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OFFICE OF THE CITY CLERK
OAKLAND

2017 AUG 30 AM 10:09

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Ryan Russo
Director, DOT

SUBJECT: Acceptance of Alameda County
Transportation Commission Grants

DATE: August 21, 2017

City Administrator Approval

Date:

8/30/17

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator Or Designee, The Director of Transportation or Assistant Director of Transportation, To Accept And Appropriate Grants From The Alameda County Transportation Commission ("ACTC") In An Amount Of \$29.971 Million For Eleven Projects Including 14th Avenue Streetscape, 27th Street Complete Streets, East 12th Street Bikeway, East Oakland Community Streets Plan, I-880 42nd Avenue/High Street Access Improvements, Laurel Access To Mills Maxwell Park And Seminary, MacArthur Smart City Corridor, Oakland Citywide Bike Parking Program, Oakland Mobility Transportation Demand Management, Coliseum Transit Hub, And Broadway Shuttle Operations And Commit Matching Funds Of \$2.121 Million.

EXECUTIVE SUMMARY

Oakland was recommended for award of grant funds by the Alameda County Transportation Commission (ACTC) in the 2018 Comprehensive Investment Plan (CIP) program for the planning, design, construction, and operation of 15 projects during Fiscal Years (FY) 2017/18 and 2018/19. The funds programmed include Measure B, Measure BB, Vehicle Registration Fee (VRF), and Transportation Fund for Clean Air (TFCA) sources. These recommendations were adopted by the ACTC Board in April of 2017, and funds are available for reimbursement starting July of 2017. Council approval will allow the City Administrator or her designee to enter funding grant agreements with ACTC to fund these projects on a reimbursable basis.

BACKGROUND / LEGISLATIVE HISTORY

The ACTC has programming and allocation authority for several federal, regional and local transportation funding programs, such as Measure B, Measure BB and Measure F Vehicle Registration Fee, federal One Bay Area Grant Program (OBAG) and Transportation Fund for Clean Air (TFCA) County Program Manager Fund. ACTC consolidates the programming and allocation for fund sources which are under ACTC's purview into a single document, the Comprehensive Investment Plan (CIP). The 2018 CIP programs funds for five years, and

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allocates funds for two years, Fiscal Years 2017-18 and 2018-19. The ACTC CIP allocates \$261 million over these two years to county jurisdictions, transit agencies and to ACTC itself.

The City of Oakland submitted twenty-six applications for ACTC CIP funds in the fall of 2016 for projects and programs with a total value of \$146 million. All projects were drawn from the City's adopted CIP, Specific Plans, Bicycle and Pedestrian Plans, and other planning processes. All bicycle and pedestrian projects were reviewed and endorsed by the Bicyclist and Pedestrian Advisory Commission on October 20, 2016. Fourteen projects and programs were recommended for funding, with a total allocation of \$42.36 million in FY 2017-18 and 2018-19.

This report and resolution accepts and appropriates all funds programmed in the 2018 ACTC CIP for the City of Oakland, with a few exceptions. Two projects recommended for federal OBAG funding in the ACTC CIP, the Local Streets and Roads Paving Project and the Lakeside Family Streets Project, were separately approved by the Oakland City Council on June 20, 2017 (See Reso. No. 86791 C.M.S.), and the Oakland Truck Parking Project was similarly approved on July 5, 2016 (see Reso. No 86275 C.M.S). This report and resolution therefore accepts and appropriates funding for the remaining eleven projects totaling \$29.971 million. Most of these projects will be managed and implemented by the Department of Transportation, but two (the Coliseum Transit Hub and the Broadway Shuttle Operations) will be managed by the Economic and Workforce Development Department.

ANALYSIS AND POLICY ALTERNATIVES

Oakland has been recommended for allocation of eleven ACTC CIP awards totaling \$29.971 million. This funding will allow for the design and implementation of projects throughout Oakland that meet the objectives of Oakland's adopted Bicycle Plan, Pedestrian Plan, and individual Specific Plans, and promote an equitable, safe and vibrant transportation system.

ACTC's CIP funds various types of projects according to the agency's objectives to fund projects for a variety of modes (bicycle, pedestrian, auto and transit) as well as a variety of phases (planning, design, and construction, as well as operations). In allocating funding for planning and design phases, it is the intention of ACTC to consider capital funding in the next biennial 2020 CIP, which will allocate funds for fiscal years 2019/20 and 2020/21.

The following awarded projects will be managed by the Department of Transportation:

14th Avenue Streetscape Project from East 8th Street/East 12th Street to 27th Street (\$6,600,000 for design and construction)

The 14th Avenue Streetscape project, located from E. 8th/E.12th Street to 27th Street, will provide safe access and mobility for all modes, vehicles, bicyclists, pedestrians, and transit users. Improvements will include signal pole upgrades, roadway reconfiguration and repavement, and updates to improve the pedestrian environment, this includes crosswalks, pedestrian lighting, and landscaping. ACTC funding will complete funding required for final design and construction of this project started with Redevelopment Agency funds.

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27th Street Complete Streets Project (\$1,950,000 for design)

This project will implement a high-quality, all-ages-and-abilities bikeway in the Broadway-Valdez District, from Bay Place at Grand Avenue to 27th Street at Telegraph Avenue. The project includes two protected intersections, facilitating safe and comfortable left turns for bicyclists. The project also reduces pedestrian crossing distances at intersections and implements green infrastructure treatments. The project is part of the Broadway-Valdez District Specific Plan and will be implemented partly by developer conditions of approval. ACTC provides funding to complete design for this project.

East Oakland Community Streets Plan (\$100,000 for planning)

The East Oakland Community Streets Plan will focus on working with the East Oakland community to plan priority projects that will enhance transit, pedestrian, and bicycle friendly facilities in East Oakland. With the opening of the East Bay Bus Rapid Transit, (BRT) on the International Boulevard Corridor scheduled for 2018, the transit spine of the neighborhood will be improved. The objective of this study is to identify, design, and prioritize a suite of improvements that can provide safe mobility through the neighborhood. Funding from ACTC will be augmented by funding from Oakland's adopted CIP for Community Planning.

East 12th Street Bikeway: Fruitvale-Melrose Gap Closure (\$1,500,000 for design and construction)

The East 12th Street Bikeway will fill the remaining gap in a continuous bikeway in the International Boulevard corridor from downtown Oakland, through East Oakland, to the Elmhurst neighborhood - a distance of six miles. This gap is the direct connection to Fruitvale BART from the neighborhoods to the east of the station. The project is critical because the AC Transit BRT project will direct cyclists off International Boulevard and to East 12th St - a one-way street leading away from BART. ACTC's funding will allow for the design and construction of 1.4 miles of bikeway, including some portions with two-way cycle tracks. This project is a priority of the Bicycle Plan.

42nd Avenue & High Street/I-880 Access Improvement Project (\$10,000,000 for construction)

The 42nd Avenue/High Street project will improve, widen, re-orient, and extend existing local roads to improve street connectivity and freeway access, as well as improve pedestrian & ADA accessibility and open parcels west of I-880 to economic development. This project was previously designed and right of way acquired using State Transportation Improvement Program (STIP) funds several years ago. The right of way is currently fenced and vacant due to a lack of funds for construction. This ACTC CIP funding will allow construction of the project to proceed.

Laurel Access to Mills Maxwell Park and Seminary (LAMMPS) Project (\$2,500,000 for construction)

Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape Project will improve safety and access for pedestrian, bicycle, and vehicular traffic along MacArthur Boulevard from High Street to Richards Road (0.6 miles). The improvements will include the replacement of

existing pavement, sidewalks, curb ramps, medians, islands, traffic signals, streetlights and crosswalks, traffic lanes reconfiguration, new bike lanes and multi-use trail, and two new traffic signals. ACTC CIP funding will allow full funding of the project, which has also received a California Active Transportation Program grant that funded design and a portion of the construction.

MacArthur Smart City Corridor Project (\$1,500,000 for design phase)

The project will extend the existing Intelligent Transportation System (ITS) network with fiber cable to 62 traffic signals along 13 miles of MacArthur Boulevard and adjacent roadways. Improvements will enhance mobility for all modes, including queue jump lanes and transit signal priority for bus; pedestrian, bicycle and vehicle detection for enhanced signal performance; curb ramp & sidewalk for pedestrian accessibility; communications for remote traffic operations, monitoring and signal maintenance. ACTC CIP will provide funding for the design phase, and it also tentatively programs \$9.5 million for allocation in the 2020 CIP for construction, pending re-application at the completion of the design phase.

Oakland Citywide Bike Parking Program (\$100,000 for installation)

The CityRacks Bicycle Parking Program installs approximately 200 publicly-accessible bicycle parking spaces citywide each year, and ACTC CIP funding will complete funding of this program for FY 2017/18 and 2018/19.

Oakland Mobility Transportation Demand Management ("OakMob TDM") Project (\$215,000 for program/outreach)

OakMob TDM Project will use a personalized marketing approach to engage residents along the forthcoming AC Transit BRT corridor to increase walking, bicycling, and car sharing while reducing the number of single-occupancy car trips. All households and businesses in the target area will be contacted with personalized information, support, and incentives provided to residents receptive to changing their travel behaviors.

Implementation by Economic and Workforce Development Department:

Coliseum Transit Hub (\$4,846,000 for design)

The Coliseum Transit Hub project would connect Coliseum BART passengers to the Coliseum Complex. The existing Coliseum BART pedestrian bridge needs replacement. The Hub will include a plaza and pedestrian bridge, greatly enhancing the required connections for BART and the other existing transit providers including the Capitol Corridor. The site, half of which is owned by the City, will also support new development at the Coliseum. ACTC's funding will complete conceptual and final design of the project, and will proceed in earnest when it is clear if sports teams will remain at the Coliseum site. This project will be managed by the Project Implementation Division of Economic and Workforce Development Department.

Broadway Shuttle Operations (\$660,000 for operation)

The free Broadway Shuttle ("B Shuttle") strengthens connections between major transit hubs and Oakland's downtown and waterfront destinations. By connecting Amtrak, Capitol Corridor, BART and the San Francisco Bay Ferry to office buildings, shops, social services and after-school programs, the B Shuttle eliminates over 800 tons of CO2 auto emissions and 2,939,051 Vehicle Miles Traveled annually, according to City of Oakland passenger surveys and the Bay Area Air Quality Management District. The B Shuttle is funded through a mix of private and public grant funds; ACTC funding will help support continued shuttle operation in FY 2017/18 and 2018/19. The Broadway Shuttle is managed by the Business Development Division of the Economic and Workforce Development Department.

FISCAL IMPACT

These projects would not be immediately feasible without these grant funds. Completion of these projects will have a net positive fiscal impact on the City of Oakland by upgrading and/or replacing transportation infrastructure, enhancing local economic conditions, and providing equitable improvements to the transportation system.

Completion of these projects will require dedication of local funds to match grant funds. For projects that were initially programmed in the 2016 ACTC CIP, no local match was required. For new projects in the 2018 CIP, a local match of 11.47% was required for all capital projects, and a 1:1 match was required for planning and operations. The table on the following page indicates the required match and proposed match source for each project. In some cases, projects were over-matched to complete project funding requirements. In total, the awarded projects require identification of only \$2.121 million in new local match to leverage nearly thirty million in grant support. These funds are available through budgeted funds, mostly through funds reserved for grant match support.

New Local Match Requirements: ACTC CIP Projects

Project	ACTC Funding (million \$)		Local Match Requirement (million \$)	
	ACTC Fund Type	FY 2017/18 & 2018/19	FY 2017/18 & 2018/19	Source
14th Avenue Streetscape	BB - Local Streets & Roads (LSR)	6.600	-	None required
27th Street Complete Streets	BB- LSR	1.950	.374	2211 Grant Matching Funds
E 12th Street Bikeway	B - Bike and Ped (B&P)	1.500	.195	2211 Grant Matching Funds
East Oakland Community Streets Plan	BB -LSR	.100	.250	2216 Community Transportation Plans (2216.1003346)
I-880 42nd/High Street Access Improvements	BB - Highway	10.000	-	None required
LAMMPS	VRF - Bike Ped	2.500	.325	2211 Grant Matching Funds
MacArthur Smart City Corridor Project	BB - LSR	1.500	.306	2211 Grant Matching Funds
Oakland Citywide Bike Parking Program	TFCA	.100	.013	2211 Grant Matching Funds
OakMob TDM Project	BB - Transit	.215	.028	2211 Grant Matching Funds
Coliseum Transit Hub	VRF - Transit	4.846	.630	5656 Coliseum TA Bonds (5656.1000165)
Broadway Shuttle Operations	BB - Transit	.660	-	n/a - matched with existing
Grand Total		29.971	2.121	

PUBLIC OUTREACH / INTEREST

Projects proposed for the ACTC CIP submission were drawn from projects described in existing Oakland planning processes including the Bicycle Plan, the Pedestrian Plan, and Community Transportation Plans and Specific Plans, and unfunded Capital Improvement Program. Several of the projects were refined from planning level documents by staff in preparing for CIP submission to refine plans, schedule and costs. Bicycle and pedestrian projects proposed for the ACTC CIP were reviewed and endorsed by the Oakland Bicycle and Pedestrian Advisory Commission on October 24, 2016.

COORDINATION

Project applications were coordinated between the Department of Transportation, Oakland Public Works, Planning and Building Department, and the Economic and Workforce Development Department, as well as with the AC Transit District and with BART District due to the projects' interaction with the transit system. In addition, the Office of the City Attorney and the Budget Bureau reviewed this report and resolution.

SUSTAINABLE OPPORTUNITIES

Economic: These investments will enhance the longevity, efficiency, and affordability of the transportation network for all users and increase the potential for economic and housing development in the City of Oakland.

Environmental: These projects fund bicycle, pedestrian and transit investments and support the goal of reducing vehicle emissions, 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, and providing better operation of and access to transit throughout the City of Oakland.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

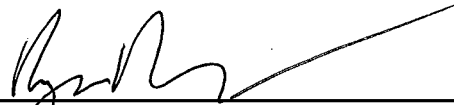
CEQA and National Environmental Policy Act (NEPA) clearances are required as a condition of receiving construction funding awards, and they will be completed during the preliminary engineering phase. No significant issues are anticipated.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution authorizing the City Administrator or designee, the Director of Transportation or Assistant Director of Transportation to accept and appropriate grants from the Alameda County Transportation Commission ("ACTC") in an amount of \$29.971 million for eleven projects including 14th Avenue Streetscape, 27th Street Complete Streets, East 12th Street Bikeway, East Oakland Community Streets plan, I-880 42nd Avenue/High Street Access Improvements, Laurel Access to Mills Maxwell Park and Seminary, MacArthur Smart City Corridor, Oakland Citywide Bike Parking Program, Oakland Mobility Transportation Demand Management, Coliseum Transit Hub, and Broadway Shuttle operations and commit matching funds of \$2.121 million

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

Respectfully submitted,



RYAN RUSSO
Director, Department of Transportation

Reviewed by:
Wladimir Wlassowsky, P.E.,
Interim Assistant Director
Department of Transportation

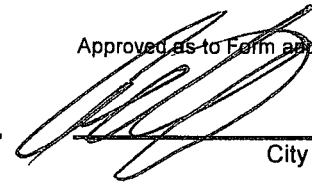
Prepared by:
Bruce Williams, Funding Program Manager
Strategic Planning & Administration Division

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September 12, 2017

FILED
OFFICE OF THE CITY CLERK
OAKLAND

OAKLAND CITY COUNCIL

Approved as to Form and Legality



City Attorney

2017 AUG 30 AM RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator Or Designee, The Director of Transportation or Assistant Director of Transportation, To Accept And Appropriate Grants From The Alameda County Transportation Commission ("ACTC") In An Amount Of \$29.971 Million For Eleven Projects Including 14th Avenue Streetscape, 27th Street Complete Streets, East 12th Street Bikeway, East Oakland Community Streets Plan, I-880 42nd Avenue/High Street Access Improvements, Laurel Access To Mills Maxwell Park And Seminary, MacArthur Smart City Corridor, Oakland Citywide Bike Parking Program, Oakland Mobility Transportation Demand Management, Coliseum Transit Hub, And Broadway Shuttle Operations And Commit Matching Funds Of \$2.121 Million.

WHEREAS, in August of 2016 the Alameda County Transportation Commission ("ACTC") released a call for projects for programming the biennial 2018 Comprehensive Investment Plan (CIP), to program funds controlled by ACTC including Measure B, Measure BB, Vehicle Registration Fund ("VRF"), Transportation Fund for Clean Air ("TFCA") and One Bay Area Grant ("OBAG") funds; and

WHEREAS, in October 2016 the City of Oakland responded by submitting a total of twenty-six projects for potential funding; and

WHEREAS, submitted projects were developed by staff per adopted plans of the City of Oakland including the Bicycle Master Plan, the Pedestrian Master Plan, the Capital Improvement Program, and various Specific Plans; and

WHEREAS, projects submitted were consonant with City objectives of equity, safety and vibrancy, and benefits transportation projects for bicyclists, pedestrians, autos and transit; and

WHEREAS, ACTC evaluated project submissions and recommended eleven Oakland projects for a total of \$29.971 million in Measure B, BB, VRF, and TFCA funds in at its Commission Meeting in April 2017, including the 14th Avenue Streetscape, 27th Street Complete Street, East 12th Street Bikeway, East Oakland Community Streets Plan, I-880 42nd Avenue/High Access Improvements, Laurel Access to Mills Maxwell Park and Seminary, MacArthur Smart City Corridor, Oakland Citywide Bike Parking Program, Oakland Mobility Transportation Demand Management, Coliseum Transit Hub, and Broadway Shuttle Operations; and

WHEREAS, ACTC requires identification of local matching funds totaling \$2,121,000 million for seven of these projects; now, therefore be it

RESOLVED, that the City Council hereby appropriates an amount not to exceed \$29,971,000 from the Alameda County Transportation Commission (ACTC) into the ACTC Reimbursable Grant Fund (2214), under orgs indicated below and project numbers to be established; and be it

FURTHER RESOLVED, that the City Council hereby appropriates funding for the following projects and orgs:

- 1) 14th Avenue Streetscape - \$6,600,000 (org 92246)
- 2) 27th Street Complete Streets - \$1,950,000 (org 92246)
- 3) East 12th Street Bikeway - \$1,500,000 (org 92246)
- 4) East Oakland Community Streets Plan - \$100,000 (org 92246)
- 5) I-880 42nd Avenue/High Street Access Improvements - \$10,000,000 (org 92246)
- 6) Laurel Access To Mills Maxwell Park And Seminary - \$2,500,000 (org 92246)
- 7) MacArthur Smart City Corridor - \$1,500,000 (org 92246)
- 8) Oakland Citywide Bike Parking Program - \$100,000 (org 92246)
- 9) Oakland Mobility Transportation Demand Management \$215,000 (org 92246)
- 10) Coliseum Transit Hub - \$4,846,000 (org 94859)
- 11) Broadway Shuttle Operations - \$660,000 (org 85411)

FURTHER RESOLVED, that the City Council hereby consents to the use of up to \$2,121,000 in funds budgeted in FY 17/18 and 18/19, from sources as follows for each project:

- 1) 27th Street Complete Street
 - \$374,000 from 2211 Matching Funds
- 2) East 12th Street Bikeway
 - \$195,000 from 2211 Matching Funds
- 3) East Oakland Community Streets Plan
 - \$250,000 from 2216 Community Transportation Plans (2216.1003346)
- 4) Laurel Access to Mills Maxwell Park and Seminary
 - \$325,000 from 2211 Matching Funds
- 5) MacArthur Smart City Corridor Project
 - \$306,000 from 2211 Matching Funds
- 6) Oakland Citywide Bike Parking Program
 - \$13,000 from 2211 Matching Funds
- 7) OakMob TDM Project
 - \$28,000 from 2211 Matching Funds
- 8) Coliseum Transit Hub
 - \$630,000 from 5656 Coliseum TA Bonds (5656.1000165); and be it

FURTHER RESOLVED, that the City Administrator, or her designees, the Director of Transportation or Assistant Director of Transportation, are hereby authorized to enter Grant Funding Agreements for these projects as described; and be it

FURTHER RESOLVED, that should additional funds be received for these Projects from the Alameda County Transportation Commission (ACTC) in FY2017-19, the City Administrator, or her designees, the Director of Transportation or Assistant Director of Transportation, are hereby authorized to accept and allocate the same for the purposes stated above, including necessary matching funds from the aforementioned sources.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

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

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California