



AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Director, OakDOT

SUBJECT: East Oakland Sustainable
Transportation Planning Project Grant
Acceptance and Professional
Services Agreement

DATE: March 22, 2021

City Administrator Approval 

Date: Apr 7, 2021

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator or Designee To Accept And Appropriate A Grant From The California Air Resources Board In An Amount Of One Hundred Eighty-Four Thousand Seven Hundred Fifty-Three Dollars and Sixty Nine Cents (\$184,753.69) For The East Oakland Sustainable Transportation To Martin Luther King Jr. Shoreline Plan; Appropriate Measure BB Funds In An Amount Not-To-Exceed Thirteen Thousand Three Hundred Eight-Two Dollars And Ninety-Three Cents (\$13,382.93) As A Local Funds Contribution To The Project; Enter Into A Professional Services Agreement With Social Good Fund, Inc., As Fiscal Agent For The East Oakland Collective In An Amount Not To Exceed One Hundred Twenty-Seven Thousand Eight Hundred Fifty-Five Dollars (\$127,855); And Waive The City's Competitive Bidding Process.

EXECUTIVE SUMMARY

The goal of the East Oakland Sustainable Transportation to Martin Luther King Jr. Shoreline plan is to improve public health and quality of life in East Oakland through a planning study of clean air mobility options that will remedy the barriers to accessing the only waterfront immediately adjacent to East Oakland residents - the Martin Luther King Jr. Shoreline - as identified in the East Oakland Neighborhoods Initiative, Resilient by Design Estuary Common Plan, and East Oakland Mobility Action Plan. The project seeks to lower transportation costs, decrease emissions and improve access to green space for East Oakland residents, consistent with the goals and actions in the City of Oakland Equitable Climate Action Plan. In addition, the project partnership structure with various community groups will solicit youth, disadvantaged, and low-income East Oakland residents as local experts in the planning process, helping to promote equity.

Approval of this resolution will allow the City to accept and appropriate \$184,753.69 to support a transportation planning project to improve mobility between East Oakland and the Martin Luther King Jr. Shoreline; appropriate \$13,382.93 in Measure BB Funds as a local funds contribution to the project; enter into a professional services agreement with the East Oakland Collective for \$127,855 to help carry out the planning project; and waive the advertising, competitive bidding and request for proposals process.

City Council
April 20, 2021

BACKGROUND / LEGISLATIVE HISTORY

In August 2020, the City of Oakland applied to the California Air Resources Board's Sustainable Equity Transportation Project (STEP), a new transportation equity pilot that aims to address community residents' transportation needs, increase access to key destinations, and reduce greenhouse gas emissions by funding planning, clean transportation, and supporting projects. The Department of Transportation submitted two projects for funding: the East Oakland Sustainable Transportation to Martin Luther King Jr. Shoreline plan, a study of clean air mobility options to improve shoreline access; and the West Oakland STEPS project, a series of capital investments aimed at improving access to safe and sustainable transportation and creating a healthier environment for West Oakland's existing residents. The East Oakland project was successfully awarded \$184,753.69; the City is seeking alternative funding to support the West Oakland STEPS project.

The overarching purpose of the STEP grant program is to increase transportation equity in disadvantaged and low-income communities throughout California, and the grant solicitation heavily favored strong collaboration with community-based organizations. The Department of Transportation contracts with consulting firms to support the development of plans and projects and seeks to fund Community Based Organizations (CBOs)/non-profits to support and enhance planning, engagement, and policy work. For these reasons, the Department of Transportation jointly developed the East Oakland Sustainable Transportation to Martin Luther King Jr. Shoreline grant application with the East Oakland Collective based on their experience and strong roots in East Oakland.

ANALYSIS AND POLICY ALTERNATIVES

The East Oakland Collective (EOC) is a member-based community organizing group invested in serving the communities of deep East Oakland by working towards racial and economic equity. EOC helps amplify underserved communities from the ground up and is committed to driving impact in the landscape, politics and economic climate of deep East Oakland. As a grassroots membership organization that harnesses the collective power of millennials and beyond, EOC is well equipped to advocate and organize for equity focused initiatives.

With this grant, the East Oakland Collective will fund and partner with Higher Ground Afterschool Program, Black Cultural Zone Collaborative, Oakland Climate Action Coalition, and Brower Dellums Institute for Sustainable Policy Studies, Roots Health Community Clinic to develop a community-led planning process to improve access to the Martin Luther King Jr. Shoreline. Specific roles for each plan partner are included in the figure below.

Name of Partner	Expected Duties
City of Oakland Department of Transportation	Oversee and implementing the grant partnership structure in collaboration with EOC and other community partners Grant oversight, management of the proposal budget and on-time delivery Manage project administration including:

Name of Partner	Expected Duties
	- Contract management - Project budget tracking and invoicing - Manage data tracking and reporting - Co-lead advisory group meetings Co-develop plan, in partnership with community partners and AC Transit
Social Good Fund, Inc. (fiscal sponsor of East Oakland Collective)	Lead plan, community engagement, technical advisory group, consultant and community partners. Manage contracts with and payment to community partners, including Higher Ground Afterschool Program, Black Cultural Zone Collaborative, Oakland Climate Action Coalition, Brower Dellums Institute for Sustainable Policy Studies, and Roots Health Community Clinic.
Higher Ground Afterschool Program	Consult on youth engagement and lead youth engagement activities such as existing conditions data collection.
Black Cultural Zone Collaborative	Facilitate the artist collaboration and consult on planning processes
Oakland Climate Action Coalition	Consult on how to align with Equity Climate Action Plan (ECAP)
Brower Dellums Institute for Sustainable Policy Studies	Collaborative partner for shoreline activation event
Roots Health Community Clinic	Collaborative partner for outreach
Alameda Contra-Costa County Transit District (AC Transit)	Collaborative partner on feasibility study and funding strategies of mobility options. Serve on the project's advisory group.

This collaborative approach was one of the reasons Oakland was successfully awarded grant funding.

Waiver of RFP/Q Competitive Selection Requirements

Section 2.04.051.A of the Oakland Municipal Code (OMC) authorizes the City Council to waive the competitive bidding requirements of the OMC section 2.04.050 after a finding and determination that it is in the best interest of the City to do so. Staff recommends that the City Council find and determine that it is in the best interest of the City to waive the competitive bidding requirements based on the following:

- Unique Service:** As a member-based community organizing group, the East Oakland Collective is uniquely positioned to engage East Oakland residents and stakeholders on important planning issues. Their trust and credibility enhance the community outreach that the City could do on its own.

- **Efficiencies:** The East Oakland Collective has assisted with past and ongoing City projects, including the East Oakland Mobility Action Plan. These existing relationships would lead to efficiencies as the organization is well versed with the City and its processes.

Not waiving competitive selection requirements would compromise the City's ability to delivery the scope that was promised in the grant; jeopardize our relationship with existing community partners; undermine our ability to win additional grant funding from the California Air Resources Board and bring additional investment to Oakland; and delay the plan delivery time line. On the other hand, competitive selection requirements might allow other community-based organizations to participate in this opportunity.

FISCAL IMPACT

This plan would not be feasible without grant funding. Completion of this plan will have a net positive fiscal impact on the City of Oakland by resulting in the eventual upgrade or replacement of transportation infrastructure, enhancement of local economic conditions, and provision of equitable improvements to the transportation system.

Both the Department of Transportation and East Oakland Collective will receive funds as part of this grant award. Grant funding is being allocated as follows:

Organization	Grant Amount	Notes
Department of Transportation	\$53,398.69	The City is committed to a local match of \$13,382.93 in Measure BB funds. This match is being contributed in the form of staff labor charges.
East Oakland Collective	\$127,855.00	Approximately \$25,000 of this funding will be used to fund other community-based organizations in East Oakland, including Higher Ground Afterschool Program, Black Cultural Zone Collaborative, Oakland Climate Action Coalition, and Brower Dellums Institute for Sustainable Policy Studies, Roots Health Community Clinic, to further enhance outreach, generate and develop plan recommendations, and build local capacity. Approximately \$36,000 of this funding will support a local consultant with a comprehensive approach to transportation planning, including engaging with stakeholders in the arts, culture, housing, education and youth activism communities.

PUBLIC OUTREACH / INTEREST

This planning project will incorporate significant community outreach, including multiple phases of engagement to identify, design and refine recommendations based on community feedback. The phases of community engagement aim to listen to the community feedback, collaborate

with community on design and anti-displacement programs, and refine feedback to ensure that the project team accurately capture community voices. Within each phase, the Department of Transportation and East Oakland Collective will collaborate with community partners and individuals to execute an engagement strategy (i.e. focus group, virtual porch chats, surveys) to meet residents where they are at.

COORDINATION

This plan builds off three related planning efforts —the East Oakland Neighborhoods Initiative (EONI) Community Plan, the Resilient by Design Estuary Common Plan, and the East Oakland Mobility Action Plan. The need for access to the Martin Luther King Jr. Shoreline and better access along the 73rd Avenue/Hegenberger corridor were identified in each of these plans. Furthermore, this project complements the recently awarded ‘Better Neighborhoods, Same Neighbors’ proposal, by the Transformative Climate Communities (TCC) Grant. This TCC proposal includes five projects, one of which is an affordable housing and community health clinic development in East Oakland. Additionally, the City of Oakland has already adopted numerous policies to encourage affordable housing production and protect existing affordable housing. This project directly builds upon and supports these efforts.

Further, the Budget Bureau and City Attorney’s office were consulted in preparation of this report and resolution.

SUSTAINABLE OPPORTUNITIES

Economic: The East Oakland community already exhibits a strong desire for workforce development in climate and clean transportation sectors. To create workforce development in climate and clean transportation sectors, this grant will develop plans for cultural programming at the Martin Luther King Jr. Shoreline with the intention of creating green jobs for youth and/or educational programs surrounding climate change and community resiliency.

Environmental: Although many East Oakland neighborhoods are relatively close to the shoreline, their access is severed by the I-880 highway. The only way to access this shoreline is by using a highway overpass (Hegenberger Road), which has no bike lanes and only one narrow (six feet wide) sidewalk on one side of an eight-lane, high-speed road. The Martin Luther King Jr. Shoreline is particularly difficult to access, despite being one of closest shorelines to East Oakland neighborhoods and a valuable green space. The plan will provide a safer route for pedestrians, bicycles, and transit access in the project area, thereby providing a more attractive alternative mode of transportation and helping to reduce vehicle emissions and Oakland’s carbon footprint. These combined improvements will contribute to an overall shift in mode of transportation away from single occupancy vehicles, and towards walking, biking, and transit.

Race & Equity: This plan incorporates many facets of transportation equity—including affordability, environmental sustainability, and accessibility—to connect neighborhoods along 73rd Avenue and Hegenberger Road to the Martin Luther King Jr. Shoreline Park, as well as jobs, shopping centers, health clinics, social service offices, an elementary school, and important transit connections to BART and the new International Blvd Bus Rapid Transit service.

As stated in the East Oakland Neighborhood Initiative Community Plan, "Oakland's history of racial apartheid, injustice, and divestment is responsible for East Oakland being among the communities most impacted by poverty and pollution in California." This plan represents one small step towards enhancing equity and bringing investment back to the community, as envisioned by the community.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)


California Environmental Quality Act (CEQA) clearances are not required for planning projects. If the plan suggests roadway changes that trigger CEQA issues, environmental clearance will be sought prior to final design and construction. No significant issues are anticipated at this time.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator or Designee To Accept And Appropriate A Grant From The California Air Resources Board In An Amount Of One Hundred Eighty-Four Thousand Seven Hundred Fifty-Three Dollars and Sixty Nine Cents (\$184,753.69) For The East Oakland Sustainable Transportation To Martin Luther King Jr. Shoreline Plan; Appropriate Measure BB Funds In An Amount Not-To-Exceed Thirteen Thousand Three Hundred Eight-Two Dollars And Ninety-Three Cents (\$13,382.93) As A Local Funds Contribution To The Project; Enter Into A Professional Services Agreement With Social Good Fund, Inc., As Fiscal Agent For The East Oakland Collective In An Amount Not To Exceed One Hundred Twenty-Seven Thousand Eight Hundred Fifty-Five Dollars (\$127,855); And Waive The City's Competitive Bidding Process.

For questions regarding this report, please contact Craig Raphael, Strategic Planning and Administration Division at 510-238-7229.

Respectfully submitted,



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