



AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Director, DOT

SUBJECT: TDA Article 3 FY 2021-22
Funds Approval

DATE: April 12, 2021

City Administrator Approval

Date: Apr 21, 2021

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator To Apply For, Accept, And Appropriate Up To Seven Hundred Thousand Four Dollars (\$700,000.00) In Fiscal Year (FY) 2021-22 State Transportation Development Act, TDA, Article 3 Funds As Follows: (1) East 20th Street Stairpath Rehabilitation, One Hundred and Fifty Thousand Dollars (\$150,000); (2) Burr, Wilson and Palmer Stair Path Rehabilitation Project, One Hundred and Fifteen Thousand Dollars (\$115,000); (3) Foothill Blvd Pedestrian Safety Improvements, Three Hundred and Sixty Thousand Dollars (\$360,000); (4) CityRacks Bicycle Parking Program, Seventy Five Thousand Dollars (\$75,000); (2) And Adopting California Environmental Quality Act Findings.

EXECUTIVE SUMMARY

Approval of this resolution will authorize the City Administrator to apply for, accept, and appropriate up to \$700,000.00 in State Transportation Development Act Article 3 funds for Fiscal Year (FY) 2021-22. The grant applications require City Council approval and are due May 29, 2021. No matching funds are required to receive these funds, which must be expended within three (3) years of allocation. The grant funds will allow the City to implement priority projects identified by the Oakland Department of Transportation Capital Improvement Program (CIP).

BACKGROUND / LEGISLATIVE HISTORY

Transportation Development Act (TDA) Article 3 funds are derived from the State of California quarter-cent transportation sales tax. Article 3 specifically reserves a portion of these funds for bicycle and pedestrian projects. These funds are distributed annually, on a per capita basis to jurisdictions statewide. The City of Oakland typically uses these funds to support small bicycle or pedestrian projects citywide.

The Metropolitan Transportation Commission (MTC) administers TDA fund distribution for the San Francisco Bay Area and imposes certain requirements on fund recipients. To accept TDA Article 3 funds, the City must propose projects and determine that: (a) there are no legal impediments or other factors that would affect the City's ability to deliver the project(s); (b) sufficient staff resources and funding are available to complete the projects; and (c) there are no environmental or right-of-way issues that would jeopardize fund obligation deadlines. To claim

City Council
May 4, 2021

TDA funds, these findings must be adopted by the City Council and are included as Exhibit A (“Findings”) to the resolution. An additional requirement is that projects must be reviewed by the City’s Bicyclist and Pedestrian Advisory Commission (BPAC). This cycle, a TDA announcement was sent to BPAC for feedback at the March 15, 2021 meeting. The proposed projects in this report were also shared and reviewed in detail at the BPAC Committee meeting on April 15, 2021. In addition, three of the proposed projects for FY 2021-22 are existing TDA-funded projects that need additional funding and that have been previously reviewed and endorsed by BPAC.

ANALYSIS AND POLICY ALTERNATIVES

Adoption of this resolution will allow the City to complete its applications for TDA Article 3 funding by the grant deadline in May 2021. Construction of bicycle and pedestrian facilities is consistent with the goals of the City of Oakland's General Plan, Bicycle Plan, Pedestrian Plan and the Citywide Capital Improvement Program (CIP). The selection of projects is also consistent with the Council-adopted criteria set forth in the Resolution to Approve the Updated Capital Improvement Program Prioritization Process, Adopt the Weighting System and Authorize the City Administrator to Implement the Process Beginning Budget Cycle FY 2019-21 (Resolution No. 87376 C.M.S., adopted September 20, 2018). This year, projects/programs were prioritized for funding based on CIP score, readiness for implementation, funding needs and staff’s ability to deliver timely.

The result of this prioritization process includes two existing TDA projects from the Pedestrian Stairs and Path Program. This program rehabilitates deteriorated stairs, paths, handrails, and landings across the City, maintaining important mid-block points of access and a diverse and unique pedestrian network citywide. There are approximately 210 public stairs citywide. The City of Oakland Department of Transportation has prioritized stair projects using a comprehensive replacement and repair plan based on the physical condition (40%), priority equity areas (30%) using the Racial Equity Team Geographic Equity Tool and MTC Communities of Concern, and proximity to Schools, Libraries, Recreation Centers, and Commercial Districts (30%). The FY 21-23 CIP score for this project is 61 out of 100.

- **Stair Path Rehabilitation Projects:** The FY2021-22 TDA funding would be used to complete the rehabilitation of three existing stair paths projects:
 - The East 20th Street Stairpath Rehabilitation Project will rehabilitate deteriorated stairs/landings and install handrails for a stairpath along the right-of-way of East 20th Street. The stairpath connects 5th Ave to Park Boulevard near the Lake Merritt / Parkway Commercial District, FM Smith Recreation Center, and the Line 18 AC Transit bus service (see **Attachment A**)
 - Burr, Wilson, and Palmer Stair Path Rehabilitation Project: TDA funding would be used to rehabilitate stairpaths from Wilson to Damuth and Burr to Seneca, and handrails along the Palmer path between East 32nd Street and East 33rd Street. These paths link pedestrians to local amenities such as the Youth Uprising Career Center, Castlemont FIS, Peoples Missionary Baptist Church, Kasper’s Hot Dogs, Jade Palace Chinese Kitchen, and Banyan Roots Yoga (see **Attachment B**).

Additional projects prioritized for this cycle include:

- **Foothill Blvd Pedestrian Safety Improvements:** This project will upgrade pedestrian safety at intersections along Foothill Blvd from 23rd Ave to 42nd Ave. Intersection improvements are currently being designed and may include new traffic signals or Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, concrete or painted bulb outs and pedestrian medians, upgraded curb ramps, pedestrian lighting, new or upgraded crosswalks, daylighting at intersection approaches, and other striping or signing improvements. This project has been a high-ranking project in the last two CIP cycles; this cycle, it scored 77 out of 100 in the Citywide CIP Prioritization Process (see **Attachment C**).
- **CityRacks Bicycle Parking Program:** TDA funding will be used to install approximately 150 new bike parking racks along public streets throughout Oakland, or new e-Locker sites and a smaller number of bike racks. Locations are determined by public request and staff evaluation. This FY-21-23, it scored 56 out of 100 in the Citywide CIP Prioritization Process. This program is part of the Citywide Bike Plan Implementation Program (see **Attachment D**).

FISCAL IMPACT

Without TDA Article 3 grant funding, completion of these projects would require the City to use other fund sources such as Measures KK, B or BB. Using grant funds to augment funding from the City's Capital Improvement Program extends the City's ability to finance needed improvements. Implementation of these projects will have a net positive fiscal impact on the City of Oakland by funding infrastructure upgrades and enabling the completion of these projects. Additionally, there is no local match required for this fund source.

Upon award of the grants, funds will be appropriated as follows:

- East 20th Street Stairpath Rehabilitation: One hundred and fifty thousand dollars (\$150,000.00) into the Transportation Development Act (TDA) Article 3 Fund (2162), Engineering Design Organization (92242), Street Construction Account (57411), with Project Number (1005720);
- Burr, Wilson, and Palmer Stair Path Rehabilitation Project: One hundred fifteen thousand dollars (\$115,000.00) into the Transportation Development Act (TDA) Article 3 Fund (2162), Engineering Design Organization (92242), Street Construction Account (57411), Project Number (1004717);
- Foothill Blvd Pedestrian Safety Improvements: Three hundred sixty thousand dollars (\$360,000.00) into the Transportation Development Act (TDA) Article 3 Fund (2162), Engineering Design Organization (92242), Street Construction Account (57411), Project Number (1005163);

- CityRacks Bicycle Parking Program: Seventy-five thousand dollars (\$75,000,000) into the Transportation Development Act (TDA) Article 3 Fund (2162), Engineering Design Organization (92242), Street Construction Account (57411), Project Number (1000982).

Table 1 below summarizes the cumulative funding these four projects will have appropriated upon the adoption of this resolution. Furthermore, it lists the resolution numbers and dates for previously funded TDA projects. The next FY allocation will enable these projects to have sufficient funds to bid and start construction and fund bicycle parking for the next three years. TDA funds must be expended within three (3) years of allocation.

Table 1. TDA Funding Request Summary

Project Title	CIP Score	Resolution	FY2021-22 Allocation	Previous Allocation	Total Allocation
Foothill Blvd Pedestrian Safety Improvements	77	N/A	\$360,000	\$0	\$360,000
E 20th St Stairpath Rehabilitation	61	86715 (5/2/17*)	\$150,000	\$250,000	\$400,000
Burr, Wilson, & Palmer Stairpath Rehabilitation	61	87188 (5/15/18*)	\$115,000	\$236,001	\$351,001
CityRacks Bicycle Parking Program	56	N/A	\$75,000	\$0	\$75,000
			\$700,000	\$530,797	\$1,186,001

PUBLIC OUTREACH / INTEREST

Each year, the list of proposed projects is reviewed by the City’s Bicyclist and Pedestrian Advisory Commission (BPAC) to receive input on the proposals and to meet the grant requirements. These meetings are noticed and open to the public.

For FY 2021-22, the BPAC meeting for this item was scheduled for April 15, 2021. The Department of Transportation Capital Finance team worked closely with the staff liaison to the Commission to provide an announcement with information about the proposed projects prior to the scheduled meeting.

In addition, OakDOT’s Stairs/Paths Program for which projects were selected this TDA cycle also undergoes public review via BPAC meetings and transparently organizes projects based on asset condition, proximity to schools/transit, and potential to invest underserved areas of Oakland as described above. The entire Stair/Path Program has gone through public outreach in the past.

Moreover, because these projects are existing TDA funded projects, they have been previously considered and endorsed as followed:

- East 20th Street Stairpath Rehabilitation: This project was reviewed by BPAC at its February 2017 and 2020 meetings. The East 20th Street Stairpath Project is synergistic with a local Adopt-a-Spot group that has invested in landscape improvements for the unused right-of-way adjacent to the path.
- Burr, Wilson, and Palmer Stair Path Rehabilitation Project: This project was reviewed by BPAC at its February and March 2018 and 2020 meetings.
- CityRacks Bicycle Parking Program: This project was reviewed by BPAC at its March 2019 meeting. This program has received TDA funding in multiple cycles.
- The Foothill Blvd Pedestrian Safety Improvements project responds to numerous community calls for comprehensive safety improvements after the pedestrian fatality crash occurred in April 2019. The corridor is in a largely Hispanic/Latino community and an area of high disadvantage as determined by the OakDOT's Geographic Equity Tool. Foothill Boulevard was also identified by the 2017 Pedestrian Plan as a High Injury Corridor and contains several high injury intersections. The response to this April 2019 collision included a march from the International Community School to the site of the crash organized by students, teachers, and community members.

COORDINATION

The Office of the City Attorney and the Budget Bureau were consulted in preparation of this report.

SUSTAINABLE OPPORTUNITIES

Economic: Pedestrian facilities encourage walking, one of the most cost-effective forms of transportation. Pedestrian trips tend to be local and thus are more likely to contribute to local economic activity.

Environmental: Walking and biking are energy efficient forms of transportation that create zero emissions, contributing to the City's efforts to reduce air pollution and address climate change.

Race & Equity: The projects improve accessibility and safety for people who depend on non-motorized transportation and public transit to access jobs, services, and recreational facilities. Walking and biking are inexpensive and broadly accessible forms of transportation. The selected stair projects are situated in high priority areas as identified in OakDOT's Racial Equity Team Geographic Equity Tool and MTC Communities of Concern map.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The projects selected for TDA funding are exempt from California Environmental Quality Act, CEQA pursuant to CEQA Guidelines Sections 15060(c)(3) (not a project), 15061(b)(3) (no significant effect), and/or 15301(c) (existing facilities).

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt:

1) A Resolution Authorizing The City Administrator To Apply For, Accept, And Appropriate Up To Seven Hundred Thousand Dollars (\$700,000.00) In Fiscal Year (FY) 2021-22 State Transportation Development Act Article 3 Funds As Follows: (1) East 20th Street Stairpath Rehabilitation, One Hundred and Fifty Thousand Dollars (\$150,000); (2) Burr, Wilson and Palmer Stair Path Rehabilitation Project, One Hundred and Fifteen Thousand Dollars (\$115,000); (3) Foothill Blvd Pedestrian Safety Improvements, Three Hundred and Sixty Thousand Dollars (\$360,000); (4) CityRacks Bicycle Parking Program, Seventy Five Thousand Dollars (\$75,000); (2) And Adopting California Environmental Quality Act Findings.

For questions regarding this report, please contact Julieth Ortiz, Transportation Planner, at jortiz@oaklandca.gov.

Respectfully submitted,



RYAN RUSSO
Director, Department of Transportation

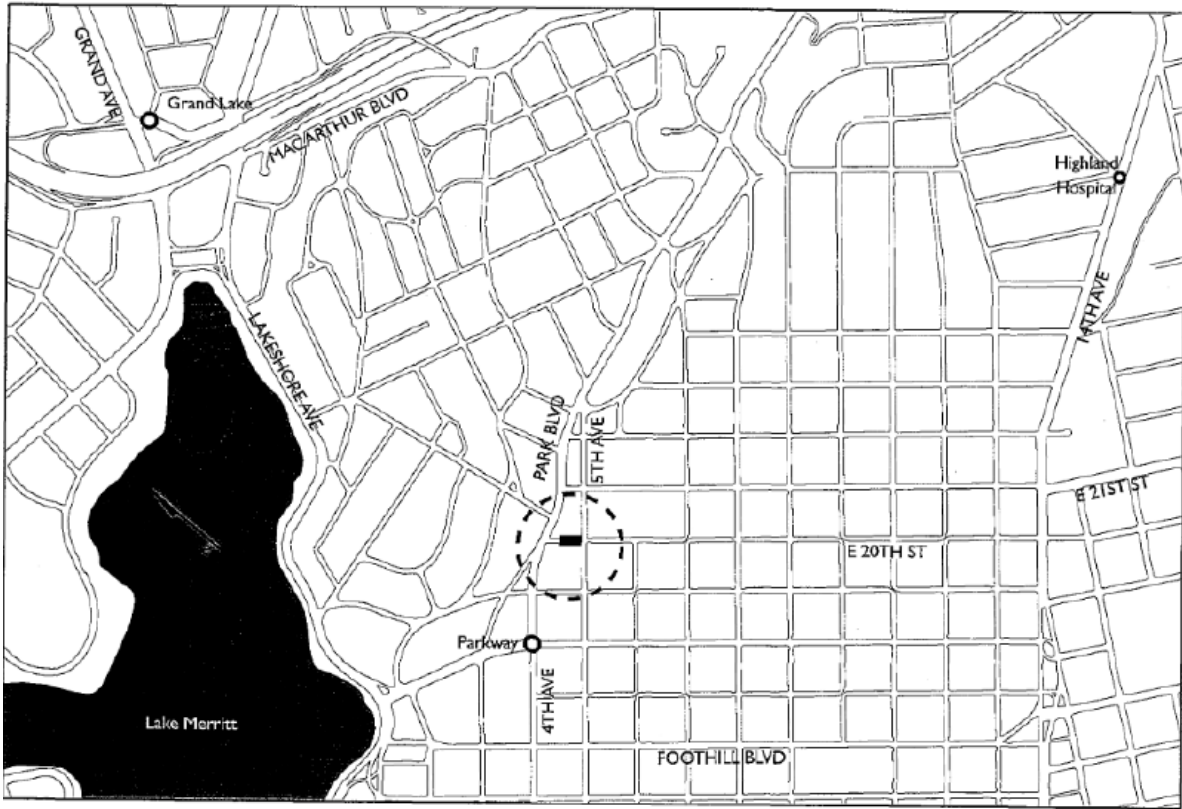
Reviewed by:
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Division Manager, Strategic Planning and
Administration

Prepared by:
Julieth Ortiz
Transportation Planner III, Strategic Planning
and Administration

Attachment A: East 20th Street Stairpath Project Area Map
Attachment B: Burr, Wilson & Palmer Stairpath Rehabilitation Project Map
Attachment C: Foothill Blvd Pedestrian Safety Improvements
Attachment D: CityRacks Bicycle Parking Program

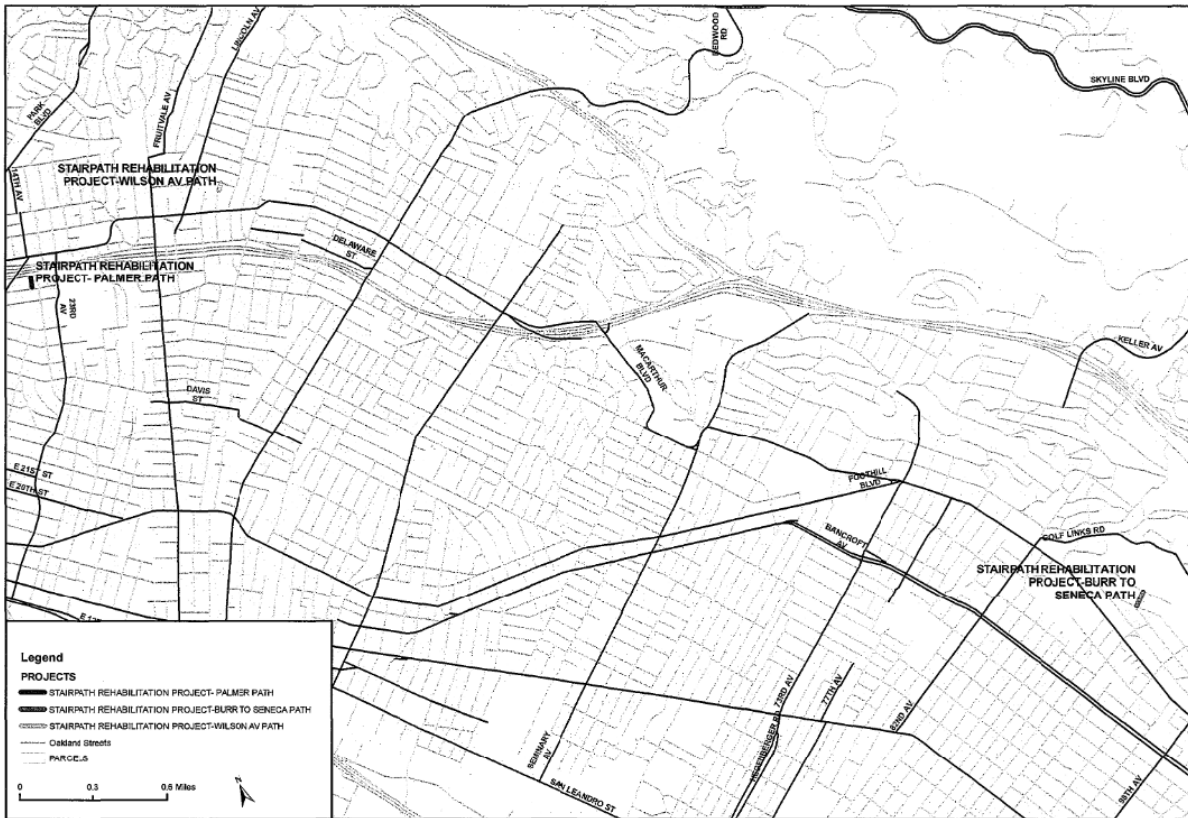
Attachment A: East 20th Street Stairpath Project Area Map



March 10, 2017

0 0.2 0.4 Miles

Attachment B: Burr, Wilson & Palmer Stairpath Rehabilitation Project Map



Attachment C: Foothill Blvd Pedestrian Safety Improvements – sample treatment



Attachment D: CityRacks Bicycle Parking Program

City of Oakland CityRacks Bicycle Parking Program
TDA Article 3, FY 21-22

