

CITY OF OAKLAND

AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2010 APR 29 PM 7:42

TO: Office of the City Administrator
ATTN: Dan Lindheim
FROM: Community & Economic Development Agency
DATE: May 11, 2010

RE: **Resolution Authorizing the City Administrator to Apply for, Accept, and Appropriate up to Four Hundred and Fifteen Thousand Dollars (\$415,000.00) in FY 2010-11 State Transportation Development Act Article 3 Funds as Follows: (1) Ardley Avenue/16th Avenue Bikeway (MacArthur Boulevard to Embarcadero), Ninety Thousand Dollars (\$90,000.00); (2) Bicycle Detection at Actuated Traffic Signals, One Hundred Thousand Dollars (\$100,000.00); (3) Castlemont Stairs Rehabilitation (MacArthur Boulevard to Thermal Street), One Hundred Thousand Dollars (\$100,000.00); (4) CityRacks VIII Bicycle Parking Project, Seventy-Five Thousand Dollars (\$75,000.00); and (5) School Safety Improvements at Various Locations, Fifty Thousand Dollars (\$50,000.00)**

SUMMARY

A resolution has been prepared authorizing the City Administrator, or his designee, to apply for, accept, and appropriate up to \$415,000.00 in State Transportation Development Act (TDA) Article 3 Funds for the following five (5) bicycle and pedestrian projects:

Project	Amount
Ardley Avenue/16 th Avenue Bikeway (MacArthur Boulevard to Embarcadero)	\$90,000.00
Bicycle Detection at Actuated Traffic Signals	\$100,000.00
Castlemont Stairs Rehabilitation (MacArthur Boulevard to Thermal Street)	\$100,000.00
CityRacks VIII Bicycle Parking Project	\$75,000.00
School Safety Improvements at Various Locations	\$50,000.00

FISCAL IMPACT

Approval of this resolution will authorize the City Administrator to apply for, accept, and appropriate up to \$415,000.00 in State FY 2010-11 TDA Article 3 Funds. No matching funds are required to receive TDA Article 3 Funds, which must be expended within three (3) years of allocation.

Item: _____
Public Works Committee
May 11, 2010

Funds for the Ardley Avenue/16th Avenue Bikeway (MacArthur Boulevard to Embarcadero), will be deposited into the Transportation Development Act (TDA) Article 3 Fund (2162), Traffic Engineering Organization (92246), Street Construction Account (57411), and a new project number to be established.

Funds for Bicycle Detection at Actuated Traffic Signals will be deposited into the Transportation Development Act (TDA) Article 3 Fund (2162), Capital Projects–Electrical Projects Organization (92228), Electrical and Plumbing Supplies Account (52511), and a new project number to be established.

Funds for the Castlemont Stairs Rehabilitation (MacArthur Boulevard to Thermal Street) will be deposited into the Transportation Development Act (TDA) Article 3 Fund (2162), Capital Projects–Streets and Structures Organization (92242), Street Construction Account (57411), and a new project number to be established. The grant funds will be combined with \$100,000.00 from Measure B Bicycle/Pedestrian Pass-Thru Fund (2212), Capital Projects–Streets and Structures Organization (92242), Street Construction Account (57411), Capital Improvement Program – Pedestrian Streetscape Program FY 09-10 (C371710) for a total project budget of \$200,000.00.

Funds for CityRacks VIII Bicycle Parking Project will be deposited into the Transportation Development Act (TDA) Article 3 Fund (2162), Traffic Engineering Organization (92246), Supplies and Equipment Account (52920), and a new project number to be established.

Funds for School Safety Improvements at Various Locations will be deposited into the Transportation Development Act (TDA) Article 3 Fund (2162), Traffic Engineering Organization (92246), Street Construction Account (57411), and a new project number to be established.

BACKGROUND

TDA Article 3 Funds are available from the Metropolitan Transportation Commission (MTC) for bicycle and pedestrian capital improvement projects. As required by the MTC, staff has determined that (a) there are no legal impediments or other factors that would affect the City's ability to deliver the projects; (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. The five projects meet MTC's criteria for eligibility, including review by Oakland's Bicycle and Pedestrian Advisory Committee (BPAC). The BPAC reviewed the recommended allocations of TDA funds at its meetings in January 2010 and March 2010. The findings must be adopted by the City Council and are included in *Exhibit A* ("Findings"), pages A1 to A5 to the resolution.

Item: _____
Public Works Committee
May 11, 2010

KEY ISSUES AND IMPACTS

Adoption of this resolution will allow the City to complete its applications for TDA Article 3 funding by the grant deadline of May 21, 2010. Construction of bicycle and pedestrian facilities is consistent with the goals of the City of Oakland's General Plan, the Bicycle Master Plan, and the Pedestrian Master Plan. The selection of projects is consistent with the Council-adopted criteria set forth in the *Resolution Establishing Prioritization Methods for the City of Oakland's Facilities and Structures, Parks and Open Space, Sewers, Storm Drains, Street, Sidewalks, and Traffic Improvement Infrastructure Needs* (Resolution No. 78747 C.M.S., adopted July 20, 2004). All five projects were further prioritized for funding based on readiness for construction.

For environmental clearance under the California Environmental Quality Act (CEQA), the City is relying on the previously certified and adopted Environmental Impact Report for the Bicycle Master Plan (2007) for the following projects: Ardley Avenue/16th Avenue Bikeway (MacArthur Boulevard to Embarcadero), Bicycle Detection at Actuated Traffic Signals, and CityRacks VIII Bicycle Parking Project. On a separate and independent basis, the following projects are exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3), 15301(c), 15301(f), and/or 15304(h): Ardley Avenue/16th Avenue Bikeway (MacArthur Boulevard to Embarcadero), Bicycle Detection at Actuated Traffic Signals, Castlemont Stairs Rehabilitation (MacArthur Boulevard to Thermal Street), CityRacks VIII Bicycle Parking Project, and School Safety Improvements at Various Locations.

PROJECT DESCRIPTION

- **Ardley Avenue/16th Avenue Bikeway (MacArthur Boulevard to Embarcadero)** will connect the existing bikeway on Embarcadero, part of the San Francisco Bay Trail, to a bikeway on MacArthur Boulevard (scheduled for construction in 2010). The Ardley Avenue/16th Avenue bikeway will include a combination of bikeway striping and signage along 16th Avenue (Embarcadero to East 21st Street), East 21st Street (14th Avenue to 23rd Avenue), 21st Avenue (East 21st Street to East 30th Street), East 30th Street (21st Avenue to 23rd Avenue), 23rd Avenue (East 30th Street to East 31st Street), and Ardley Avenue (East 31st Street to MacArthur Boulevard). The project is located in City Council Districts 2 and 5, and it is a priority in the City's Bicycle Master Plan.
- **Bicycle Detection at Actuated Traffic Signals** will upgrade traffic signals to detect bicyclists by replacing deficient in-pavement loop detectors with video cameras. Locations will be identified citywide with priority given to intersections on existing bikeways and bikeways pending construction. This project will help the City comply with recent state legislation that requires all new or retrofit actuated traffic signals to detect bicyclists.
- **Castlemont Stairs Rehabilitation (MacArthur Boulevard to Thermal Street)** will replace missing handrails and repair damaged concrete stairs and landings to improve pedestrian

Item: _____
Public Works Committee
May 11, 2010

access to Castlemont High School and upgrade an emergency evacuation route from the adjoining neighborhood. The project is located in City Council District 7, and it was prioritized based on a recently completed citywide survey of Oakland's walkways.

- **CityRacks VIII Bicycle Parking Project** will respond to ongoing public requests for installing bicycle parking. It will also fund a pilot project to install "on-street" bicycle parking, bicycle racks located in the carriageway, for providing additional bicycle parking in commercial districts with limited sidewalk space. The project will install racks in commercial districts citywide, and it is a priority in the City's Bicycle Master Plan.
- **School Safety Improvements at Various Locations** will install low-cost treatments (e.g., striping and signs) at locations identified and prioritized in collaboration with TransForm's Safe Routes to School Program. Specific improvements will be identified through walk audits completed at individual schools by TransForm in cooperation with school staff, parents, and students. The project will make improvements at schools citywide, a policy priority in the City's Pedestrian Master Plan.

SUSTAINABLE OPPORTUNITIES

Economic: Bicycle and pedestrian facilities promote bicycling and walking, the most cost-effective forms of transportation. Bicycle and walking trips tend to be local and thus are more likely to contribute to local economic activity.

Environmental: Bicycling is the most energy efficient form of transportation and both bicycling and walking create no emissions, contributing to the City's efforts to reduce air pollution and address climate change. Bicycle parking racks are made from recycled steel, which produces fewer pollutants and preserves limited natural resources.

Social Equity: The projects improve accessibility and safety for persons who depend on non-motorized transportation and public transit to access jobs, services, and recreational facilities. Bicycling and walking are inexpensive and broadly accessible forms of transportation.

DISABILITY AND SENIOR CITIZEN ACCESS

The Castlemont Stairs Rehabilitation will improve access for senior citizens and persons with disabilities by installing handrails and ensuring level walking surfaces. The School Safety Improvements at Various Locations will include pedestrian crossing improvements.

RECOMMENDATION(S) AND RATIONALE

Staff recommends that the City Council authorize the City Administrator, or his designee, to apply for, accept, and appropriate up to \$415,000.00 in State Transportation Development Act

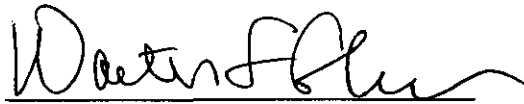
Item: _____
Public Works Committee
May 11, 2010

(TDA) Article 3 Funds for the following five (5) bicycle and pedestrian projects: (1) Ardley Avenue/16th Avenue Bikeway (MacArthur Boulevard to Embarcadero), Ninety Thousand Dollars (\$90,000.00); (2) Bicycle Detection at Actuated Traffic Signals, One Hundred Thousand Dollars (\$100,000.00); (3) Castlemont Stairs Rehabilitation (MacArthur Boulevard to Thermal Street), One Hundred Thousand Dollars (\$100,000.00); (4) CityRacks VIII Bicycle Parking Project, Seventy-Five Thousand Dollars (\$75,000.00); and (5) School Safety Improvements at Various Locations, Fifty Thousand Dollars (\$50,000.00). The grant funds will allow the City to implement priority projects and policies identified by the Pedestrian Master Plan and Bicycle Master Plan.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



Walter S. Cohen, Director
Community and Economic Development Agency

Reviewed by:
Michael J. Neary, P.E., Deputy Director
Department of Engineering and Construction

Wladimir Wlassowsky, P.E.
Transportation Services Division Manager

Prepared by:
Jason Patton, Bicycle and Pedestrian Program Manager

APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE:



Office of the City Administrator

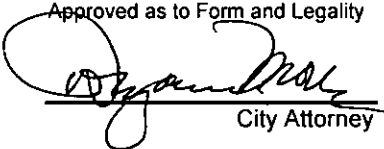
Item: _____
Public Works Committee
May 11, 2010

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2010 APR 29 PM 7:43

Approved as to Form and Legality

OAKLAND CITY COUNCIL


City Attorney

RESOLUTION NO. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT, AND APPROPRIATE UP TO FOUR HUNDRED AND FIFTEEN THOUSAND DOLLARS (\$415,000.00) IN FY 2010-11 STATE TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUNDS AS FOLLOWS: (1) ARDLEY AVENUE/16TH AVENUE BIKEWAY (MACARTHUR BOULEVARD TO EMBARCADERO), NINETY THOUSAND DOLLARS (\$90,000.00); (2) BICYCLE DETECTION AT ACTUATED TRAFFIC SIGNALS, ONE HUNDRED THOUSAND DOLLARS (\$100,000.00); (3) CASTLEMONT STAIRS REHABILITATION (MACARTHUR BOULEVARD TO THERMAL STREET), ONE HUNDRED THOUSAND DOLLARS (\$100,000.00); (4) CITYRACKS VIII BICYCLE PARKING PROJECT, SEVENTY-FIVE THOUSAND DOLLARS (\$75,000.00); AND (5) SCHOOL SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS, FIFTY THOUSAND DOLLARS (\$50,000.00)

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq. authorizes the submission of applications to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, the MTC requires that resolutions authorizing the application, acceptance and appropriation of funds include an "Exhibit A: Findings", verifying that there are no legal, fiscal, or other impediments to the implementation of this project; and

WHEREAS, staff has determined that there are no legal impediments or other factors that would affect the City's ability to deliver the projects, that there is sufficient availability of City staff resources and adequate funding to complete the projects, that environmental and right-of-way issues have been reviewed and that fund obligation deadlines will not be jeopardized; and

WHEREAS, these determinations verify that the five projects meet MTC's criteria for eligibility; and

WHEREAS, MTC Resolution No. 875, revised, requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in

the San Francisco Bay region and that the Alameda County Public Works Department coordinates this claim for Alameda County; and

WHEREAS, the City of Oakland declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code; and

WHEREAS, the City of Oakland desires to apply for \$415,000.00 in FY 2010-11 TDA Article 3 Funds for five (5) projects, as follows: (1) Ardley Avenue/16th Avenue Bikeway (MacArthur Boulevard to Embarcadero), Ninety Thousand Dollars (\$90,000.00); (2) Bicycle Detection at Actuated Traffic Signals, One Hundred Thousand Dollars (\$100,000.00); (3) Castlemont Stairs Rehabilitation (MacArthur Boulevard to Thermal Street), One Hundred Thousand Dollars (\$100,000.00); (4) CityRacks VIII Bicycle Parking Project, Seventy-Five Thousand Dollars (\$75,000.00); and (5) School Safety Improvements at Various Locations, Fifty Thousand Dollars (\$50,000.00); and

WHEREAS, the project areas are described in more detail in the City Administrator's agenda report accompanying this resolution; and

WHEREAS, the requirements of the California Environmental Quality Act (CEQA) have been satisfied; now, therefore, be it

RESOLVED: That based on the determinations contained in the City Administrator's report accompanying this resolution the City Council of the City of Oakland finds as follows:

1. The City of Oakland is eligible to request an allocation of TDA Article 3 Funds pursuant to Section 99234 of the Public Utilities Code; and
2. There is no known pending or threatened litigation that might adversely affect any of the five (5) projects described in the City Administrator's agenda report accompanying this item, as follows: (1) Ardley Avenue/16th Avenue Bikeway (MacArthur Boulevard to Embarcadero); (2) Bicycle Detection at Actuated Traffic Signals; (3) Castlemont Stairs Rehabilitation (MacArthur Boulevard to Thermal Street); (4) CityRacks VIII Bicycle Parking Project; and (5) School Safety Improvements at Various Locations, or that might impair the ability of the City of Oakland to carry out these projects; and be it

FURTHER RESOLVED: That based on the determinations contained in the City Administrator's report accompanying this resolution the City Council of the City of Oakland hereby attests to the accuracy of and approves the findings in "Exhibit A: Findings" to this resolution; and be it

FURTHER RESOLVED: That the projects are exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3), 15301(c), 15301(f), and/or 15304(h); and on a separate and independent basis, the City is relying on the previously certified and adopted Environmental Impact Report for the Bicycle Master Plan (2007) for the following projects: Ardley Avenue/16th Avenue Bikeway (MacArthur Boulevard to Embarcadero), Bicycle Detection at Actuated Traffic Signals, and CityRacks VIII Bicycle Parking Project; and be it

FURTHER RESOLVED: That the City Council hereby authorizes the application, acceptance, and appropriation of FY 2010-11 TDA Article 3 funds in the amount not to exceed \$415,000.00 to be deposited and appropriated as follows: (1) \$90,000.00 for the Ardley Avenue/16th Avenue Bikeway (MacArthur Boulevard to Embarcadero) into Transportation Development Act (TDA) Article 3 Fund (2162), Traffic Engineering Organization (92246), Street Construction Account (57411), and a new project number to be established; (2) \$100,000.00 for the Bicycle Detection at Actuated Traffic Signals into the Transportation Development Act (TDA) Article 3 Fund (2162), Capital Projects–Electrical Projects Organization (92228), Electrical and Plumbing Supplies Account (52511), and a new project number to be established; (3) \$100,000.00 for Castlemont Stairs Rehabilitation (MacArthur Boulevard to Thermal Street) into the Transportation Development Act (TDA) Article 3 Fund (2162), Capital Projects–Streets and Structures Organization (92242), Street Construction Account (57411), and a new project number to be established; (4) \$75,000.00 for CityRacks VIII Bicycle Parking Project into the Transportation Development Act (TDA) Article 3 Fund (2162), Traffic Engineering Organization (92246), Supplies and Equipment Account (52920), and a new project number to be established; and (5) \$50,000.00 for School Safety Improvements at Various Locations into the Transportation Development Act (TDA) Article 3 Fund (2162), Traffic Engineering Organization (92246), Street Construction Account (57411), and a new project number to be established; and be it

FURTHER RESOLVED: That a certified copy of this resolution and its Exhibit, and any accompanying supporting materials, shall be forwarded to the Alameda County Public Works Department for submission to MTC as part of the countywide coordinated TDA Article 3 claim; and be it

FURTHER RESOLVED: That the City Administrator, or his designee, is authorized on behalf of the City of Oakland to execute and submit all documents, payment requests, and related actions; and be it

FURTHER RESOLVED: That should additional funds be received for these five (5) projects, the City Administrator, or his designee, is hereby authorized to accept and appropriate the same for the purposes described above.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20_____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, QUAN, REID, and PRESIDENT BRUNNER

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

EXHIBIT A1 TO RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE UP TO \$90,000.00 IN FY 2010-11 STATE DEVELOPMENT ACT (TDA) ARTICLE 3 FUNDS FOR THE **ARDLEY AVENUE/16TH AVENUE BIKEWAY (MACARTHUR BOULEVARD TO EMBARCADERO)**

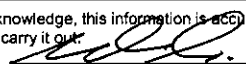
Findings

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2010-11 Transportation Development Act, Article 3, Pedestrian/Bicycle Project Funding

1. That the CITY OF OAKLAND is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 Funds, nor is the CITY OF OAKLAND legally impeded from undertaking the project(s) described in the application for project funds.
2. That the CITY OF OAKLAND has committed adequate staffing resources to complete the project(s) described in the project application.
3. A review of the project(s) described in the project application has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in the project application have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project described in the project application complies with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.), and that the CITY OF OAKLAND is in possession of the document(s) supporting such compliance, said document(s) having been made available for public review and stamped by the County Clerk or County Recorder of the county in which the claimant is located.
6. That as portrayed in the budgetary description(s) of the project(s) in the application, the sources of funding other than TDA are assured and adequate for completion of the project.
7. That the project described in the application is for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the CITY OF OAKLAND within the prior five (5) fiscal years.
8. That the projects described in the application which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in the application that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project described in the application is ready to commence implementation during the fiscal year of the requested allocation.
11. That the CITY OF OAKLAND agrees to maintain, or provide for the maintenance of, the facilities described in the project application, for the benefit of and use by the public.

COMMUNITY & ECONOMIC DEVELOPMENT AGENCY CERTIFICATION: I certify that to the best of my knowledge, this information is accurate, and there is no legal impediment, or pending or threatened litigation, which might adversely affect the proposed project, or the City's ability to carry it out.

Signed:


Wladimir Wlassnawski

Date:

4/13/10

EXHIBIT A2 TO RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE UP TO \$100,000.00 IN FY 2010-11 STATE DEVELOPMENT ACT (TDA) ARTICLE 3 FUNDS FOR **BICYCLE DETECTION AT ACTUATED TRAFFIC SIGNALS**

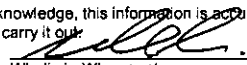
Findings

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2010-11 Transportation Development Act, Article 3, Pedestrian/Bicycle Project Funding

1. That the CITY OF OAKLAND is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 Funds, nor is the CITY OF OAKLAND legally impeded from undertaking the project(s) described in the application for project funds.
2. That the CITY OF OAKLAND has committed adequate staffing resources to complete the project(s) described in the project application.
3. A review of the project(s) described in the project application has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in the project application have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project described in the project application complies with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.), and that the CITY OF OAKLAND is in possession of the document(s) supporting such compliance, said document(s) having been made available for public review and stamped by the County Clerk or County Recorder of the county in which the claimant is located.
6. That as portrayed in the budgetary description(s) of the project(s) in the application, the sources of funding other than TDA are assured and adequate for completion of the project.
7. That the project described in the application is for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the CITY OF OAKLAND within the prior five (5) fiscal years.
8. That the projects described in the application which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in the application that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project described in the application is ready to commence implementation during the fiscal year of the requested allocation.
11. That the CITY OF OAKLAND agrees to maintain, or provide for the maintenance of, the facilities described in the project application, for the benefit of and use by the public.

COMMUNITY & ECONOMIC DEVELOPMENT AGENCY CERTIFICATION: I certify that to the best of my knowledge, this information is accurate, and there is no legal impediment, or pending or threatened litigation, which might adversely affect the proposed project, or the City's ability to carry it out.

Signed:


Wladimir Wlascowski

Date:

4/12/10

EXHIBIT A3 TO RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE UP TO \$100,000.00 IN FY 2010-11 STATE DEVELOPMENT ACT (TDA) ARTICLE 3 FUNDS FOR CASTLEMONT STAIRS REHABILITATION (MACARTHUR BOULEVARD TO THERMAL STREET)

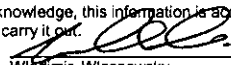
Findings

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2010-11 Transportation Development Act, Article 3, Pedestrian/Bicycle Project Funding

1. That the CITY OF OAKLAND is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 Funds, nor is the CITY OF OAKLAND legally impeded from undertaking the project(s) described in the application for project funds.
2. That the CITY OF OAKLAND has committed adequate staffing resources to complete the project(s) described in the project application.
3. A review of the project(s) described in the project application has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in the project application have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project described in the project application complies with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.), and that the CITY OF OAKLAND is in possession of the document(s) supporting such compliance, said document(s) having been made available for public review and stamped by the County Clerk or County Recorder of the county in which the claimant is located.
6. That as portrayed in the budgetary description(s) of the project(s) in the application, the sources of funding other than TDA are assured and adequate for completion of the project.
7. That the project described in the application is for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the CITY OF OAKLAND within the prior five (5) fiscal years.
8. That the projects described in the application which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in the application that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project described in the application is ready to commence implementation during the fiscal year of the requested allocation.
11. That the CITY OF OAKLAND agrees to maintain, or provide for the maintenance of, the facilities described in the project application, for the benefit of and use by the public.

COMMUNITY & ECONOMIC DEVELOPMENT AGENCY CERTIFICATION: I certify that to the best of my knowledge, this information is accurate, and there is no legal impediment, or pending or threatened litigation, which might adversely affect the proposed project, or the City's ability to carry it out.

Signed:


Wladimir Wlascowski

Date:

4/13/10

EXHIBIT A4 TO RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE UP TO \$75,000.00 IN FY 2010-11 STATE DEVELOPMENT ACT (TDA) ARTICLE 3 FUNDS FOR THE CITYRACKS VIII BICYCLE PARKING PROJECT

Findings

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2010-11 Transportation Development Act, Article 3, Pedestrian/Bicycle Project Funding

1. That the CITY OF OAKLAND is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 Funds, nor is the CITY OF OAKLAND legally impeded from undertaking the project(s) described in the application for project funds.
2. That the CITY OF OAKLAND has committed adequate staffing resources to complete the project(s) described in the project application.
3. A review of the project(s) described in the project application has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in the project application have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project described in the project application complies with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.), and that the CITY OF OAKLAND is in possession of the document(s) supporting such compliance, said document(s) having been made available for public review and stamped by the County Clerk or County Recorder of the county in which the claimant is located.
6. That as portrayed in the budgetary description(s) of the project(s) in the application, the sources of funding other than TDA are assured and adequate for completion of the project.
7. That the project described in the application is for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the CITY OF OAKLAND within the prior five (5) fiscal years.
8. That the projects described in the application which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in the application that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project described in the application is ready to commence implementation during the fiscal year of the requested allocation.
11. That the CITY OF OAKLAND agrees to maintain, or provide for the maintenance of, the facilities described in the project application, for the benefit of and use by the public.

COMMUNITY & ECONOMIC DEVELOPMENT AGENCY CERTIFICATION: I certify that to the best of my knowledge, this information is accurate, and there is no legal impediment, or pending or threatened litigation, which might adversely affect the proposed project, or the City's ability to carry it out.

Signed: Wladimir Wlassowsky Date: 4/13/10

EXHIBIT A5 TO RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE UP TO \$50,000.00 IN FY 2010-11 STATE DEVELOPMENT ACT (TDA) ARTICLE 3 FUNDS FOR SCHOOL SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS

Findings

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2010-11 Transportation Development Act, Article 3, Pedestrian/Bicycle Project Funding

1. That the CITY OF OAKLAND is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 Funds, nor is the CITY OF OAKLAND legally impeded from undertaking the project(s) described in the application for project funds.
2. That the CITY OF OAKLAND has committed adequate staffing resources to complete the project(s) described in the project application.
3. A review of the project(s) described in the project application has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in the project application have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project described in the project application complies with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.), and that the CITY OF OAKLAND is in possession of the document(s) supporting such compliance, said document(s) having been made available for public review and stamped by the County Clerk or County Recorder of the county in which the claimant is located.
6. That as portrayed in the budgetary description(s) of the project(s) in the application, the sources of funding other than TDA are assured and adequate for completion of the project.
7. That the project described in the application is for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the CITY OF OAKLAND within the prior five fiscal years.
8. That the projects described in the application which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in the application that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project described in the application is ready to commence implementation during the fiscal year of the requested allocation.
11. That the CITY OF OAKLAND agrees to maintain, or provide for the maintenance of, the facilities described in the project application, for the benefit of and use by the public.

COMMUNITY & ECONOMIC DEVELOPMENT AGENCY CERTIFICATION: I certify that to the best of my knowledge, this information is accurate, and there is no legal impediment, or pending or threatened litigation, which might adversely affect the proposed project, or the City's ability to carry it out.

Signed:


Wladimir Wlassowsky

Date:

4/13/10