



FILED
OFFICE OF THE CITY CLERK
OAKLAND
2015 OCT 29 PM 2:10

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Brooke A. Levin
Director, Public Works

SUBJECT: LAMMPS Professional Services
Contract

DATE: October 19, 2015

City Administrator Approval

Date:

10/28/15

RECOMMENDATION

Staff Recommends That The City Council Adopt:

A Resolution Authorizing The City Administrator, Or Designee, To Enter Into A Professional Services Contract With BKF Engineers For Providing Engineering Services for Laurel Access To Mills, Maxwell Park & Seminary (LAMMPS) Streetscape (Project No. C478810) For An Amount Not To Exceed Seven Hundred Fifty Thousand Dollars (\$750,000.00).

EXECUTIVE SUMMARY

Adoption of the resolution will authorize the City Administrator to enter into a professional services contract with BKF Engineers for an amount not to exceed \$750,000.00 to provide engineering services for the Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Streetscape project. BKF Engineers firm was selected as the most qualified firm for providing engineering services for the project through a formal, competitive process. The work is located in Council Districts 4 and 6 as shown in **Attachment A**.

BACKGROUND / LEGISLATIVE HISTORY

The Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Streetscape project is based on a community-driven, community-based plan designed to improve access for pedestrians and bicyclists along MacArthur Boulevard between High Street and Seminary Avenue. It seeks to improve pedestrians and bike facilities, traffic flow, lighting, and landscaping along a 1.5 mile of roadway from High Street to Seminary Avenue along MacArthur Boulevard, traveling under the I-580 freeway.

The development of the LAMMPS plan included community outreach and visioning sessions, traffic analysis, engineering studies/surveys, and landscaping studies, which culminated in a comprehensive plan for street improvements and bicycle/ pedestrian pathways along MacArthur Boulevard from High Street to Seminary Avenue.

The City applied for and received a federal grant of \$3,597,000.00 from the Active

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Transportation Program (ATP) for funding the construction phase of the project from High Street to Simmons Street. The California Department of Transportation (Caltrans) has agreed to fully fund the construction phase, while the City provides funding for the design phase. This project is the first phase of the planned improvements extending from High Street to Simmons Street along MacArthur Boulevard. Future phases along the corridor from Simmons Street to Seminary Avenue will be implemented as funding becomes available.

ANALYSIS AND POLICY ALTERNATIVES

The City issued a Request for Proposals (RFP) for professional engineering services to develop construction bid documents for streetscape improvements along MacArthur Boulevard Corridor from High Street to Simmons Street in Central East Oakland. Two (2) firms responded to the RFP and submitted proposals. Staff reviewed and ranked the proposals based on experience and qualification. Both firms met the qualifications and requirements outlined in the RFP and were determined to be eligible to participate in the interview process. A panel comprised of staff from various divisions in the Oakland Public Works (OPW) Department conducted interviews and evaluated the firms based on the criteria outlined in the RFP.

After the interviews, the panel selected BKF Engineers, a Small Local Business Enterprise firm for the project. The panel found BKF Engineers team to be the most qualified and most responsive to the RFP to design the LAMMPS project and produce the technical construction drawings. BKF Engineers has met the 50% Local/Small Local Business Enterprise (L/SLBE) participation requirement. The L/SLBE information has been verified by the Social Equity Division of the Department of Contracting and Purchasing, and is shown in **Attachment B**.

Construction documents to be prepared under the proposed contract must be finalized and submitted to Caltrans for approval by November 2016. Timely award of the professional services contract with BKF Engineers will help in meeting the schedule for this project.

FISCAL IMPACT

The proposed contract with BKF Engineers will be for an amount not to exceed \$750,000.00. Funding for this contract is considered the local match for the \$3,597,000.00 ATP grant approved by City Council Resolution 85106 C.M.S. on July 15, 2014. The local match funding is available through Measure B funds in the following accounts:

Fund	Organization	Account	Project	Program	Amount
2211 Measure B	92242 Engineering Design: Streets & Structures	54411 Architectural & Engineering Services	C478810 LAMMPS	IN05 Engineering Planning & Design	\$750,000.00

PUBLIC OUTREACH / INTEREST

The LAMMPS preferred concept plan was developed over the course of four widely-attended community outreach meetings where residents, employees, Mills College administrators and

students, business owners, passers-by, and advocates were given the opportunity to voice their concerns and contribute to a vision of a better corridor with improved safety and access

Two design alternatives were presented to the community. Feedback received through meetings, online, and via telephone was used to guide the design team in finalizing a preferred concept plan that would best reflect the community's visions and safety concerns. The project's concept was reviewed and endorsed by the City's Bicycle and Pedestrian Advisory Committee (BPAC) on May 15, 2014. Also, OPW staff met with representatives from MPNCPC and Mills College at two additional meetings on this project in January 2015 and June 2015.

COORDINATION

During the design phase, the project will be coordinated with the following agencies/groups:

- The California Department of Transportation (Caltrans)
- Alameda County Transit (AC Transit)
- Oakland Police Department (OPD)
- Oakland Fire Department (OFD)
- Transportation Services Division of the OPW
- Transportation Planning and Funding Division of OPW
- Infrastructure Maintenance Division of the OPW
- Electrical Services Division of the OPW
- City of Oakland Mayor's Commission on Aging
- Bicyclist and Pedestrian Advisory Commission (BPAC)
- Maxwell Park Blight and Beautification Neighborhood Action Team (B&BNAT)
- Mills College
- Civicorps: a non-profit organization that will perform planting work during the construction phase of the project as a requirement of the grant.

The Office of the City Attorney and the Controller's Bureau were consulted in preparation of this report.

PAST PERFORMANCE, EVALUATION AND FOLLOW-UP

The Performance Evaluations for BKF Engineers is not available for past projects.

SUSTAINABLE OPPORTUNITIES

Economic: This project will improve transportation conditions and make the MacArthur corridor safer, easier to navigate, and more attractive. The project improvements will enhance the efficiency and affordability of the transportation network and increase the potential for economic and housing development in the neighborhood.

Environmental: The project will provide a safer route for bicyclists and pedestrians in the MacArthur corridor and therefore reduce the use of automotive mode of transport that causes

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air pollution. The project will implement the Best Management Practices for the protection of storm water runoff during construction to prevent pollutants from entering the storm drain systems.

Social Equity: This project is intended to provide maximum mobility for those without access to vehicles by improving the bicycle and pedestrian infrastructure.

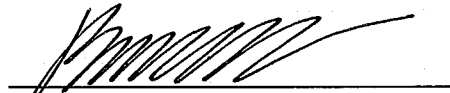
ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt:

A Resolution Authorizing The City Administrator Or Designee To Enter Into A Professional Services Contract With BKF Engineers For Providing Engineering Services for The Laurel Access To Mills, Maxwell Park & Seminary (LAMMPS) Streetscape (Project No. C478810) For An Amount Not To Exceed Seven Hundred Fifty Thousand Dollars (\$750,000.00).

For questions regarding this report, please contact Gus Amirzehni, Engineering Design and Right-of-Way Manager, 510-238-6601.

Respectfully submitted,



BROOKE A. LEVIN
Director, Oakland Public Works

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

Reviewed by:
Gus Amirzehni, P.E., Manager
Engineering Design & R.O.W. Management

Prepared by:
Jaime Heredia, P.E., Supervising Civil Engineer
Engineering Design and R.O.W. Management

Attachments (2):
A: *Project Location Map*
B: *Consultant Compliance Analysis*

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Attachment B

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Streetscape
(Project No. C478810)

LBE/SLBE Compliance Analysis



INTER OFFICE MEMORANDUM

TO: Nader Rabahat,
Civil Engineer

FROM: Deborah Barnes, Director, *Deborah Barnes*
Contracts and Compliance

SUBJECT: Compliance Analysis
RFQ for Laurel Access to Mills, Maxwell Park & Seminary Streetscape Project

DATE: February 3, 2015 Revised 10/2/2015

The City Administrator's Office, Contracts and Compliance Unit conducted a compliance review of two (2) proposals in response to the above referenced project. Below is the outcome of the compliance evaluation for the minimum 50% Local and Small Local Business Enterprise (L/SLBE) participation requirement. Effective February, 2012, the City waived the 25% Small Local Business Enterprise (SLBE) requirement for certified local prime contractors competing for professional services contracts. In addition, firms are reviewed for compliance with the Equal Benefits Ordinance (EBO).

Compliant with EBO and L/SLBE Policies		Proposed Participation					Earned Credits and Discounts			EBO Compliant? Y/N
Company Name SLBE/VSLBE/LPG Certified Firms	Original Bid Amount	Total LBE/SLBE	LBE	SLBE	*VSLBE	Total Credited participation	L/SLBE Participation Preference Points	Years in Oakland Preference Points	Oakland Workforce Preference Points	
BKF Engineers (SLBE)	NA	100.00% *103.00%	73.00%	24.00%	3.00% *6.00%	103.00%	5 points	0 pt.	1 pt.	Y
Company Name Non-Local and Non-LBE Certified Firms										
CDM Smith Inc. (non local)	NA	65.50% *75.50%	35.00%	20.00%	10.00% *20.00%	75.50%	4 points	0 pt.	0 pt.	Y

* BKF Engineers and CDM Smith Inc.s' proposed VSLBE/LPG participation valued at 3.00% and 10.00%. However, per the L/SLBE Program a VSLBE/LPG's participation and preference points are double counted towards meeting the requirement. Therefore, the VSLBE/LPG values for BKF Engineers and CDM Smith Inc. are 6.00% and 20.00% respectively.

Comments: As noted above, both firms met and/or exceeded the minimum 50% L/SLBE participation requirement.

Should you have any questions you may contact Sophany Hang, Contract Compliance Officer at (510) 238-3723.



Contracts and Compliance Project Evaluation Report

Project No: C478810

Project Name: Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS)

Contractor: BKF Engineers

1. Did the 50% Local/Small Local requirement apply? Yes

2. Did the contractor meet the 50% requirement? Yes

a) % of LBE participation 73.00%

b) % of SLBE participation 24.00%

c) % of VSLBE/LPG participation 3.00% 6.00% (double counted value)

3. Did the Contractor receive any preference points? Yes

(if yes, list the points received) 5

4. Additional Comments *Proposed VSLBE/SPG participation is valued at 3.00%, however, per the L/SLBE Program a VSLBE/LPG's participation is double counted towards meeting the requirement. Therefore, the value is 6.00%.

5. Date evaluation completed and returned to initiating department. 10/2/2015

Reviewing Officer: Sophany Hang

Reviewing Officer Date: 10/2/2015

Approved By: Shelley Sorenburg

Approved By Date: 10/2/15

Project Name: Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS)

Project No: C478810

Engineers Estimate:

Under/Over Engineers Estimate:

No.	Discipline	Contractor	Location	Cert. Status	LBE	SLBE	*VSLBE/LPG (2x value)	UB %	For Tracking Only		
									Ethn	MBE	WBE
1	Prime	BKF Engineers	Oakland	CB	57.00%				C		
2	Landscape	Golden Associates	Oakland	CB		24.00%			C		24.00%
3	Traffic Engineering	Kitelson & Associates, Inc.	Oakland	CB	6.00%				C		
4	Geotechnical	Parikh Consultants, Inc.	Oakland	CB	5.00%				AP	5.00%	
5	Environmental	Northgate Environmental Management, Inc.	Oakland	CB	5.00%				C		5.00%
6	Cultural/Archaeolo	Archaeological/Historical Consultants	Oakland	CB			3.00%		C		3.00%
Project Totals:					73.00%	24.00%	3.00%			5.00%	32.00%

REQUIREMENTS: The 50% Requirements, is a combination of 25% LBE and 25% SLBE participation. An SLBE firm can be counted 100% towards achieving the 50% requirements and a VSLBE/LPG firm can be counted double towards achieving the 50% requirements.

Total LBE \ SLBE Dollars and Percents: 97.00%
 Total VSLBE \ LPG Dollars and Percents: 3.00%
 (This value is counted double)

Total Percentages: 100.00%
 Total Participation of VSLBE / SLBE / LBE / LPG: 100.00%

LBE = Local Business Enterprise
 SLBE = Small Local Business Enterprise
 VSLBE = Very Small Local Business Enterprise
 LPG = Locally Produced Goods
 NPSLBE = NonProfit Small Local Business Enterprise
 NPLBE = NonProfit Local Business Enterprise

UB = Uncertified Business
 CB = Certified Business
 MBE = Minority Business Enterprise
 WBE = Women Business Enterprise

ETHNICITY:
 AA = African American
 AI = Asian Indian
 AP = Asian Pacific
 C = Caucasian
 H = Hispanic

NA = Native American
 O = Other
 NL = Not Listed
 MO = Multiple Ownership

* Notes:



Contracts and Compliance Project Evaluation Report

Project No: C478810

Project Name: Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS)

Contractor: CDM Smith Inc.

1. Did the 50% Local/Small Local requirement apply? Yes

2. Did the contractor meet the 50% requirement? Yes

a) % of LBE participation 35.50%

b) % of SLBE participation 20.00%

c) % of VSLBE/LPG participation 10.00% 20.00% (double counted value)

3. Did the Contractor receive any preference points? Yes

(if yes, list the points received) 4

4. Additional Comments *Proposed VSLBE/SPG participation is valued at 10.00%, however, per the L/SLBE Program a VSLBE/LPG's participation is double counted towards meeting the requirement. Therefore, the value is 20.00%.

5. Date evaluation completed and returned to initiating department. 10/2/2015

Reviewing Officer: Sophany Hang

Reviewing Officer Date: 10/2/2015

Approved By: Shelley Darenburg

Approved By Date: 10/2/15

Friday, October 02, 2015

CDM Smith Inc.

LBE/SLBE/VSLBE/LPG PARTICIPATION

Project Name: **Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS)**

Project No: **C478810**

Engineers Estimate:

Under/Over Engineers Estimate:

No.	Discipline	Contractor	Location	Cert Status	LBE	SLBE	*VSLBE/LPG (2x value)	UB %	For Tracking Only		
									Ethn	MBE	WBE
1	Prime	CDM Smith Inc.		SF UB				32.00%	C		
2	Traffic/GIS/GPS	All Traffic Data	Sacramento	UB				0.25%	C		
3	Pothole	EXARO Technologies Corporation	Burlingame	UB				0.25%	H	0.25%	
4	Geotech/Pavement	ENGEO Incorporated	Oakland	CB	0.50%				C		
5	Civil Engineering	Mark Thomas & Company	Oakland	CB	20.00%				AP	20.00%	
6	Utilities	Redwood Consulting Associates	Oakland	CB			10.00%		O		10.00%
7	Urban	Golden Associates	Oakland	CB		15.00%			C		15.00%
8	Signals/Lighting	DKS Associates	Oakland	CB	15.00%				C		
9	Surveys/Mapping	PLS Surveys, Inc.	Oakland	CB		5.00%			C		5.00%
10	Cultural and	Pacific Legacy Inc.	Berkeley	UB				2.00%	C		
Project Totals:					35.50%	20.00%	10.00%	34.50%		20.25%	30.00%

REQUIREMENTS: The 50% Requirements, is a combination of 25% LBE and 25% SLBE participation. An SLBE firm can be counted 100% towards achieving the 50% requirements and a VSLBE/LPG firm can be counted double towards achieving the 50% requirements.

Total LBE \ SLBE Dollars and Percents:

55.50%

Total VSLBE \ LPG Dollars and Percents:
(This value is counted double)

10.00%

Total Percentages: 100.00%

Total Participation of
VSLBE / SLBE / LBE / LPG: 65.50%

LBE = Local Business Enterprise
SLBE = Small Local Business Enterprise
VSLBE = Very Small Local Business Enterprise
LPG = Locally Produced Goods
NPSLBE = NonProfit Small Local Business Enterprise
NPLBE = NonProfit Local Business Enterprise

UB = Uncertified Business
CB = Certified Business
MBE = Minority Business Enterprise
WBE = Women Business Enterprise

ETHNICITY:
AA = African American
AI = Asian Indian
AP = Asian Pacific
C = Caucasian
H = Hispanic
NA = Native American
O = Other
NL = Not Listed
MO = Multiple Ownership

* Notes:



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AGENDA REPORT

TO: HENRY L. GARDNER
INTERIM CITY ADMINISTRATOR

FROM: Brooke A. Levin
Director, OPW

SUBJECT: Active Transportation Program Grants

DATE: May 27, 2014

City Administrator
Approval

Date:

6/25/14

COUNCIL DISTRICT: All Districts

RECOMMENDATION

Staff recommends that the City Council approve a resolution authorizing the City Administrator to apply for, accept, and appropriate up to Seventeen Million Three Hundred Eleven Thousand One Hundred Sixty Dollars (\$17,311,160.00) in Active Transportation Program Funds assigned to the Metropolitan Transportation Commission (MTC); commit matching funds of up to Six Hundred and Forty Seven Thousand Four Hundred and Sixty Dollars (\$647,460.00) from Measure B (Fund 2211) Grant Matching Funds; and, if funded, assure completion of the following ten Active Transportation Program Projects including the International Boulevard Pedestrian Lighting and Sidewalk Repair Project, the International Boulevard Pedestrian Refuges Project, the City of Oakland Improvements for Safe Routes to School Project, the Park Boulevard Area Improvements for Safe Routes to School Project, the Thornhill Drive/Mountain Boulevard Improvements for Safe Routes to School Project, the High Street – Courtland Avenue-Ygnacio Avenue Intersection Improvements for Safe Routes to School Project and the Harrison Street/ 27th Street/ 24th Street Intersection Improvements Project, the Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure Project, the Laurel Access to Mills Maxwell Park and Seminary Active Transportation Connections Project, and the Telegraph Avenue Great Streets Project.

OUTCOME

Should all submitted applications be funded, the outcome of this action would be the completion of the following improvements during the next several years:

- International Boulevard Pedestrian Lighting and Sidewalk Repair Project
- International Boulevard Pedestrian Refuges Project
- City of Oakland Improvements for Safe Routes to School Projects
- Park Boulevard Area Improvements for Safe Routes to School Project
- Thornhill Drive/Mountain Boulevard Improvements for Safe Routes to School Project
- High Street – Courtland Avenue-Ygnacio Avenue Intersection Improvements for Safe Routes to School Project

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- Harrison Street/ 27th Street/ 24th Street Intersection Improvements
- Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure Project
- Laurel Access to Mills Maxwell Park and Seminary Active Transportation Connection Project
- Telegraph Avenue Great Streets Project

BACKGROUND/LEGISLATIVE HISTORY

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The ATP consolidates a number of state and federal funding sources intended to promote active transportation, including the Bicycle Transportation Account, the Transportation Alternatives Program and the Safe Routes to Schools Program.

The State legislation provided for distribution of the total available funding as follows:

- 50% to the State for a Statewide Competitive program
- 10% to the Small Urban and Rural Area Competitive program to be managed by the state
- 40% to the Large Urbanized Area Competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – also known as the Regional Competitive ATP. In the Bay Area, the MPO is MTC.

The California Transportation Commission (CTC) developed guidelines for the ATP. The Guidelines lay out the programming policies, procedures and project selection criteria for the entire program. Large MPOs, such as MTC, also developed their own additional policies, procedures, and project selection criteria.

Statewide Competitive Program

On March 21, 2014, the first cycle call for projects for the Statewide Competitive ATP was released with \$180 million available for programming in FY 2014-15 and 2015-16. Applications were due May 21. Forty percent (\$72 million) of the Statewide Competitive program was reserved for Safe Routes to School-type projects. 25 percent of all funding (\$45 million) is dedicated to projects and programs in disadvantaged communities as defined by household income, environmental conditions, or participation in school free lunch programs. Oakland submitted nine applications under this program.

Regional Competitive Program

The call for projects for MTC's Regional Competitive ATP, with \$30 million available in the nine county Bay Area, was released May 21 as well, with a due date of July 24, 2014. All applications submitted for the earlier Statewide Competitive program will automatically be entered into the Regional Competitive program. The Regional ATP call specifically requires a Resolution of Local Support to accompany the project applications. Oakland is submitting one new application under this program.

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In the table below, please find a summary of the State and Regional Active Transportation Programs:

Table 1
Summary of State and Regional Active Transportation Programs

	State Competitive ATP	Regional Competitive ATP
Total Funding Available	\$180 Million	\$30 Million
Due Date for Applications	May 21, 2014	July 24, 2014
Safe Routes to School Project Set-Asides	40% of total	No set-aside
Disadvantaged Communities set-aside	25%	25%
Local Match Requirements by State and Regional Programs	11.47% ¹ , but 0% for Safe Routes to School and Disadvantaged Communities projects	11.47% ² , but 0% for Safe Routes to School and Disadvantaged Communities projects
Resolution of Local Support	Not required	Required

ANALYSIS

Staff analyzed Oakland bicycle and pedestrian transportation projects and identified those most competitive for both the Statewide and Regional competitive ATP programs.

In a first step, staff released an internal call for projects. Staff also reviewed unfunded projects from previous grant rounds, the City's Capital Improvement Program and other plans. Staff evaluated potential projects based on several factors aligned with grant selection criteria, including:

- *Demonstrated benefits for biking and walking* – Increase in bicycle and pedestrian volumes, removal of barriers to walking and biking, or improvements in safety.
- *Screen for readiness* - Projects that have completed sufficient engineering design to have a high understanding of project costs and schedule and buildability.
- *Screen for disadvantaged communities* – Projects in disadvantaged communities score an additional ten points in evaluation. Staff analyzed projects that could meet one of three Statewide criteria (low median household income, poor environmental conditions, high

¹ 11.47% is the set-aside for the Statewide and Regional ATP programs (where required). However, the City set-aside costs are set at 18.00%. This percentage covers the ATP set-aside requirement and the City overhead and other disallowed costs necessary to administer the grants.

² Ibid.

reduced lunch program participation), or Regional criteria (location in an MTC designated "community of concern").

- *Local Match requirements* – All Safe Routes to Schools projects and any project in a disadvantaged community as defined by the grantor requires no local match. All other ATP projects require 11.47% match.
- *Public participation and support* – Projects must show evidence of public involvement, via identification in a plan or some other public process.
- *Staff sponsorship* – A project manager to shepherd application and manage project implementation is required.

In the project selection process, staff engaged outside agencies in two specific ways: working with the Alameda Contra Costa Transit District (AC Transit) to propose pedestrian projects that are not eligible for funding in the East Bay Bus Rapid Transit (BRT) project, but are needed to support the International corridor; and, working with the Oakland Unified School District and TransForm (a local advocacy organization that promotes safe and walkable communities) to evaluate Safe Routes to School-type Projects. TransForm has worked on an ongoing basis with both the City and School District to help identify Safe Routes to Schools projects. Staff proposed ten projects to submit to the Active Transportation Program. The categories of projects are summarized below; each application is further described in Table 2.

International Boulevard Corridor Pedestrian Projects

The East Bay Bus Rapid Transit project on International Boulevard will fund pedestrian related improvements at all of the new BRT stations (expanded bus stops), however it will not fund all of the pedestrian improvements that the City would like to implement to enhance access to both the BRT and International corridor businesses. Two projects were proposed that go beyond what is included in the BRT project.

Safe Routes to School-type Projects

Safe Routes to Schools-type projects are guaranteed forty percent of all funding in the Statewide (but not the Regional) program. In order to maximize coordination, City of Oakland staff worked with TRANSFORM and the Oakland Unified School District to identify high priority school related projects. Staff grouped qualifying projects in packages based on location and cost, resulting in five total grant applications.

Other Active Transportation Projects

Staff proposed three other projects that meet the program guidance to increase bicycle and pedestrian opportunities in Oakland.

Table 2
Active Transportation Program Projects
State and Regional Competitive Programs

Type	Project	Description	Local Match Requirement	Total Grant Request
International Boulevard Corridor Pedestrian Projects	International Boulevard Pedestrian Lighting and Sidewalk Repair Project	Add pedestrian scale lighting at high-priority areas along the International Boulevard corridor to extend the quality of pedestrian lighting that will be constructed near BRT stations. In addition, using a mix of grant and local funds, curb ramps will be brought up to current Americans with Disabilities Act (ADA) standards and sidewalk damage will be repaired.	No match required – disadvantaged community	\$2,481,000.00
	International Boulevard Pedestrian Refuges Project	Median pedestrian refuges will be constructed at very busy intersections along International at 73 rd /Hegenberger, and at 98 th Ave. These are in locations where a new median BRT station is not close enough to the intersection to provide this refuge. These refuges will allow additional crossing time for the frail elderly and disabled community, and will help slow traffic.	No match required – disadvantaged community	\$602,120.00

Type	Project	Description	Local Match Requirement	Total Grant Request
Safe Routes to School-Type Projects	City of Oakland Improvements for SRTS Project	This Safe Routes to Schools project groups multiple small projects in one funding application. The proposed improvements include pedestrian safety improvements such as crosswalks, pedestrian signals, median refuge islands, and curb extensions. Projects are located near eight different elementary schools in Fruitvale and East Oakland (Acorn Elementary, Encompass Academy, Esperanza Elementary, Korematsu Discovery Academy, Fruitvale Elementary, Global Family Elementary, Laurel Elementary, and Markham Elementary). All locations meet the state and regional definition of disadvantaged communities.	No match required – Safe Routes to Schools & disadvantaged community	\$1,236,000.00
	Park Boulevard Area Improvements for Safe Routes to School Project	This project will improve pedestrian and bicycle access along Park Boulevard near three schools: Glenview Elementary, Edna Brewer Middle School, and Bella Vista Elementary. The projects include curb extensions, bicycle lanes, pedestrian countdown signals, removal of slip lanes, and other intersection improvements to increase safety for pedestrians and bicyclists.	No match required, Safe Routes to School	\$1,147,000.00
	Thornhill Drive/ Mountain Boulevard Improvements for SRTS Project	This project would widen sidewalks and add new sidewalks, install pedestrian countdown signals to increase safe pedestrian access to Montclair Elementary School.	No match required, Safe Routes to School	\$660,000.00

	<p>High Street – Courtland Avenue Intersection Improvements for SRTS Project</p>	<p>Intersection improvements near Fremont High will make the complicated High Street/Courtland Avenue/Ygnacio Avenue intersection safer for bikes and pedestrians by restricting some auto turning movements, adding pedestrian refuges and curb extensions, and adding bicycle detection at traffic signals. This project is part of the Foothill/High/Melrose Master Plan, a portion of which was implemented by the former Redevelopment Agency.</p>	<p>No match required, Safe Routes to Schools and disadvantaged community</p>	<p>\$1,128,000.00</p>
	<p>Harrison Street / 27th Street/ 24th Street Intersection Improvements</p>	<p>This project was scoped in the Harrison/Oakland Community-based Transportation Plan and is a priority in the Broadway Valdez Specific Plan. The street improvements, which serve both Westlake Middle School as well as the general population, reallocate street space at an existing confusing five way intersection to improve safety for bike and pedestrians by reducing vehicular conflicts and improving crossings.</p>	<p>No match required, Safe Routes to School</p>	<p>\$850,000.00</p>

Type	Project	Description	Local Match Requirement	Total Grant Request
Other Active Transportation Projects	Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure Project	This project seeks funding for the design and right of way phase for a multi-use bike/ped bridge connecting Lake Merritt to the Bay Trail, crossing safely under I-880 and over Union Pacific railroad tracks. Construction funds will be sought in future grant rounds.	No Match required, disadvantaged community	\$3,210,000.00
	Laurel Access to Mills, Maxwell Park, Seminary (LAMMPS) Active Transportation Connection Project	The LAMMPS project seeks to construct a multi-use path along a 1.5 mile segment of roadway from High Street to Richards Avenue along MacArthur Boulevard, traveling under the I-580 freeway. This project was scoped in the LAMMPS Community Based Transportation Plan, and is intended to better link nearby neighborhoods and correct conditions that are currently hostile to bikes and pedestrians.	\$647,460.00 ³ * staff requested to be exempted from match requirement of 11.47%, because project is located adjacent (but not in) a disadvantaged community	\$3,597,000.00
	Telegraph Avenue Great Streets Project	Telegraph Avenue is a critical active transportation corridor in Oakland, linking downtown to numerous neighborhoods and downtown Berkeley. This grant will increase safety and comfort for all travelers and improve economic vitality. The improvements could include protected bikeways, median refuge islands, and transit boarding islands to reduce bus-bike conflicts and weaving, and curb extensions for pedestrian safety. The grant will cover final design and construction based on concept plans developed in 2014 through extensive community outreach and technical analysis.	No Match required, disadvantaged community	\$2,400,000.00

³ 11.47% is the set-aside for the Statewide and Regional ATP programs (where required). However, the City set-aside costs are set at 18.00%. This percentage covers the ATP set-aside requirement and the City overhead and other disallowed costs necessary to administer the grants.

PUBLIC OUTREACH/INTEREST

Each of the selected projects was selected from projects previously vetted through a public process, such as a Specific Plan, a Community Based Transportation Plan, or a Safe Routes to Schools Plan. In addition, the selected projects were reviewed by and endorsed by the City's Bicycle and Pedestrian Advisory Committee on May 15, 2014.

COORDINATION

Applications were coordinated with staff of the Planning and Building Department and Project Implementation. Specific applications were coordinated with AC Transit and with the Oakland Unified School District. The goal of coordination was to ensure that all applications were responsive to all application requirements, including identification of plans and costs, as well as ensure that project had staff and community sponsorship. In addition, the Office of the City Attorney and the City Budget Office reviewed this report and resolution.

COST SUMMARY/IMPLICATIONS

Oakland applied for a total of \$14,911,160 in Statewide ATP funds, and will apply for an additional \$2,400,000 in the Regional MTC round, totaling \$17,311,160 overall. Potentially, local match will not be required for any of these projects, although some projects identify local sources of funding which will augment the work. Safe Routes to Schools-type projects or those that meet disadvantage community designations require no local match.

The LAMMPS Active Transportation Connection Project does not strictly meet the disadvantaged community criteria for either State or MTC funding rounds, but the grantors allow applicants to argue for disadvantaged community status based on serving adjacent disadvantaged communities, and staff feels it meets those criteria. In the event that staff's request for an exemption to the local match requirement is not accepted by grantors, \$647,460.00 in matching funds will be required. That local match will be available in Measure B Fund 2211, FY 2015/16 Grant Matching Funds, based on projected appropriation under current Measure B funding.

FISCAL/POLICY ALIGNMENT

Implementing these projects is aligned with the City's current planning and funding priorities including the Complete Streets Resolution and Ordinance (No. 13153 C.M.S.), Land Use and Transportation Elements of the General Plan, the Bicycle Master Plan, the Pedestrian Master Plan, former Redevelopment Area Plans, the Transit-First Resolution, Streetscape Plans, Community-Based Transportation Plans, the Countywide Transportation Plan, and Plan Bay Area.

SUSTAINABLE OPPORTUNITIES

Economic: In total, these investments will enhance the efficiency and affordability of the transportation network and increase the potential for economic and housing development throughout the City of Oakland.

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Environmental: These recommended transportation projects assign a considerable amount of funding for bicycle and pedestrian investments in the vicinity of major transit nodes and therefore supports the goal of reducing pollutants and greenhouse gases in the City of Oakland and throughout the region.

Social Equity: The recommended projects are intended to provide maximum mobility for those without access to vehicles by improving the bicycle and pedestrian infrastructure. The program targets investment in disadvantaged communities.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CEQA is not applicable to the approach for selecting projects or the recommended transportation projects themselves. However, future individual transportation projects may require CEQA/NEPA (National Environmental Policy Act) clearances, which will be completed at the appropriate time.

For questions regarding this report, please contact Bruce Williams, Transportation Planning and Funding Division at (510) 238-7229.

Respectfully submitted,



BROOKE A. LEVIN
Director, Oakland Public Works

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

Reviewed by:
Iris Starr, Division Manager
Transportation Planning and Funding Division

Prepared by:
Bruce Williams, Funding Program Manager
Transportation Planning and Funding Division

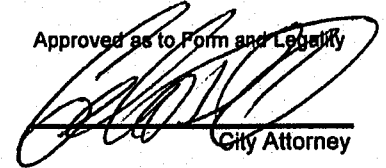
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Public Works Committee
July 8, 2014

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2014 JUN 26 PM 3:12

OAKLAND CITY COUNCIL

Approved as to Form and Legality



City Attorney

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO:

(A) APPLY FOR, ACCEPT AND APPROPRIATE UP TO SEVENTEEN MILLION THREE HUNDRED ELEVEN THOUSAND ONE HUNDRED SIXTY DOLLARS (\$17,311,160.00) IN ACTIVE TRANSPORTATION PROGRAM FUNDS ASSIGNED TO THE METROPOLITAN TRANSPORTATION COMMISSION;

(B) COMMIT MATCHING FUNDS OF UP TO SIX HUNDRED FORTY SEVEN THOUSAND FOUR HUNDRED SIXTY DOLLARS (\$647,460.00) FROM MEASURE B (FUND 2211) GRANT MATCHING FUNDS

(C) IF FUNDED, ASSURE COMPLETION OF THE FOLLOWING TEN ACTIVE TRANSPORTATION PROGRAM PROJECTS: THE INTERNATIONAL BOULEVARD PEDESTRIAN LIGHTING AND SIDEWALK REPAIR PROJECT, THE INTERNATIONAL BOULEVARD PEDESTRIAN REFUGES PROJECT, THE CITY OF OAKLAND IMPROVEMENTS FOR SAFE ROUTES TO SCHOOL PROJECT, THE PARK BOULEVARD AREA IMPROVEMENTS FOR SAFE ROUTES TO SCHOOL PROJECT, THE THORNHILL DRIVE/MOUNTAIN BOULEVARD IMPROVEMENTS FOR SAFE ROUTES TO SCHOOL PROJECT, THE HIGH STREET - COURTLAND AVENUE-YGNACIO AVENUE INTERSECTION IMPROVEMENTS FOR SAFE ROUTES TO SCHOOL PROJECT, THE HARRISON STREET/ 27TH STREET/ 24TH STREET INTERSECTION IMPROVEMENTS PROJECT, THE LAKE MERRITT TO BAY TRAIL BICYCLE PEDESTRIAN GAP CLOSURE PROJECT, THE LAUREL ACCESS TO MILLS MAXWELL PARK AND SEMINARY ACTIVE TRANSPORTATION CONNECTIONS PROJECT AND THE TELEGRAPH AVENUE GREAT STREETS PROJECT.

WHEREAS, the City of Oakland ("City") is submitting an application to the Metropolitan Transportation Commission ("MTC") for Seventeen Million Three Hundred Eleven Thousand One Hundred Sixty Dollars (\$17,311,160.00) in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration ("FHWA") and federal or state funding administered by the California Transportation Commission ("CTC") such as Surface Transportation Program ("STP") funding, Congestion Mitigation and Air Quality Improvement ("CMAQ") funding, Transportation Alternatives ("TA")/Active Transportation Program ("ATP") funding, and Regional Transportation Improvement Program ("RTIP") funding, herein collectively referred to as Regional

Discretionary Funding, for the following projects:

International Boulevard Corridor Pedestrian Projects

- International Boulevard Pedestrian Lighting and Sidewalk Repair Project (\$2,481,000.00)
- International Boulevard Pedestrian Refuges Project (\$602,120.00)

Safe Routes to School-type Projects

- City of Oakland Improvements for Safe Routes to School Project (\$1,236,000.00)
- Park Boulevard Area Improvements for Safe Routes to School Project (\$1,147,000.00)
- Thornhill Drive/Mountain Boulevard Improvements for Safe Routes to School Project (\$660,000.00)
- High Street – Courtland Avenue-Ygnacio Avenue Intersection Improvements for Safe Routes to School Project (\$1,128,000.00)
- Harrison Street/ 27th Street/ 24th Street Improvements (\$850,000.00)

Other Active Transportation Projects

- Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure Project (\$3,210,000.00)
- Laurel Access to Mills Maxwell Park and Seminary Project (\$3,597,040.00)
- Telegraph Avenue Great Streets Project (\$2,400,000.00)

(herein referred to as Projects) for the Active Transportation Program (“ATP”); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, State statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and

WHEREAS, the City is an eligible sponsor for Regional Discretionary Funding; and

WHEREAS, as part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- that the Projects will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the Projects as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the Projects will have adequate staffing resources to deliver and complete the Projects within the schedule submitted with the project application; and
- that the Projects will comply with all project-specific requirements as set forth in the Program; and
- that City has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the City; and
- in the case of a transit project, the Project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the Project will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires Project be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that City is authorized to submit an application for Regional Discretionary Funding for the Projects; and

WHEREAS, there is no legal impediment to the City making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed Projects, or the ability of the City to deliver such Projects; and

WHEREAS, the City authorizes its City Administrator, or designee to execute and file an application with MTC for Regional Discretionary Funding for the Projects as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application. Now, therefore be it

RESOLVED that the City is authorized to execute and file an application for funding for the Projects for Regional Discretionary Funding under MAP-21 or continued funding; and be it further

FURTHER RESOLVED that the City will provide any required matching funds; and be it further

FURTHER RESOLVED that the City understands that the Regional Discretionary Funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the City from other funds, and that the City does not expect any cost increases to be funded with additional Regional Discretionary Funding; and be it further

FURTHER RESOLVED that the City understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and the City has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the City; and be it

FURTHER RESOLVED that Projects will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it

FURTHER RESOLVED that the City has reviewed the Projects and has adequate staffing resources to deliver and complete the Projects within the schedule submitted with the project application; and be it

FURTHER RESOLVED that Projects will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program; and be it further

FURTHER RESOLVED that, in the case of a transit project, the City agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it

FURTHER RESOLVED that, in the case of a highway project, the City agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it

FURTHER RESOLVED that, in the case of an RTIP project, Projects is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it

FURTHER RESOLVED that the City is an eligible sponsor of Regional Discretionary Funding funded projects; and be it

FURTHER RESOLVED that the City is authorized to submit an application for Regional Discretionary Funding for the Projects; and be it

FURTHER RESOLVED that there is no legal impediment to the City making applications for the funds; and be it

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

FURTHER RESOLVED that the City authorizes its City Administrator, or designee to execute and file an application with MTC for Regional Discretionary Funding for the Projects as referenced in this resolution; and be it

FURTHER RESOLVED that the MTC is requested to support the application for the Projects described in the resolution, and if approved, to include the Projects in MTC's federal TIP upon submittal by the project sponsor for TIP programming; and be it

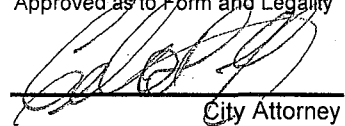
FURTHER RESOLVED that the City Council hereby appropriates funds in an amount not to exceed \$17,311,160.00 that are received for these Projects under the ATP Program into the MTC Program Fund (Fund 2163) under project numbers to be established; and be it

FURTHER RESOLVED that the City Council hereby consents the use of up to \$647,460.00 in matching funds for the Laurel Access to Mills Maxwell Park and Seminary Active Transportation Connections Project from Fund 2211 (Local Street and Roads, Grants Matching Fund); and be it

FURTHER RESOLVED that should additional funds be received for these projects, the City Administrator or his 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 his designee to negotiate grant terms, execute, modify, amend and extend agreements, allocate revenue, make expenditures, and take all other actions with respect to the MTC ATP grants and these Projects in accordance with this Resolution and its basic purposes; and be it

FILED
OFFICE OF THE CITY CLERK
OAKLAND


City Attorney

OAKLAND CITY COUNCIL

2015 OCT 29 PM 2:10

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, OR DESIGNEE, TO ENTER INTO A PROFESSIONAL SERVICES CONTRACT WITH BKF ENGINEERS FOR PROVIDING ENGINEERING SERVICES FOR LAUREL ACCESS TO MILLS, MAXWELL PARK & SEMINARY (LAMMPS) STREETScape (PROJECT NO. C478810) FOR AN AMOUNT NOT TO EXCEED SEVEN HUNDRED FIFTY THOUSAND DOLLARS (\$750,000.00)

WHEREAS, the City of Oakland applied for and received an Active Transportation Projects (ATP) grant in the amount of \$3,597,000.00 for the Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Streetscape (Project No. C478810); and

WHEREAS, professional civil engineering services are needed for investigation, preparation of environmental documents, completion of construction documents, securing permit from different federal, state and local agencies and providing construction support for the project; and

WHEREAS, extensive outreach effort to request proposals resulted in two responses; and

WHEREAS, BKF Engineers has submitted a proposal to provide full design services, including preparing plans, specifications, cost estimate, environmental studies, permit documents, conduct meetings and provide services during bidding and construction phase; and

WHEREAS, BKF Engineers was chosen through the City's Request for Proposal (RFP) process as top rated firm to provide services; and

WHEREAS, the proposed contract with BKF Engineers will be for an amount not to exceed \$750,000.00; and

WHEREAS, funding for this contract is considered the local match for the \$3,597,000.00 ATP grant approved by City Council Resolution 85106 C.M.S. on July 15, 2014; and

WHEREAS, the local match funding is available through Measure B funds in the following accounts:

Fund	Organization	Account	Project	Program	Amount
2211 Measure B	92242 Engineering Design: Streets & Structures	54411 Architectural & Engineering Services	C478810 LAMMPS	IN05 Engineering Planning & Design	\$750,000.00

; and

WHEREAS, the City Council finds that this contract is for services of a professional nature; and

WHEREAS, the City Council finds that this services under contract will be temporary; and

WHEREAS, the City Council finds and determines that the performance of this contract shall not result in loss of employment or salary by any person having permanent status in the competitive services; now, therefore, be it

RESOLVED: That the City Council hereby authorizes the City Administrator or designee, to enter into a professional services contract with BKF Engineers for providing engineering services for Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Streetscape (Project No. C478810) for an amount not to exceed Seven Hundred Fifty Thousand Dollars (\$750,000.00); and be it

FURTHER RESOLVED: That the City Administrator, or designee, is hereby authorized to approve any subsequent amendments to or extensions of said Contract with the exception of those related to an increase in total compensation or allocation of additional funds, provided that such amendments or extensions shall be filed with the City Clerk's Office; and be it

FURTHER RESOLVED: That the contract shall be reviewed and approved by the City Attorney for form and legality and placed on file in the Office of the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____.

PASSED BY THE FOLLOWING VOTE:

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

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____

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