



AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Director

SUBJECT: Amendment to Resolution No. 87789
C. M.S. HSIP9 Grant Funds

DATE: September 25, 2020

City Administrator Approval

Date: Oct 28, 2020

RECOMMENDATION

Staff Recommends That The City Council Approve A Resolution Amending Resolution No. 87789 C.M.S., Which Accepted And Appropriated Two Highway Safety Improvement Program Cycle 9 (HSIP9) Grants Totaling One Million Three Hundred Forty-Five Thousand Nine Hundred Thirty Dollars (\$1,345,930), To Appropriate The HSIP9 Grant Funds To The Correct Fund Account.

EXECUTIVE SUMMARY

Approval of this resolution will allow the City to amend Resolution No. 87789 C.M.S., which accepts and appropriates \$1,345,930 for the design and construction of sidewalks, crosswalks roadway devices for pedestrians and bicycles safety and operation under two projects.

The proposed amended resolution corrects the funding code necessary for funds appropriation for the project. The correct fund number is the Department of Transportation Fund 2116. The erroneous fund number contained in Resolution No 87789 C.M.S. stated 2216.

BACKGROUND / LEGISLATIVE HISTORY

In August 2018, the Department of Transportation (DOT) submitted four (4) grant proposal under HSIP 9, and in December 2018 was notified that the City received grant approval for two proposals totaling \$1,500,000, consisting a federal grant portion of \$1,345,930 and a local match of \$154,070. The two proposals include projects that will enhance safety and access for pedestrians and bicyclists. Project #1 consists of pedestrians' safety improvements along Foothill Boulevard from Harrington Street to Cole Street, and MacArthur Boulevard from 69th Avenue to 96th Avenue. Project #2 consists of pedestrians' safety enhancement at the intersections of 7th Street/Filbert Street, Oakland Avenue/Moss Avenue and 98th Avenue/C, Street. The Highway Safety Improvement Program (HSIP) is a competitive grant program that provides federal funds to improve safety on roadways for all modes of transportation.

City Council
November 10, 2020

ANALYSIS AND POLICY ALTERNATIVES

The Resolution No. 87789 C.M.S to accept and appropriate the HSIP 9 grant funding was adopted by City Council on July 9, 2019. Since the adoption, a clerical error that requires correction was found in the resolution. The proposed amended resolution corrects the funding code necessary for funds appropriation for the project. The correct fund number is the Department of Transportation Fund 2116. The erroneous fund number contained in Resolution No 87789 C.M.S. stated 2216. See **Attachment A**.

FISCAL IMPACT

HSIP 9 grant funds federal portion of \$1,345,930 will be deposited and appropriated in the Department of Transportation, Fund 2116, Organization 35216 and 92246, and will be available in the 2020--2021 fiscal year. The local match funds of \$154,070 is available in Measure B Fund 2211 – Transportation Grant Matching Program, Project 1001512 and Measure KK Infrastructure Bond Fund 5332, Project 1003348, Department of Transportation, Organization 35216 and 92246. A new Project Number will be created for each of the two projects and each of the matching funds. The HSIP grant only allows funds to be used on traffic safety improvements and prohibits the use of grant funds on public art. As such the 1.5% public art fee is not eligible for these projects. The breakdown of federal grant and local funds for the projects are shown below:

Federal & Local Funding Breakdown

Project Titles	Total Project Cost	Federal Grant	Local Match
Foothill Blvd and MacArthur Blvd	\$1,217,700	\$1,095,930	\$121,770
Pedestrian Crossing Enhancements	\$ 282,300	\$ 250,000	\$ 32,300
Total	\$1,500,000	\$1,345,930	\$154,070

Projects are included in the next Federal Surface Transportation Improvement Program (FSTIP) amendment. The proposed crosswalk enhancements include Rectangular Flashing Beacons estimated to have annual operations and maintenance costs of \$6,000 to be funded under the traffic signal maintenance budget. Maintenance of signing and striping work is expected to be minimal and will not significantly increase maintenance costs.

The proposed amended resolution corrects the funding code necessary for funds appropriation for the project. The correct fund number is the Department of Transportation Fund 2116. The erroneous fund number contained in Resolution No. 87789 C.M.S. stated Fund 2216.

PUBLIC OUTREACH / INTEREST

Staff presented both projects scopes in the grant applications to the Oakland's Bicyclist & Pedestrian Advisory Commission (BPAC) and received positive feedback. Plans will be presented to BPAC during design phase.

COORDINATION

The Department of Transportation is responsible for funding, planning, designing, implementing, and maintaining traffic signals, pedestrian, and bicycle capital projects. Staff consulted with the City's Bicycle and Pedestrian Programs and Transportation Planning staff. The Oakland Police Department was consulted during the grants application and projects development due to their knowledge of traffic collisions within the project areas. All street corridors and areas selected have historically been the subject of ongoing community concerns. The two projects will enhance mobility and access for pedestrians and will improve safety for all users. These improvements will reduce potential conflicts, collisions, and severity of collisions. All improvements are consistent with the City of Oakland Pedestrian Plan and Bicycle Master Plan, as well as the Oakland's Complete Street Policy. The Office of the City Attorney and the City's Budget Bureau also reviewed this report and resolution.

SUSTAINABLE OPPORTUNITIES

Economic: Improvements to pedestrian facilities contribute to local economic activities. Safer crossings promote walking.

Environmental: Walking is an energy efficient forms of transportation and creates no emissions. Accessible pedestrian infrastructure promotes physical activity and good health. Walking contributes towards the City's goal to reduce greenhouse gas emissions.

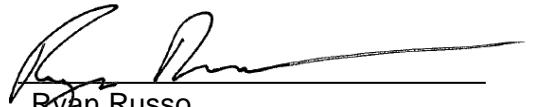
Social Equity: Improving pedestrian facilities is the key in promoting walking as a viable mode of transportation. Project sites are in areas of the City with high equity index score. Specifically, for Project #1 and Project #2, equity indices range from 0.6 to 1.0 (medium to high).

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Approve The Resolution Amending Resolution No. 87789 C.M.S., Which Accepted And Appropriated Two Highway Safety Improvement Program Cycle 9 (Hsip9) Grants Totaling One Million Three Hundred Forty-Five Thousand Nine Hundred Thirty Dollars (\$1,345,930), To Appropriate The HSIP9 Grant Funds To The Correct Fund Account.

For questions regarding this report, please contact Ade Oluwasogo, Department of Transportation, Supervising Transportation Engineer, at (510) 238-6103.

Respectfully submitted,



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Oakland Department of Transportation

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Attachments (1):
A. Resolution No. 87789 CMS