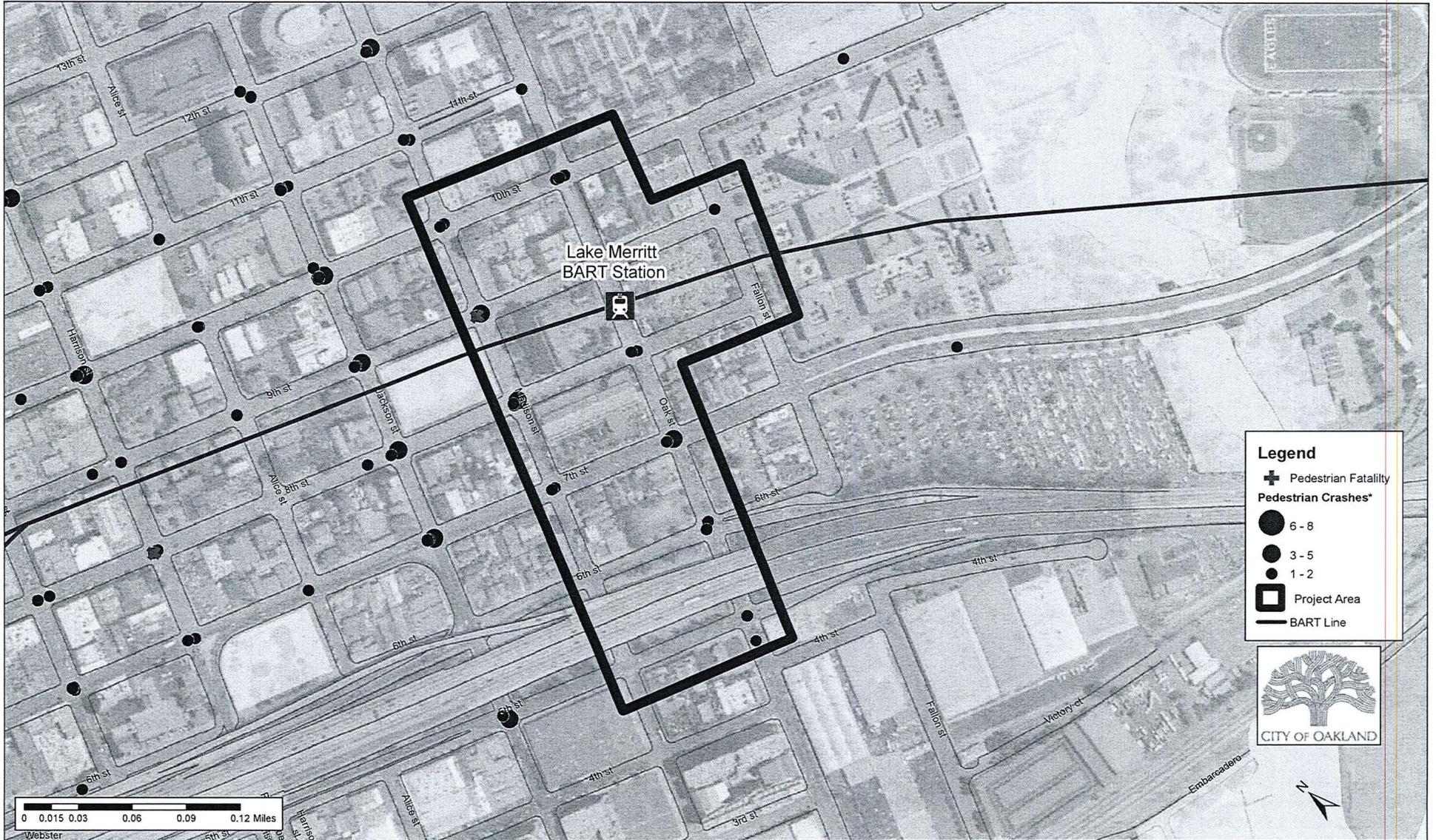
Attachment 3: Origin and Destination Locations of BART Riders at the Lake Merritt BART Station

LAKE MERRITT STATION: DESTINATION LOCATIONS OF BART RIDERS BY MODE



Data Sources: ESRI, 2008 BART Station Profile Study (weekday only; data are weighted from survey sample to represent average weekday ridership)

Attachment 4 - Crashes Involving Pedestrians (2007-2011)



*Analysis based on 2007-2011 crash data retrieved from the Transportation Injury Mapping System (TIMS) on May 21, 2013

Attachment 5:

Letter of Support- Oakland Bicycle and Pedestrian Advisory Committee

September 27, 2013

Clarrissa Cabansagan
Transportation Advocate
TransForm
436 14th Street, Suite 600
Oakland, CA 94612

Subject: Safe Routes to Transit, Grant Application Cycle V – Pedestrian Access Improvements to Lake Merritt BART Station

Dear Ms. Cabansagan:

The Bicycle and Pedestrian Advisory Committee of the City of Oakland (BPAC) is writing to support the City of Oakland's Safe Routes to Transit grant application for the design of pedestrian access improvements to the Lake Merritt BART Station. Both pedestrian and bicycle improvements to the BART station are called for in the Lake Merritt Station Area Plan, and we note that bicycle access improvements in the form of Class 2 bike lanes were successfully funded in the recently concluded One Bay Area Grant (OBAG) funding cycle.

City of Oakland is seeking to match the OBAG investment with improvements to the pedestrian environment at key intersections within the ½ mile perimeter around the Lake Merritt BART station. Additionally, the City proposes to utilize the SRT grant to bring further designs of the dark and dangerous I-880 underpasses connecting Lake Merritt BART to the growing neighborhood in the Jack London District.

The members of BPAC voted unanimously to support this application at their meeting on September 19, 2013.

Please contact me with any questions or clarification. I can be reached at chris_hwang@yahoo.com.

Sincerely,



Chris Hwang, Chair
City of Oakland Bicycle and Pedestrian Advisory Committee



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2013

Tom Radulovich
PRESIDENT

Joel Keller
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

September 30, 2013

Ms. Clarrissa Cabansagan
Transportation Advocate
TransForm
436 14th Street, Suite 600
Oakland, CA 94612

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakhary Mallett
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Subject: Safe Routes to Transit, Grant Application Cycle V – Access Improvements to Lake Merritt BART Station

Dear Ms. Cabansagan:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am writing to express support for the City of Oakland's application for a Safe Routes to Transit grant for the design of pedestrian access improvements to the Lake Merritt BART Station. BART partnered with the City of Oakland to advance the Lake Merritt Station Area Plan, which calls for multi-modal station access improvements. Bicycle access improvements were funded in the recently concluded One Bay Area Grant funding cycle, and the City is seeking to match this investment with improvements to the main pedestrian access corridors to the BART station. These improvements would beneficially affect BART riders. In particular, improving the I-880 underpasses on Madison and Oak Streets will provide more pedestrian-friendly and safer BART access for existing and future Jack London District residents.

BART has a long history of working collaboratively with the City of Oakland, and we look forward to continuing to do so with this project. We strongly urge TransForm and the East Bay Bicycle Coalition to grant funds for this worthwhile project.

Please do not hesitate to contact me or Tim Chan, BART Principal Planner, at (510) 287-4705 if you have any questions or comments about this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Val Menotti".

Val Joseph Menotti
Planning Department Manager

