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OFFICE OF THE CITY CLERK
OAKLAND

2017 JUN -1 PM 4: 03

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Ryan Russo
Director, DOT

SUBJECT: Acceptance of One Bay Area Grants

DATE: May 3, 2017

City Administrator Approval

Date:

6/1/17

RECOMMENDATION

Staff Recommends That That The City Council Adopt A Resolution Authorizing The City Administrator Or Designee To Accept And Appropriate Nine Million Six Hundred Eighty Seven Thousand Dollars (\$9,687,000) In One Bay Area Grant Funds From The Metropolitan Transportation Commission For The Oakland Local Streets And Roads (LSR) Paving Program Project And The Lakeside Family Streets Project; Commit Matching Funds Of Up To One Million Two Hundred Fifty Seven Thousand Dollars (\$1,257,000); And Assure Completion Of The Projects.

EXECUTIVE SUMMARY

Oakland has been recommended for award of grant funds from the One Bay Area Grant (OBAG) program for the completion of two projects: the Oakland LSR Paving Program Project and the Lakeside Family Streets Project. These recommendations were made as a part of the Alameda County Transportation Commission (ACTC) 2018 Comprehensive Investment Plan (CIP) in April of 2017. Federal OBAG funds are programmed by the Metropolitan Transportation Commission (MTC) and require a Resolution of Local Support before being programmed for expenditure in the regional Transportation Improvement Program (TIP).

The Oakland LSR Paving Program Project was recommended for an award of \$4,895,000 in OBAG funds and requires a local match of \$635,000. The Lakeside Family Streets Project was recommended for an award of \$4,792,000 and requires a local match of \$622,000. Adoption of the resolution allow the City to receive and appropriate grant funds for the subject projects.

BACKGROUND / LEGISLATIVE HISTORY

The MTC programs federal Surface Transportation Program (STP) and Congestion Management and Air Quality (CMAQ) funds that flow to the nine county Bay Area in the OBAG program. The Current OBAG 2 Cycle covers the funding years FY 17-18 through FY 21-22. A portion of OBAG funds are allocated through County Congestion Management Agencies (CMA's).

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In Alameda County, ACTC is responsible for recommending programming of \$69.7 million in federal OBAG funds in this funding cycle.

In Alameda CTC's program, a portion of OBAG funds were reserved for Local Streets and Roads formula funds to each jurisdiction, while the remaining funds were awarded through a discretionary call for projects incorporated into ACTC's 2018 CIP process, with applications due in November 2016. The CIP also programs Measure B, BB and other sources of funds. Oakland submitted a total of thirty projects for potential funding in ACTC's CIP. All projects were proposed by the Department of Transportation, (DOT) drawing on 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.

Alameda CTC announced their draft CIP list in March of 2017 and the Commission approved the program in April of 2017. Two Oakland projects were recommended for OBAG funding. MTC will approve a final OBAG 2 project list in the fall of 2017, with funding available starting in federal fiscal year 17/18.

ANALYSIS AND POLICY ALTERNATIVES

Oakland has been recommended for two OBAG awards, totaling 9.7 million dollars.

Oakland Local Streets and Roads (LSR) Paving Program Project

\$4,895,000 was recommended for the Oakland LSR Paving Program Project. Federal funds are limited to arterial and collector streets; all streets selected need rehabilitation and are included in Oakland's five-year paving program. Work includes upgrades to pedestrian access and bikeway facilities as recommended by the City's Bicycle Master Plan. This project incorporates city-wide paving improvements including rehabilitation of pavement infrastructure, installation (or reinstallation) of bike facilities, gutters and drainage, and installation of ADA compliant curbs. Funds will be used to engineer the pavement and curb ramp rehabilitation and to design and install bikeway striping and signage. The project is expected to lengthen the life span of the pavement by as much as 15 to 20 years which contributes to better connectivity between points of vibrant city life with as many travel modes as possible. A map of selected streets is included as **Attachment A** to this report.

Lakeside Family Streets Project

\$4,792,000 was recommended for the Lakeside Family Streets Project. The project will transform the auto-oriented expanse of pavement alongside Lake Merritt from Lakeside Drive/Harrison Street between 20th Street and 27th Street, and Grand Avenue between Harrison Street and Bay Place. The project will install a network of protected bikeways, reduce pedestrian crossing distances through lane reductions, and incorporate protected intersection treatments, retimed signals, and in-lane bus boarding islands. The OBAG grant will fund final design and construction based on concept plans which were developed through community

outreach and technical analysis. The project will tie into a protected intersection proposed as part of the partially funded 27th Street Complete Street Project, as well as the fully funded 19th Street BART to Lake Merritt Urban Greenway project on 20th Street. A schematic plan of the Lakeside Green Streets project is included as **Attachment B** to this report.

FISCAL IMPACT

Design and construction of 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 the transportation infrastructure.

Completion of these projects will require dedication of local funds to match grant funds. For federal projects, a local match of 11.47% of total project costs is required. For the Oakland LSR Paving project, this local match totals \$635,000, while for the Lakeside Family Streets Project it totals \$622,000. Local match funds are available in the proposed FY 2017-19 budget in Measure B and BB grant matching funds. The construction phase of Lakeside Family Streets Project is not scheduled for obligation until Fiscal Year 2019/20, beyond the proposed two-year budget cycle, but a similar budget for matching funds is assumed. Grant funds will be deposited in Federal Grants (Fund 2116) in the Department of Transportation with project numbers to be established.

PUBLIC OUTREACH / INTEREST

The LSR Paving Program streets are selected from the Council adopted Pavement Prioritization Plan on October 21, 2014. (Reso. No. 85227 C.M.S.).

The Lakeside Family Streets project augments the Lakeside Green Streets project (currently under construction) by implementing pedestrian and bicycle improvements within the project footprint, improvements which were the subject of community comments during the bid process. The program of improvements was reviewed by and endorsed by the City's Bicyclist and Pedestrian Commission on October 24, 2016.

COORDINATION

Project applications were coordinated between the Department of Transportation, Oakland Public Works, Planning and Building 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 Controller's Bureau reviewed this report and resolution.

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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 supports the goal of reducing vehicle emissions, pollutants, and greenhouse gases in the City of Oakland and throughout the region. The Lakeside Family Streets project makes major improvements to the bikeway and pedestrian network in the vicinity of major transit nodes. The Oakland LSR Paving Program installs bikes lanes and curb ramps on city streets while also providing smoother surfaces for autos and transit.

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 Oakland LSR paving program streets are located throughout the City, and will improve auto, bicycle and pedestrian access for all City residents. The Lakeside Family Streets project improves bicycle and pedestrian access for all ages to the City's major recreational facility of Lake Merritt.

CEQA

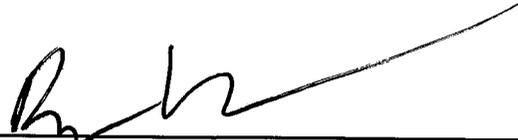
CEQA and National Environmental Policy Act (NEPA) clearances are required as a condition of receiving construction funding awards, and they will be completed during the preliminary engineering phase in 2017/18. No significant issues are anticipated.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution authorizing the City Administrator or Designee filing of an application for One Bay Area Grant funds, accepting grant awards and appropriating necessary matching funds to complete the Oakland LSR Paving Program project and the Lakeside Family Streets Project.

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.,
Acting Assistant Director
Department of Transportation

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

Attachment A

Street Paving: All Projects

Location Map

Proposed Project

— Street Paving

City Limits

⋯ Outline

⊠ BART Station

Transit Corridors

— Transit Priority

— Cross Town

— Local

Bikeways

— Buffered Bike Lane or Path

— Bike Lane

— Sharrow

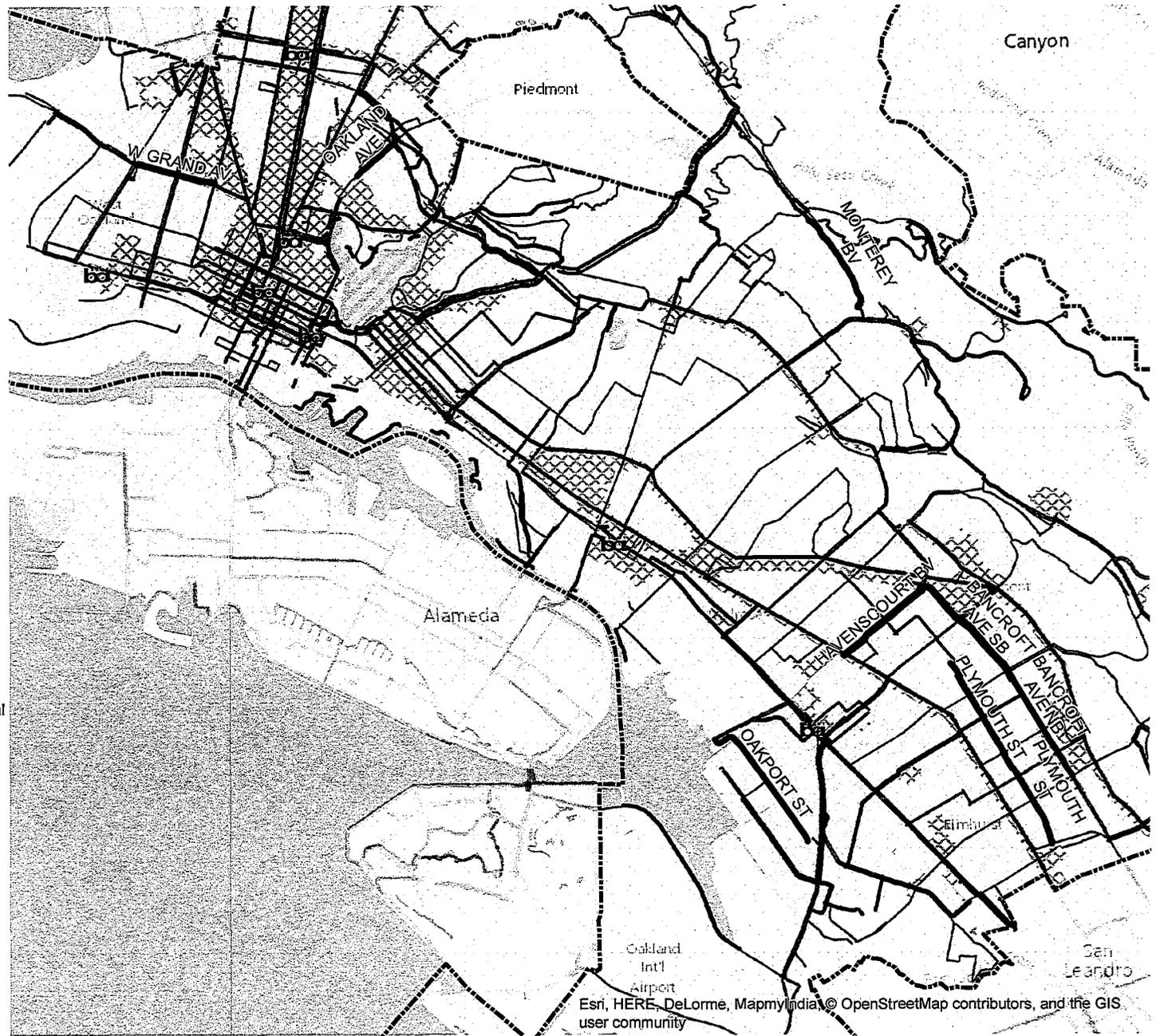
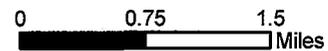
Land Use

⊠ Downtown & Mixed Commercial

□ Priority Development Areas

□ Transit Priority Area

■ Water



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Attachment B

Lakeside Family Streets

Project Location Map

Proposed Project

 Lakeside Family Streets

Transit Corridors

 Priority Transit

 Cross Town

 Local

 BART Station

Bikeways

 Buffered Bike Lane or Path

 Sharrow

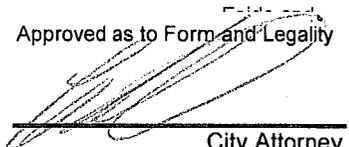
City Limits

 Outline

 Water



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 City Attorney

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR OR DESIGNEE TO APPLY FOR, ACCEPT AND APPROPRIATE NINE MILLION SIX HUNDRED EIGHTY SEVEN THOUSAND DOLLARS (\$9,687,000) IN ONE BAY AREA GRANT FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE OAKLAND LOCAL STREETS AND ROADS (LSR) PAVING PROGRAM PROJECT AND THE LAKESIDE FAMILY STREETS PROJECT; COMMIT MATCHING FUNDS OF UP TO ONE MILLION TWO HUNDRED FIFTY SEVEN THOUSAND DOLLARS (\$1,257,000); AND ASSURE COMPLETION OF THE PROJECTS

WHEREAS, the City of Oakland (City) is submitting an application to the Metropolitan Transportation Commission (MTC) for Nine Million Six Hundred Eighty Seven Thousand Dollars (\$9,687,000) 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 Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as Regional Discretionary Funding) for the Oakland LSR Paving Program Project and the Lakeside Family Streets Project (Projects) for the One Bay Area Grant Program (Program); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the Federal Transportation Act) including, but not limited to the Surface Transportation Block Grant 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 (TA) set-aside (23 U.S.C. § 133); 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 the Federal Transportation Act, 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 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 the 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

WHEREAS, that the City is authorized to submit an application for Regional Discretionary Funding for the Project; 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 the Federal Transportation Act or continued funding; and be it

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

FURTHER RESOLVED that 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 City does not expect any cost increases to be funded with additional Regional Discretionary Funding; and be it

FURTHER RESOLVED that 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 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 the 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 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 her designees, the Director of Transportation or Assistant Director of Transportation, 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 City authorizes its City Administrator or her designees, the Director of Transportation or the Assistant Director of Transportation, to negotiate grant terms, execute, modify, amend and extend agreements, allocate revenue, make expenditures, and take all other actions with respect to the Program and these Projects in accordance with this Resolution and its basic purposes; and be it

FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; 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 any funds that are received for these Projects into the Metropolitan Transportation Commission Grant Fund (2116) under project numbers to be established; and be it

FURTHER RESOLVED that the City Council hereby consents to the use of up to \$1,257,000 in funds, from sources as follows for each project:

- 1) Oakland LSR Paving Program:
 - \$95,000 from Measure B/BB Matching Funds in FY 17/18 for engineering phase
 - \$540,000 from Measure B/BB Matching Funds in FY 18/19 for construction phase;
- 2) Lakeside Family Streets Project:
 - \$53,000 from Measure BB Grant Matching Funds in FY 17/18 for engineering phase;
 - \$569,000 from Measure B/BB Grant Matching Funds in FY 18/19 for construction phase

FURTHER RESOLVED that should additional funds be received for these Projects, the City Administrator, or her designees the Director of Transportation or Assistant Director of Transportation, is 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