

CITY of OAKLAND

OFFICE OF THE CITY CLERK

Agenda Report

2006 MAR 29 PM 6:52

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Community and Economic Development Agency
DATE: April 11, 2006

SUBJECT: **A Resolution Authorizing the Filing of Applications for Regional Measure 2 Funds through the Metropolitan Transportation Commission's Safe Routes to Transit Grant Program for the MacArthur Transit Hub Streetscape Improvement Project and the MacArthur BART Station Bicycle Access Planning Project, Authorizing Acceptance and Appropriation of \$428,800 in Grant Funds from this Program for these two Projects, and Authorizing the Submittal of Allocation Requests to the Metropolitan Transportation Commission for the Funds Awarded under these Grants.**

SUMMARY

This item is a request for City Council approval of a resolution authorizing the City to apply, accept, and appropriate \$428,800 in Regional Measure 2 funds through the Metropolitan Transportation Commission's (MTC) Safe Routes to Transit grant program. MTC has already approved this grant award to fund two projects that will improve pedestrian and bicycle safety and access to the MacArthur BART Station.

The grant award includes \$398,800 in capital funds for the MacArthur Transit Hub Streetscape Improvement Project for streetscape improvements on 40th Street between Telegraph Avenue and Martin Luther King, Jr. Way. These funds cover additional improvements that were included in the project design plan but were not funded by the previous grant award for this project. In addition, the grant award includes \$30,000 in planning funds for the MacArthur BART Station Bicycle Access Planning Project to produce a plan for improving bicycle access to the MacArthur BART station.

These projects are consistent with the Mayor and City Council goal to provide for clean, well-maintained and accessible streets and sidewalks, facilities, amenities, parks, recreational facilities and trees. The projects are located in Council District 1. There is no matching fund requirement for this grant.

FISCAL IMPACTS

The Regional Measure 2 funds from MTC's Safe Routes to Transit grant program will provide

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\$398,800 in additional capital funding to offset a shortfall for the MacArthur Transit Hub Streetscape Improvement project on 40th Street and \$30,000 in planning funds for the MacArthur BART Station Bicycle Access Planning Project.

The capital grant funds will be deposited into Metropolitan Transit Commission Program Grant Fund (2163), CIP Street & Structures Organization (92242), Metropolitan Transportation Commission Revenue Account (46114) under a project number to be established, and will be appropriated to Metropolitan Transit Commission Program Grant Fund (2163), CIP Street & Structures Organization (92242), Contract Contingencies Account (54011), under a project number to be established. The capital funds for these projects will be used for preliminary engineering, construction, construction engineering and contingencies.

The planning grant funds will be deposited into Metropolitan Transit Commission Program Grant Fund (2163), CIP Traffic Engineering/Parking Organization (92246), Metropolitan Transportation Commission Revenue Account (46114) under a project number to be established, and will be appropriated to Metropolitan Transit Commission Program Grant Fund (2163), Transportation Engineering Organization (92246), Engineering Services Account (54411), under a project number to be established.. The planning funds will be used for a consultant contract for a bicycle planning study. There is no matching fund requirement for this grant program. The City will be responsible for maintaining any improvements completed as a result of these projects.

For the MacArthur BART Station Bicycle Access Planning Project, the City has pledged \$25,000 in matching funds from Measure B – Bicycle/Pedestrian Pass Through Fund (2212), Transportation Engineering Organization (92246), Bicycle Lane Design and Construction Project (C267810) funds. This funding source was approved by City Council as part of the FY05-10 Capital Improvement Program Budget for bicycle planning. CEDA and PWA have also pledged in-kind staff time in the approximate amount of \$16,181 to support this project. In CEDA, funds for staff time are available in City Planning Organization (88221) and General Fund (1010). In PWA, funds are available in Transportation Services Organization (30262) and within the following three funds: Multipurpose Reserve Fund (1750), State Gas Tax Fund (2230), and Measure B - ACTIA Fund (2211).

BACKGROUND

On March 2, 2004, voters passed Regional Measure 2, raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region. One of the projects identified was the Safe Routes to Transit grant program. The Safe Routes to Transit program is intended to reduce congestion on Bay Area bridge corridors by improving access and safety for bicyclists and pedestrians to and from regional transit stations.

The Transportation and Land Use Coalition and the East Bay Bicycle Coalition are coordinating this new program with the Metropolitan Transportation Commission. They released the first Call for Projects on April 29, 2005 for the allocation of \$4 million in available funding. The Call for Projects

yielded 39 applications from eight counties requesting more than \$17 million in funding. The City of Oakland submitted two applications to the Safe Routes to Transit program requesting capital grant funds to supplement the MacArthur Transit Hub Streetscape Improvement Project and planning funds for the MacArthur BART Station Bicycle Access Planning Project.

The scoring panel for this grant program included staff from various Bay Area cities and counties, transit agencies, MTC, the Transportation and Land Use Coalition, and the East Bay Bicycle Coalition. The panel reviewed the proposals based on criteria included in the Call for Projects. Twelve projects with a total request for funds of nearly \$4 million were recommended for funding in the current cycle. Both City of Oakland projects were selected for funding. MTC approved the recommended grant awards on December 21, 2005.

KEY ISSUES AND IMPACTS

The City of Oakland and BART have been working with the community surrounding the MacArthur BART station, organized as the MacArthur BART Citizen's Planning Committee (CPC), in a planning process for development of the MacArthur Transit Village since 1993. During the planning process for development around the station, the members of the CPC raised concerns about the safety of the pedestrian and bicycle connections between the BART station and the surrounding neighborhoods. As one of the few freeway cross-streets, 40th Street provides the main pedestrian link between the neighborhoods on the east side and the west side of the freeway, the BART station, and the commercial businesses in Emeryville and along Telegraph Avenue. The recent surge of retail and office development in Emeryville has significantly increased automobile traffic on 40th Street which has led to an increase in conflicts between cars, buses and shuttles, pedestrians, and bicyclists.

MacArthur Transit Hub Streetscape Improvement Project

The City of Oakland's Redevelopment Agency, with BART as a co-sponsor, received a \$125,000 grant from the Caltrans Environmental Justice Grant program in 2003 to create a community-based plan to enhance pedestrian and bicycle access to the MacArthur BART Station along 40th Street between Telegraph Avenue and Martin Luther King, Jr. Way. The City hired a creative design team that consisted of Wallace Roberts and Todd, LLC, Hood Design, and DKS Associates to work with the community on developing an effective and realistic project that could be implemented in the short-term. The outcome of the process is the schematic urban design plan for the MacArthur Transit Hub Streetscape Improvement Project.

The City received an \$881,000 capital grant from MTC's Regional Bicycle and Pedestrian Program to fund a portion of the improvements included in the original design plan in July 2005. City staff has since continued to apply for other grant sources, including the Safe Routes to Transit program, to fund elements of the design plan that were not funded by the original grant in order to complete the required funding for this project.

MacArthur BART Station Bicycle Access Planning Project

In the City's Bicycle Master Plan, 40th Street is planned for Class II bike lanes from the Emeryville border to Piedmont Avenue. Bike lanes will be constructed on a segment of this route between Martin Luther King, Jr. Way and Telegraph Avenue as part of the MacArthur Transit Hub Streetscape Improvement Project.

In April 2005, the Public Works Agency, Transportation Services Division (TSD) contracted with Korve Engineering to perform a study to determine the feasibility of constructing bike lanes on the remainder of 40th Street. The study evaluated the impacts of bike lanes and a potential lane reduction. According to the study, bike lanes could be installed with minimal traffic impacts. The City shared data from the study with AC Transit which operates a number of bus lines along 40th Street. AC Transit felt that further evaluation was necessary to properly identify the impacts on bus service. To address AC Transit's concerns, while moving forward to implement a priority project in the City's bike plan, TSD agreed to do a more comprehensive study that would investigate traffic impacts using other methodologies, as well as looking at potential designs that could mitigate bus-bicycle conflicts and analyze the feasibility of other potential bikeway routes. The Safe Routes to Transit grant program was identified as an appropriate source of funding for the necessary study.

PROJECT DESCRIPTION

MacArthur Transit Hub Streetscape Improvement Project

The \$398,800 in capital grant funds for the MacArthur Transit Hub Streetscape Improvement project will be used to fund components of the original design plan that were not funded by the Regional Bicycle and Pedestrian Program capital grant for this project that was awarded in July 2005. The improvements that will be funded by the Safe Routes to Transit capital grant include:

- Pedestrian level street lighting surrounding the MacArthur BART station;
- Renovations to increase the capacity and security of the existing bicycle lockers at the MacArthur BART station;
- Way-finding signage to assist pedestrians and bicyclists in locating the most direct path to the station.

The City of Oakland and BART submitted the capital grant application as co-sponsors. The City of Oakland will serve as the lead Agency in terms of implementing the pedestrian level streetlights. BART will serve as the lead Agency in terms of implementing the bicycle locker upgrades and bicycle and pedestrian way-finding signs. The project is scheduled to complete its preliminary engineering and construction documents in FY 2005/06 and to be constructed in FY 2006/07.

MacArthur BART Station Bicycle Access Planning Project

The \$30,000 planning grant for the MacArthur BART Station Bicycle Access Planning Project

will be used to create a ready-to-implement plan to create safe bicycle access to the MacArthur BART Station from surrounding neighborhoods. The plan will focus on the provision of bike lanes on either 40th Street or West MacArthur Boulevard and evaluate other potential alternatives. The project will study bus operation impacts, identify workable mitigations, and evaluate innovative bus and bikeway design to optimize bicyclist safety and access. It will identify the preferred bikeway routing that maximizes bicyclist safety/access and minimizes negative impacts on bus operations. The planning project will start work upon appropriation of the grant funds by City Council. The bicycle access plan is expected to be completed by Spring 2007.

MTC Requirements

Attached to the resolution, as Exhibits 1 and 2, are the Initial Project Report Forms for each grant project. MTC requires that the sponsoring city attach these forms to resolutions approving the acceptance of Regional Measure 2 grant funds. The forms contain detailed information about the project timeline, budget, and other sources of funds. These forms are required for each allocation request and will be used by the MTC to track the progress of each project.

As part of the grant funding provisions, MTC requires that any revenues generated from the projects they fund be used for transit related purposes, or be returned to MTC. They also require that MTC be reimbursed for any assets acquired by the City with MTC funds that are used for non-transportation related purposes. Additionally, MTC requires that an indemnification provision be included in the authorizing resolution, so that MTC will incur no liability for any claim or action filed by a third party against the City related to MTC-funded projects.

SUSTAINABLE OPPORTUNITIES

Economic: The implementation of these projects will potentially catalyze economic development in the surrounding communities by improving the connection to public transportation.

Environmental: These projects are intended to increase public transit ridership and to reduce traffic congestion and auto dependency.

Social Equity: Provides basic service level and quality of life amenities to existing low income residents in the surrounding community by providing increased access to a major transportation hub.

DISABILITY AND SENIOR CITIZEN ACCESS

The MacArthur Transit Hub Streetscape Improvement Project will address senior and disability access by improving pedestrian safety around the MacArthur BART Station through the provision of pedestrian-level street lights on 40th Street adjacent to the MacArthur BART Station. The project will comply fully with the Americans with Disabilities Act (ADA) and to all City of

Oakland regulations that ensure adequate access for senior citizens and persons with disabilities.

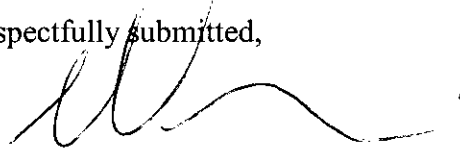
RECOMMENDATIONS AND RATIONALE

Staff recommends that the City Council authorize the City Administrator, or her designee, to accept, and appropriate \$428,800.00 in Safe Routes to Transit grant funds for the MacArthur Transit Hub Streetscape Improvement Project and the MacArthur BART Station Bicycle Access Planning Project, and authorize the City Administrator to submit allocation requests to draw down the grant funds. The grant funds for the streetscape improvement project are needed to offset an existing shortfall in funding for the 40th Street Streetscape project and to support the development of the MacArthur Transit Village project. Funds for the planning project will allow the City to improve bicycle access to the MacArthur BART while maintaining quality bus service.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt the attached resolution authorizing the City Administrator to apply for, accept and appropriate \$428,800 in grant funds from the Metropolitan Transit Commission’s Safe Routes to Transit Grant Program and authorize the submission of allocation requests for the grant funds.

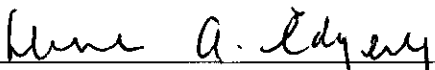
Respectfully submitted,



Dan Vanderpriem, Director of Redevelopment,
Economic Development, and Housing and
Community Development

Prepared by:
Kathy Kleinbaum
Urban Economic Analyst III

APPROVED FOR FORWARDING TO
THE COMMUNITY AND ECONOMIC
DEVELOPMENT COMMITTEE


Office of the City Administrator

OFFICE OF THE CITY CLERK
APPROVED AS TO FORM AND LEGALITY:
[Signature]
2005 MAR 29 PM 6:53
DEPUTY CITY ATTORNEY

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

A RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS FOR REGIONAL MEASURE 2 FUNDS THROUGH THE METROPOLITAN TRANSPORTATION COMMISSION'S SAFE ROUTES TO TRANSIT GRANT PROGRAM FOR THE MACARTHUR TRANSIT HUB STREETScape IMPROVEMENT PROJECT AND THE MACARTHUR BART STATION BICYCLE ACCESS PLANNING PROJECT, AUTHORIZING ACCEPTANCE AND APPROPRIATION OF \$428,800 IN GRANT FUNDS FROM THIS PROGRAM FOR THESE TWO PROJECTS, AND AUTHORIZING THE SUBMITTAL OF ALLOCATION REQUESTS TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE FUNDS AWARDED UNDER THESE GRANTS.

WHEREAS, the City of Oakland submitted an application to the Metropolitan Transportation Commission's (MTC) Safe Routes to Transit Grant Program in July 2005 requesting capital grant funds for the MacArthur Transit Hub Streetscape Improvement Project and planning funds for the MacArthur Bike Station Access Project; and

WHEREAS, MTC administers the Safe Routes to Transit Grant program from Regional Measure 2 funds; and

WHEREAS, in December 2005, MTC staff made a recommendation to their commission to program \$398,800 of Regional Measure 2 capital funds for the MacArthur Transit Hub Streetscape Improvement Project and \$30,000 of Regional Measure 2 planning funds for the funding for the MacArthur BART Station Bicycle Access Planning Project; and

WHEREAS, the capital grant for the MacArthur Transit Hub Streetscape Improvement Project will fund the following improvements on 40th Street between Telegraph and Martin Luther King, Jr. Way:

- Pedestrian-level street lights;
- Way-finding signs to the BART Station for bicycles and pedestrians;
- Electronic bicycle storage lockers at the MacArthur BART Station; and

WHEREAS, the planning grant for the MacArthur BART Station Bicycle Access Planning Project will fund a plan for improving bicycle access to the MacArthur BART Station that maintains optimal bus access and addresses bus-bicycle conflicts; and

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

WHEREAS, the MacArthur Transit Hub Streetscape Improvement Project and the MacArthur BART Station Bicycle Access Planning Project are 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 requests, attached hereto as Exhibits 1 and 2 in the Initial Project Reports and incorporated herein as though set forth at length, lists for each project the purpose, schedule, budget, expenditure and cash flow plan for which the City of Oakland is requesting that MTC allocate Regional Measure 2 funds; and

WHEREAS, the requirements of the California Environmental Quality Act of 1970 ("CEQA"), the CEQA Guidelines as prescribed by the Secretary of Resources, and the provisions of the Environmental Review Regulations of the City of Oakland have been satisfied, and any requirements of NEPA must be addressed prior to funding; now, therefore, be it

RESOLVED: That the City of Oakland, and its agents shall comply with the provisions of the MTC'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 segments are fully funded, and result in an operable and useable segments; and be it further

RESOLVED: That the City of Oakland approves the updated Initial Project Report for each project, attached to this resolution; and be it further

RESOLVED: That the City of Oakland approves the cash flow plan for each project, attached to this resolution; 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 projects 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 applications for Regional Measure 2 funds for the MacArthur Transit Hub Streetscape Improvement Project and the MacArthur BART Station Bicycle Access Planning Project 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 projects, or the ability of the City of Oakland to deliver such projects; and be it 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) are collected, 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 MTC is entitled to a proportionate share equal to MTC's percentage participation in the projects; 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 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 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 City of Oakland authorizes its City Administrator or her designee to execute and submit an allocation request for the design and construction phases with MTC for Regional Measure 2 funds in the amount of \$428,800, for the projects, purposes and amounts included in the project applications attached to this resolution; and be it further

RESOLVED: That the City Administrator or her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the Initial Project Reports for each project, attached herein as Exhibits 1 and 2, as 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; and be it further

RESOLVED: That the capital grant funds in the amount of \$398,800 from the Safe Routes to Transit grant program shall be budgeted and deposited into the Metropolitan Transportation Commission Grant Fund (2163), CIP Street & Structures Organization (92242), Metropolitan Transportation Commission Revenue Account (46114) under a project number to be established; and be it further

RESOLVED: That the City Council hereby appropriates the \$398,800 in capital funds into the Metropolitan Transportation Commission Grant Fund (2163), CIP Street & Structures Organization (92242), Contract Contingencies Account (54011) under a project number to be established; and be it further

RESOLVED: That the planning grant funds in the amount of \$30,000 from the Safe Routes to Transit grant program shall be budgeted and deposited into the Metropolitan Transportation Commission Grant Fund (2163), CIP Traffic Engineering/Parking Organization (92246), Metropolitan Transportation Commission Revenue Account (46114) under a project number to be established; and be it further

RESOLVED: That the City Council hereby appropriates the \$30,000 in planning funds into the Metropolitan Transportation Commission Grant Fund (2163), CIP Traffic Engineering/Parking Organization (92246), Architectural and Engineering Services Account (54411) under a project number to be established; and be it further

RESOLVED: That should additional MTC funds be received for these projects, the City Administrator, or her designee, is hereby authorized to accept and allocate the same for the purposes described above; and be it further

RESOLVED: That the City Council hereby authorizes the City Administrator or her designee to negotiate grant terms, execute, modify, amend and extend agreements, allocate revenue, make expenditures, and take all other actions with respect to the Safe Routes to Transit program grants and these projects in accordance with this resolution and its basic purposes; and be it further

RESOLVED: That the City Council has independently reviewed and considered this environmental determination, and the City Council finds and determines, based on the information in the staff report accompanying this Resolution, that this action complies with CEQA because this action on the part of the City is exempt from CEQA pursuant to Section 15262 (feasibility and planning studies) of the CEQA guidelines; and be it further

RESOLVED: That the City Administrator or her designee shall cause to be filed with the County of Alameda a Notice of Exemption for these projects; and be it further

RESOLVED: That all documents shall be reviewed and approved by the City Attorney's Office prior to execution, and all copies will be placed on file with the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 2006

PASSED BY THE FOLLOWING VOTE:

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

NOES-

ABSENT-

ABSTENTION-

ATTEST: _____
LATONDA SIMMONS
City Clerk and Clerk of the Council
of the City of Oakland, California

EXHIBIT 1

Regional Measure 2 Initial Project Report (IPR)

Project Title:

MacArthur BART Station Bicycle Access Project—Phase I

RM2 Project No.

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	12/21/05	\$30,000	Phase I (Planning)
#2			
#3			

Total: \$30,000

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
2/23/06	\$30,000	Phase I (Planning)

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

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

City of Oakland, Public Works Agency

B. Project Purpose

The Project will produce a ready-to-implement plan for improving bicycle access to the MacArthur BART Station that maintains optimal bus access and addresses bus-bike conflicts. The solutions outlined in the resulting plan will have applicability to similarly constrained transit stations region-wide.

C. Project Description (please provide details)

The *MacArthur BART Station Bicycle Access Project—Phase I* (Project) will improve bicycle access to Oakland's MacArthur BART Station by producing a ready-to-implement plan that:

- Achieves buy-in from all stakeholders including residents and businesses, bicyclists, AC Transit, Emery Go-Round, and shuttle operators;
- Develops technical studies and design alternatives to maintain quality bus service while providing safe bicycle access from key residential and commercial areas;
- Provides a policy framework for future station-area bicycle access to complement the general recommendations in the City's Master Bicycle Plan; and
- Identifies funding sources and outlines a timeline for construction of the recommended improvements (MacArthur BART Station Bicycle Access Project—Phase II).

The Project will improve bicycle access on the east-west travel corridors that serve the outlying residential and commercial centers to the MacArthur BART Station. Study will evaluate bicycle facility alternatives on both 40th Street and MacArthur Blvd. Installing bike lanes on 40th Street would require elimination of a travel lane in each direction, which may impact bus and shuttle operations along this important transit corridor. The project will study bus operation impacts, identify workable mitigations—evaluating innovative bus and bikeway design to optimize bicyclist safety and access—and recommend the best bikeway route and treatment that maintains bus service.

Safe Routes to Transit funds, matched by local Measure B monies, will be used on a consultant study and staff costs for plan administration and Project management. The Project will develop a consensus plan to improve bicycle access to the MacArthur BART Station and reduce vehicular traffic across the Bay Bridge. The study will offer design solutions that can be replicated to resolve access issues at other BART stations in Oakland and elsewhere.

D. Impediments to Project Completion

None anticipated.

E. Operability

n/a

Regional Measure 2 – INITIAL PROJECT REPORT

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –
n/a

Does NEPA Apply: Yes No

G. Design –
Feasibility analysis of 40th Street is partly complete. Once the consultant scope of work has been finalized, further analysis of 40th Street, as well as agreed-upon analysis of adjacent streets will begin.

H. Right-of-Way Activities / Acquisition –
n/a

I. Construction / Vehicle Acquisition -
n/a

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)	71.18
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	71.18

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)	71.18
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	71.18

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document		
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	4/06	3/07
Final Design - Plans, Specs. & Estimates (PS&E)		
Right-of-Way Activities /Acquisition (R/W)		
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)		

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

Safe Routes to Transit funds (\$30,000), matched by local Measure B monies (\$10,000), will be used on a consultant study. A further project match is provided by in-kind staff costs and recently completed project-area consultant study.

Amount being requested (in escalated dollars)	\$30,000
Project Phase being requested	1
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	May 2, 2006
Month/year being requested for MTC Commission approval of allocation	May 2006

M. Status of Previous Allocations (if any)

n/a

Regional Measure 2 – INITIAL PROJECT REPORT

N. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	Convene TAC	TAC convened.	April 2006
2	Select consultant	Consultant selected.	May 2006
3	TAC review of first draft of plan	Plan reviewed.	August 2006
4	Community meetings	Community meetings	October 2006
5	Final draft reviewed/approved	Final draft reviewed/approved	November 2006
6	Notice of Completion	Plan delivered and distributed.	January 2007
7	Project Closeout	Complete Final Report and Invoice submitted to MTC.	March 2007

O. Impediments to Allocation Implementation

None anticipated.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

December 2006

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

**Governing Board Resolution to be provided on or before:
May 2, 2006**

Regional Measure 2 – INITIAL PROJECT REPORT

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Raul Godinez III

Phone: (510) 238-4470

Title: Director, Public Works Agency

E-mail: rgodinez@oaklandnet.com

Information on Person Preparing IPR

Name: Kathryn Hughes

Phone: (510) 238-6493

Title: Bicycle/Pedestrian Program Manager

E-mail: khughes@oaklandnet.com

Applicant Agency's Accounting Contact

Name: Elma Flores

Phone: (510) 238-6385

Title: Budget and Grants Administrator

E-mail: eflores@oaklandnet.com

Revised IPR 120905.doc

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	Measure B Bike/Ped	Nov-05	15	0
PS&E				
R/W				
CON / Operating				
Total to date (in thousands)				

Comments:

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As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 0
Date: 3/20/2006

Regional Measure 2 Program Estimated Budget Plan

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 MacArthur BART Station Bicycle Access Project—Phase I	RM2 Legislation ID (and project subelements if any) <div style="text-align: right;">0</div>
NAME AND ADDRESS OF IMPLEMENTING AGENCY City of Oakland, Public Works Agency Transportation Services Division 250 Frank H. Ogawa Plaza, Ste 4344 Oakland, CA 94612	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by task)			
			0
			0
			0
			0
TOTAL DIRECT LABOR			0
2. DIRECT BENEFITS (Specify)			
	Benefit Rate	X BASE	0
TOTAL BENEFIT			0
3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
TOTAL DIRECT CAPITAL COSTS			0
4. CONSULTANTS (Identify purpose and or consultant)			
Feasibility, inter-agency coordination, community outreach, preliminary design			30,000
TOTAL CONSULTANTS			30,000
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			
6. TOTAL ESTIMATED COST			30,000

Comments:

Date: 3/20/2006

EXHIBIT 2

Regional Measure 2 Initial Project Report (IPR)

Project Title:

MacArthur Transit Hub Streetscape Improvement Project—Phase II

RM2 Project No.

Allocation History:

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

Total: \$398,800

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
3/13//06	24,400	PS&E
3/13/06	\$374,400	Construction

Total: \$398,800

I. OVERALL PROJECT INFORMATION

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

City of Oakland, Community and Economic Development Agency – Lead Sponsor
Contact: Kathy Kleinbaum at (510) 238-7185 or kkleinbaum@oaklandnet.com

BART, Planning Division, Co Sponsor
Contact: Laura Timothy at (510) 464-6446 or ltimoth@bart.gov

B. Project Purpose

The purpose of this project is to improve pedestrian and bicycle access and safety surrounding the MacArthur BART Station in order to increase overall BART ridership levels and to increase the share of existing riders who access the station by bicycle or by foot. The benefits of this project include:

- Increased bicycle storage capacity
- More secure bicycle storage
- More secure pedestrian access
- Improved wayfinding for pedestrians and bicyclists in and around the station
- Improved connection between the neighborhoods on the east and west sides of the BART station

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The first phase of the MacArthur Transit Hub Streetscape Improvement Project, funded by the Regional Bicycle and Pedestrian Program (CMAQ funds), will improve pedestrian and bicycle safety at the MacArthur BART Station related to minimizing conflicts between pedestrians, automobiles, transit, and bicycles. Improvements that were funded by this grant included crosswalk reconfiguration, a traffic signal, a bicycle lane adjacent to the station, and improvements to the underpass area.

The second phase of the MacArthur Transit Hub Streetscape Improvement Project, which is being funded by Regional Measure 2 funds, focuses primarily on safety and security issues related to the high crime rate at the MacArthur BART Station. The improvements proposed in this application include:

- Pedestrian level street lighting surrounding the station outside of the underpass;
- Renovations to increase the capacity and security of the existing bicycle lockers at the station;
- Wayfinding signage to assist pedestrians and bicyclists in locating the most direct path to the station.

These improvements are intended to make the station area safer for bicyclists and pedestrians. A more secure station will serve to both increase overall ridership at the station and to encourage riders to access the station using modes other than personal automobiles.

The City of Oakland and BART are co-sponsors for this project. The City of Oakland will serve as the lead Agency in terms of implementing the pedestrian level streetlights. BART will serve as the lead Agency in terms of implementing the bicycle locker upgrades and bicycle and pedestrian wayfinding signs.

Phase II of the project can move forward even if Phase I gets delayed for any reason. The Phase I and Phase II projects are independent and each has a separate utility in terms of improving pedestrian and bicycle safety and access to the MacArthur BART Station.

D. Impediments to Project Completion

There are no major impediments to the completion of this project. The Phase II improvements can proceed even if there is a delay in the Phase I project since they are physically independent.

E. Operability

There are no outstanding issues related to Operability for this project.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

NEPA review is currently in process for the Phase I project. Phase II does not require NEPA review. CEQA review can commence therefore before the NEPA review is completed for Phase I. A CEQA categorical exemption will be filed for the Phase II project. This process is expected to take approximately 2 months and will begin in March 2006.

G. Design –

Design work, completed in the PS&E phase, is scheduled to begin in May 2006.

H. Right-of-Way Activities / Acquisition –

This project does not involve any Right-Of-Way activities or acquisition.

I. Construction / Vehicle Acquisition -

Construction is anticipated to begin in October 2006. This project does not involve any vehicle acquisition.

III. PROJECT BUDGET

This information is provided for the Phase II project only that is being funded by Regional Measure 2 funds.

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$0
Design - Plans, Specifications and Estimates (PS&E)	\$24,400
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON)	\$374,400
Total Project Budget (in thousands)	\$398,800

K. Project Budget (De-escalated to current year) -- N/A, Expenditures are expected within current year

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

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document - CEQA	March 2006	May 2006
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	N/A	N/A
Final Design - Plans, Specs. & Estimates (PS&E)	May 2006	September 2006
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	October 2006	March 2007

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

The City of Oakland is requesting an allocation of \$24,400 to complete the PS&E for the pedestrian lighting component of the project and an allocation of \$374,400 to complete construction of the project.

Amount being requested (in escalated dollars)	\$398,800
Project Phase being requested	PS&E and Construction
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	May 2, 2006
Month/year being requested for MTC Commission approval of allocation	May 2006

M. Status of Previous Allocations (if any)

The City of Oakland has submitted an allocation request to Caltrans in February 2006 for CMAQ funds to complete the PS&E for the Phase I improvements for the MacArthur Transit Hub Streetscape Improvement Project. Approval of the allocation is anticipated in late February or early March. The City hopes to complete the design work for the Phase I and Phase II projects at the same time.

N. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Anticipated Completion Date
1	Complete CEQA Review	CEQA exemption filed with County	May 2006
2	Complete Project Design	Construction Documents	September 2006
3	Purchase equipment for Street lights	Equipment delivered	January 2007
4	Prepare Street for Installation	Electrical Systems in place	March 2007
5	Purchase equipment for Bike lockers and Street signs	Equipment delivered	March 2007
6	Install Street Lights	Streets Lights installed	April 2007
7	Install Bike Lockers and Signs	Bike lockers and wayfinding signs installed	May 2007

O. Impediments to Allocation Implementation

The City of Oakland does not foresee any impediments to the allocation implementation.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request – None

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: May 2, 2006

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Kathy Kleinbaum
Phone: (510) 238-7185
Title: Project Manager
E-mail: kkleinbaum@oaklandnet.com
Address: City of Oakland, CEDA Redevelopment
250 Frank Ogawa Plaza, Suite 5313
Oakland, CA 94612

Information on Person Preparing IPR

Name: Kathy Kleinbaum
Phone: (510) 238-7185
Title: Project Manager
E-mail: kkleinbaum@oaklandnet.com
Address: City of Oakland, CEDA Redevelopment
250 Frank Ogawa Plaza, Suite 5313
Oakland, CA 94612

Applicant Agency's Accounting Contact

Name: Sam Aigbekaen
Phone: (510) 238-3786
Title: Management Assistant
E-mail: saigbekaen@oaklandnet.com
Address: City of Oakland, CEDA Redevelopment
250 Frank Ogawa Plaza, Suite 5313
Oakland, CA 94612

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Note: No expenditures have been made to date.

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED				
PS&E				
R/W				
CON / Operating				
Total to date (in thousands)				

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 0
Date: 3/20/2006

Regional Measure 2 Program Estimated Budget Plan

Please complete this form based on 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 MacArthur Transit Hub Streetscape Improvement Project Phase II	RM2 Legislation ID (and project subelements if any) 0
NAME AND ADDRESS OF IMPLEMENTING AGENCY Attn: Kathy Kleinbaum, Project Manager (510) 238-7185 City of Oakland, Redevelopment Division kkleinbaum@oaklandnet.com 250 Frank Ogawa Plaza, Suite 5313 Oakland, CA 94612	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by task)			
City of Oakland - Design work	120	150	18,000
City of Oakland - Construction oversight	150	150	22,500
City of Oakland - CAD	83	100	8,300
			0
			0
TOTAL DIRECT LABOR			48,800
2. DIRECT BENEFITS (Specify)			
	Benefit Rate	X BASE	
	0%	48,800	
TOTAL BENEFIT			0
3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
Electronic Lockers, new	8	3,250	26,000
Electronic Lockers, retrofit	30	1,500	45,000
Wayfinding signage			50,000
Light Fixtures	20	3,000	60,000
Wiring for Light Fixtures	1,250 LF	70	87,500
Control System for Light Fixtures	1	15,000	15,000
TOTAL DIRECT CAPITAL COSTS			283,500
4. CONSULTANTS (Identify purpose and/or consultant)			
TOTAL CONSULTANTS			0
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
Contingency (20%)			66,500
TOTAL OTHER DIRECT COSTS			66,500
6. TOTAL ESTIMATED COST			398,800

Comments:

Date: 3/20/2006