



AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Director, Department of
Transportation

SUBJECT: TDA Article 3 FY22-23 Funds
Approval

DATE: May 4, 2022

City Administrator Approval 

Date: May 4, 2022

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator To:

- 1) Apply For, Accept, And Appropriate Up To Three Hundred And Eighty Thousand Dollars (\$380,000.00) In Fiscal Year (FY) 2022-23 State Transportation Development Act Article 3 Funds As Follows:**

A: East 20th Street Stairpath Rehabilitation, One Hundred and Ten Thousand Dollars (\$110,000);

B: Wilson and Palmer Stair Path Rehabilitation Project, One Hundred and Twenty Thousand Dollars (\$120,000);

C: CityRacks Bicycle Parking Program, Seventy-Five Thousand Dollars (\$75,000);

D: Bicyclist Signage Program, Seventy-Five Thousand Dollars (\$75,000); And

- 2) Adopt Appropriate California Environmental Quality Act (CEQA) Findings.**

EXECUTIVE SUMMARY

Approval of this resolution will authorize the City Administrator to apply for, accept, and appropriate up to \$380,000.00 in State Transportation Development Act Article 3 funds for Fiscal Year (FY) 2022-23. The grant applications require City Council approval and must be submitted before May 27, 2022. No matching funds are required to receive these funds, which must be expended within three (3) years of allocation. The grant funds will allow the City to implement the Bike and Pedestrian Plan Programs identified in the Citywide Capital Improvement Program (CIP).

City Council
May 17, 2022

BACKGROUND / LEGISLATIVE HISTORY

Transportation Development Act (TDA) Article 3 is an annual formula funding program, derived from the State of California quarter-cent transportation sales tax, which is distributed on a per capita basis to jurisdictions statewide. Article 3 specifically reserves a portion of these funds for bicycle and pedestrian projects. The City of Oakland has received over \$9 million in TDA funding in the last 25 years, the Oakland Department of Transportation (OakDOT) typically uses these funds to support small bicycle or pedestrian projects citywide.

The Metropolitan Transportation Commission (MTC) administers TDA fund distribution for the San Francisco Bay Area and imposes certain requirements on fund recipients. To accept TDA Article 3 funds, the City must propose projects and determine that: (a) there are no legal impediments or other factors that would affect the City's ability to deliver the project(s); (b) sufficient staff resources and funding are available to complete the projects; and (c) there are no environmental or right-of-way issues that would jeopardize fund obligation deadlines. To claim TDA funds, these findings must be adopted by the City Council and are included as **Exhibit A ("Findings")** to the resolution. An additional requirement is that projects must be reviewed by the City's Bicyclist and Pedestrian Advisory Commission (BPAC). This cycle, the proposed projects in this report were shared and reviewed at the BPAC Committee meeting on February 17, 2022. In addition, all proposed projects for FY 2022-23 are existing TDA-funded projects that need additional funding and that have been previously reviewed and endorsed by BPAC.

ANALYSIS AND POLICY ALTERNATIVES

Adoption of this resolution will allow the City to complete its grant applications for TDA Article 3 before the deadline of May 27, 2022, enabling OakDOT to receive funding to rehabilitate critical pedestrian and historic assets and to expand needed bike infrastructure to encourage active transportation throughout the City. The proposed projects help advance two Citywide priorities by encouraging walkability and providing affordable and secure transportation services: *holistic community safety and vibrant, sustainable infrastructure*.

Additionally, the construction of bicycle and pedestrian facilities is consistent with the goals of the City of Oakland's General Plan, Bicycle Plan, Pedestrian Plan and the Citywide Capital Improvement Program (CIP). The selection of projects is also consistent with the Council-adopted criteria set forth in the Resolution to Approve the Updated Capital Improvement Program Prioritization Process (Resolution No. 87376 C.M.S., adopted September 20, 2018). This year, projects/programs were prioritized for funding based on readiness for implementation, funding needs and staff's ability to deliver timely.

The result of this prioritization process includes two existing TDA projects from the Pedestrian Stairs and Path Program and two bike programs. This program rehabilitates deteriorated stairs, paths, handrails, and landings across the City, maintaining important mid-block points of access and a diverse and unique pedestrian network citywide. There are approximately 210 public stairs citywide. The City of Oakland Department of Transportation has prioritized stair projects using a comprehensive replacement and repair plan based on the physical condition (40%), priority equity areas (30%) using the Racial Equity Team Geographic Equity Tool and MTC Communities of Concern, and proximity to Schools, Libraries, Recreation Centers, and Commercial Districts (30%).

- **Stair Path Rehabilitation Projects:** The FY2022-23 TDA funding would be used to complete the rehabilitation of three existing stair paths projects:
 - **E 20th Street:** the project will replace the existing stairpath & driveway with a new stairpath, driveway, and handrail which is along the right-of-way of East 20th Street. The stairpath connects 5th Ave to Park Boulevard near the Lake Merritt / Parkway Commercial District, FM Smith Recreation Center, and the Line 18 AC Transit bus service (see **Attachment A**).
 - **Wilson and Palmer Stairpaths**(see **Attachment B**):
 - Wilson Stairpath: the project will replace the existing stairs and path with a new stairpath and handrail in the right of way from Wilson to Damuth.
 - Palmer Stairpath: the project will install new handrail and construct stairs new landings at the start and end of the stairpath which is between East 32nd Street and East 33rd Street.
- **The CityRacks Bicycle Parking Program, Phase 16:** Continue implementation of Oakland's CityRacks Bicycle Parking Program, installing publicly-accessible bike parking racks in response to requests from the public and staff. Funding will allow the City to install approximately 150 new bicycle parking racks; and/or if new eLocker and corral sites are requested and found feasible, funding could be used to purchase and install eLockers and corrals, and the number of bike racks would decrease. Current locations in the queue for installation are shown in **Attachment C**, and those in East Oakland will be prioritized due to historic underinvestment in bicycle infrastructure.
- **The Bicyclist Signage Program:** Continue the installation of bicycle guide signs across Oakland's bikeway network, prioritizing those in East Oakland due to historic underinvestment in East Oakland bicycle infrastructure. The program follows the City's Design Guidelines for Bicycle Wayfinding Signage (2011). The program includes the installation of bicyclist guide, warning, and regulatory signs, as well as the removal of older bicyclist-related signage that is no longer needed. **Attachment D** provides a location map showing designed, in-design, and existing signage locations.

FISCAL IMPACT

The City of Oakland has received over \$9 million in TDA Article 3 funding for the last 25 years. Without TDA Article 3 grant funding, completion of these projects would require the City to use other fund sources such as Measures KK, B or BB. Using grant funds to augment funding from the City's Capital Improvement Program extends the City's ability to finance needed improvements. Implementation of these projects will have a net positive fiscal impact on the City of Oakland by funding infrastructure upgrades and enabling the completion of these projects. Additionally, there is no local match required for this fund source.

Upon award of the grants, funds will be appropriated as follows:

- East 20th Street Stairpath Rehabilitation: one hundred and fifty thousand dollars (\$150,000.00) into the Transportation Development Act (TDA) Article 3 Fund (2162),

Engineering Design Organization (92242), Account (24057), with Project Number (1006177);

- Burr, Wilson, and Palmer Stair Path Rehabilitation Project: one hundred fifteen thousand dollars (\$120,000.00) into the Transportation Development Act (TDA) Article 3 Fund (2162), Engineering Design Organization (92242), Account (24057), Project Number (1006177);
- The CityRacks Bicycle Parking Program, Phase 15: seventy-five thousand dollars (\$75,000.00) into the Transportation Development Act (TDA) Article 3 Fund (2162), Transportation Planning Organization (92260), Street Construction Account (57411), Project Number (1000982).
- The Bicycle Signage Program: seventy-five thousand dollars (\$75,000.00) into the Transportation Development Act (TDA) Article 3 Fund (2162), Transportation Planning Organization (92260), Street Construction Account (57411), Project Number (1001601).

Table 1 below summarizes the cumulative funding these four projects will have appropriated upon the adoption of this resolution. The next fiscal year allocation will enable these projects to have sufficient funds to bid and start construction and fund bicycle parking for the next three years. TDA funds must be expended within three (3) years of allocation.

Table 1 – FY22-23 TDA Article 3 Project Proposed Allocation & Cumulative Funding

Project Title	FY22-23 Allocation	Previous Allocation	Total Allocation
E 20th St Stairpath Rehabilitation	\$110,000	\$371,796	\$481,796
Wilson, & Palmer Stairpath Rehabilitation	\$120,000	\$447,000	\$567,000
CityRacks Bicycle Parking Program	\$75,000	\$0	\$75,000
Bicyclist Signage Program	\$75,000	\$0	\$75,000
Total	\$380,000	\$818,796	\$1,198,796

PUBLIC OUTREACH / INTEREST

Each year, the list of proposed projects is reviewed by the City’s Bicyclist and Pedestrian Advisory Commission (BPAC) to receive input on the proposals and to meet the grant requirements. These meetings are noticed and open to the public.

For FY 22-23, the BPAC meeting for this item took place on February 17, 2022. In addition, OakDOT’s Stairs/Paths Program f also undergoes public review via BPAC meetings and transparently organizes projects based on asset condition, proximity to schools/transit, and potential to invest underserved areas of Oakland as described above. The entire Stair/Path Program has gone through public outreach in the past.

Moreover, because these projects are existing TDA funded projects, they have been previously considered and endorsed as follows:

- East 20th Street Stairpath Rehabilitation: This project was reviewed by BPAC at its February 2017, 2020, and 2021 meetings. The East 20th Street Stairpath Project is synergistic with a local Adopt-a-Spot group that has invested in landscape improvements for the unused right-of-way adjacent to the path.
- Wilson, and Palmer Stair Path Rehabilitation Project: This project was reviewed by BPAC at its February and March 2018, 2020 and 2021 meetings.
- CityRacks Bicycle Parking Program: This project was reviewed by BPAC at its March 2019 and 2021 meeting. This program has received TDA funding in multiple cycles.
- Bicycle Signage Program: This program has received TDA funding in multiple cycles.

COORDINATION

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

SUSTAINABLE OPPORTUNITIES

Economic: Pedestrian facilities encourage walking, one of the most cost-effective forms of transportation. Pedestrian trips tend to be local and thus are more likely to contribute to local economic activity.

Environmental: Walking and biking are energy efficient forms of transportation that create zero emissions, contributing to the City's efforts to reduce air pollution and address climate change.

Race & Equity: The projects improve accessibility and safety for people who depend on non-motorized transportation and public transit to access jobs, services and recreational facilities. Walking and biking are inexpensive and broadly accessible forms of transportation. The selected stair projects are situated in high priority areas as identified in OakDOT's Racial Equity Team Geographic Equity Tool and MTC Communities of Concern map.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The projects selected for TDA funding are exempt from California Environmental Quality Act, CEQA pursuant to CEQA Guidelines Sections 15060(c)(3) (not a project), 15061(b)(3) (no significant effect), and/or 15301(c) (existing facilities).

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt: (1) A Resolution Authorizing The City Administrator To Apply For, Accept, And Appropriate Up To Three Hundred And Eighty Thousand Dollars (\$380,000.00) In Fiscal Year (FY) 2022-23 State Transportation Development Act Article 3 Funds As Follows: (A) East 20th Street Stairpath Rehabilitation, One Hundred and Ten Thousand Dollars (\$110,000); (B) Wilson and Palmer Stair Path Rehabilitation Project, One Hundred and Twenty Thousand Dollars (\$120,000); (C) CityRacks Bicycle Parking Program, Seventy Five Thousand Dollars (\$75,000); (D) Bicyclist Signage Program, Seventy Five Thousand Dollars (\$75,000); (2) And Adopting California Environmental Quality Act Findings.

For questions regarding this report, please contact Julieth Ortiz, Transportation Planner, at jortiz@oaklandca.gov.

Respectfully submitted,



RYAN RUSSO
Director, Department of Transportation

Reviewed by:
Ariel Espiritu Santo, Assistant Director

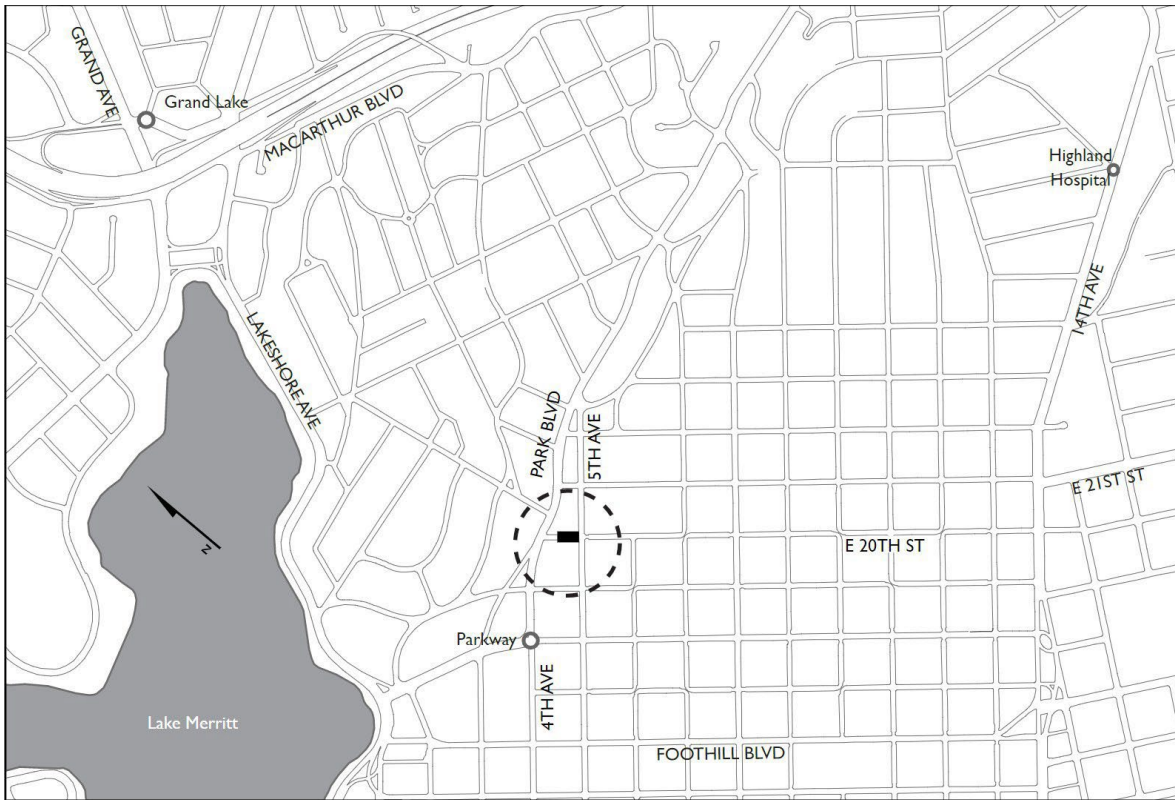
Craig Raphael, Funding Program Manager

Prepared by:
Julieth Ortiz
Transportation Planner III
Capital Finance

Attachments (4):

- A: East 20th Street Stairpath Project Area Map
- B: Wilson & Palmer Stairpath Rehabilitation Project Map
- C: CityRacks Bicycle Parking Program
- D: Bicycle Signage Program

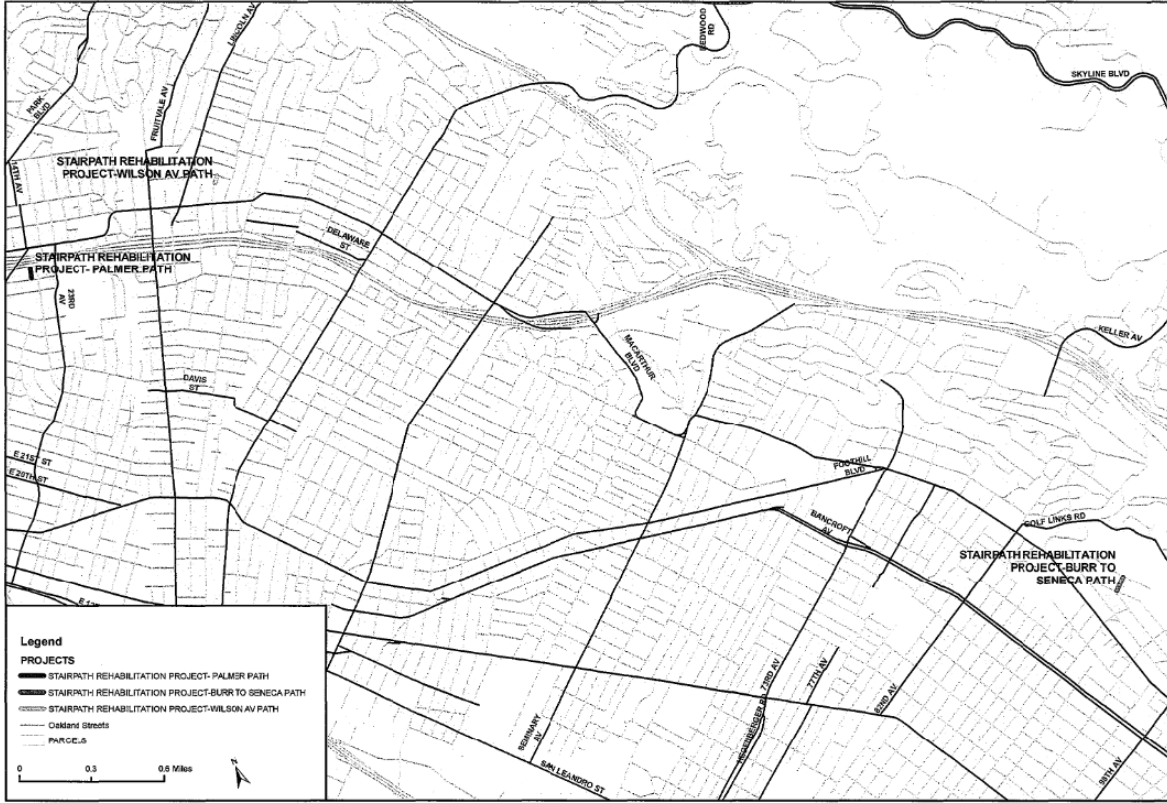
Attachment A: East 20th Street Stairpath Project Area Map



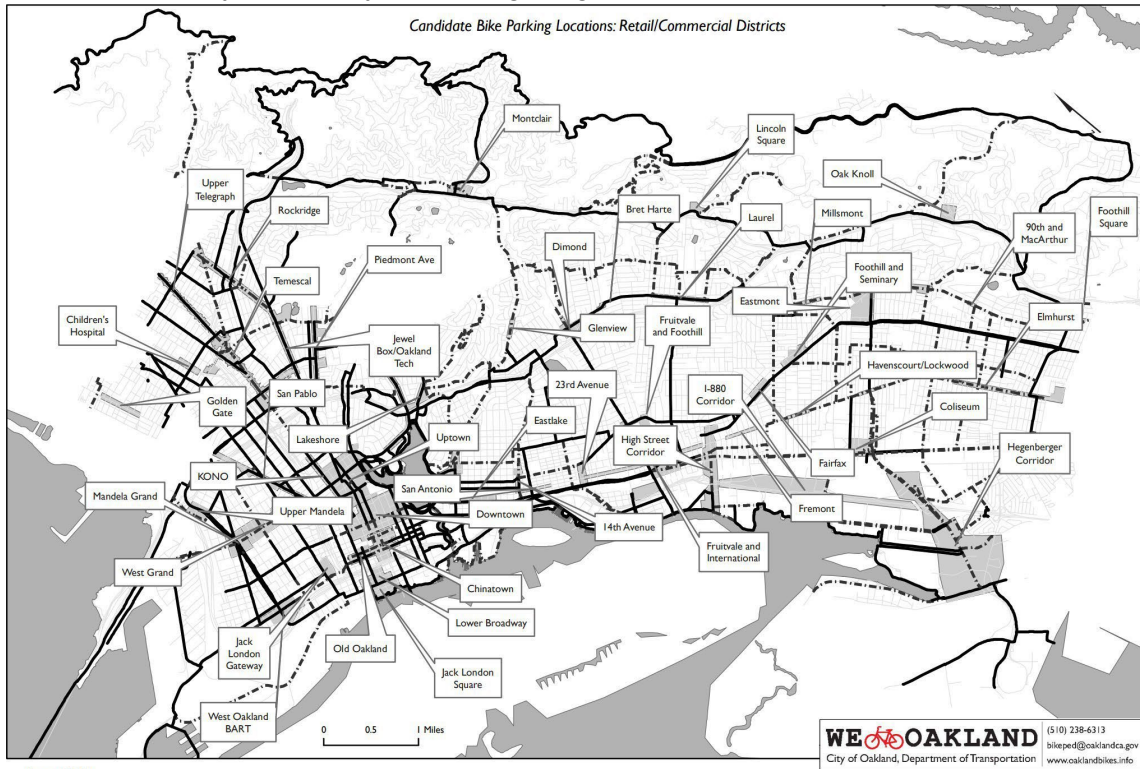
April 2019

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Attachment B: Burr, Wilson & Palmer Stairpath Rehabilitation Project Map

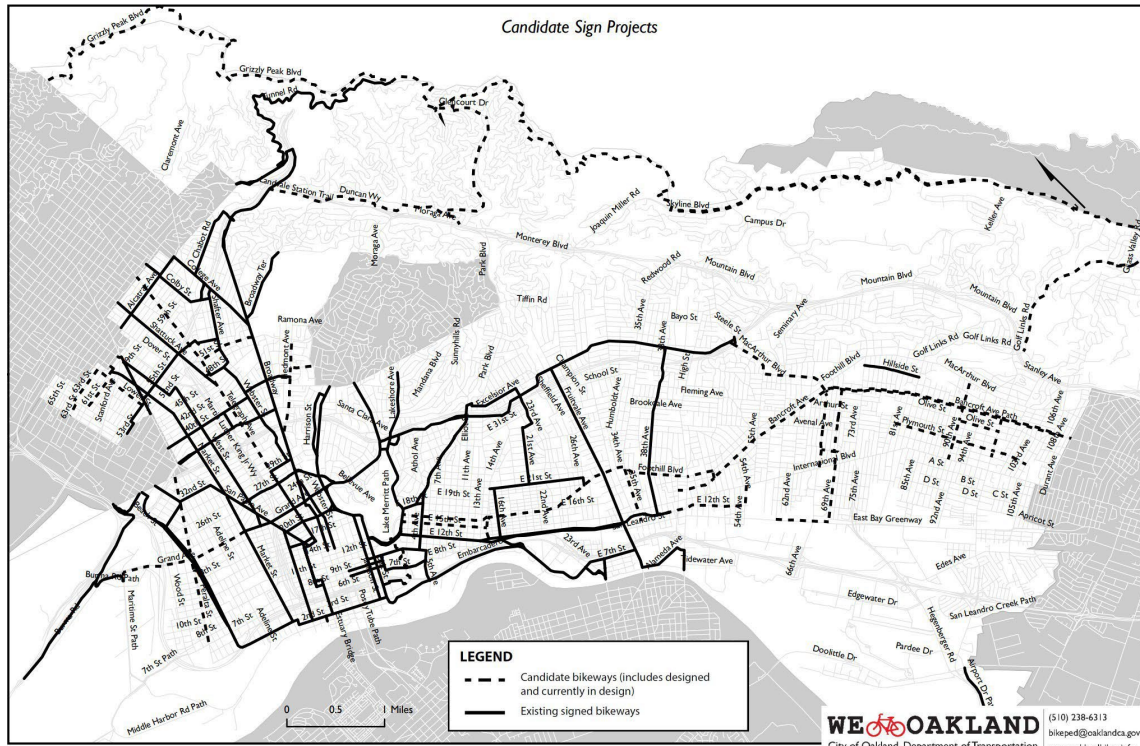


Attachment C: CityRacks Bicycle Parking Program



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Attachment D: City of Oakland Bicyclist Signage Program



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