



# City of San Leandro

Meeting Date: July 21, 2014

## Staff Report

---

**File Number:** 14-296 **Agenda Section:** CONSENT CALENDAR

**Agenda Number:** 8.H.

**TO:** City Council

**FROM:** Chris Zapata  
City Manager

**BY:** Uchenna Udemezue  
Engineering & Transportation Director

**FINANCE REVIEW:** David Baum  
Finance Director

**TITLE:** Staff Report for a Resolution Authorizing the Filing of Two Metropolitan Transportation Commission (MTC) - Regional Active Transportation Program (ATP) Grant Applications Committing to Local Matching Funds and Assurance to Complete the Projects for Two Safe Routes to School (SRTS) Projects near James Monroe Elementary School, and Garfield Elementary School and Lincoln High School

---

### SUMMARY AND RECOMMENDATIONS

Staff recommends approval of a resolution authorizing the City Manager to file two applications for funding from the Metropolitan Transportation Commission (MTC) Active Transportation Program, committing any necessary matching funds and stating assurance that the City will complete the projects; and to accept any awarded grant funds for the projects and to execute any necessary implementing documents.

### BACKGROUND

The Active Transportation Program (ATP) was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation such as biking and walking and to provide for safe bicycle and pedestrian facilities. The 2014-16 ATP Grant Program has a total of \$360 million available to be distributed over three cycles. For Cycle 1 ATP Program Funds, \$180 million is available for the competitive statewide program and \$30 million is available for the Regional Competitive program.

In March 2014 Caltrans issued a call for ATP statewide competitive projects. The City responded by submitting two applications for ATP funds by the May 2014 deadline. In May 2014, the MTC issued a call for projects for the Regional ATP Grant Program funds. Local agencies submitting applications for the State ATP funds also qualify for the Regional ATP funds as long as the local agency submits a supplemental application satisfying the regional requirements. One of the requirements for the Regional ATP funds is for the City Council to adopt a Resolution of Local Support to MTC authorizing the filing of applications for the ATP

funding, committing to the necessary local match and stating assurance that the City will complete the projects.

The City submitted two project applications for ATP State competitive funds in May 2014. The first Safe Routes to School (SRTS) project is for an intersection improvement project to add a traffic signal at the Floresta Boulevard and Monterey Boulevard intersection near the James Monroe Elementary School; estimated cost is \$801,000. The City's matching funds are \$120,000 (14.98%), and the ATP grant request is \$681,000. The second proposed SRTS project would be to build bulb-outs to improve pedestrian safety at the Aurora Drive and State Street intersection near Garfield Elementary School and installing an enhanced, lighted crosswalk near Lincoln High School at 2600 Teagarden Street. The overall cost of the second SRTS project is \$341,000. The City's matching funds would be \$51,000 (14.96%) while the ATP grant request is \$290,000. Staff recommends that the local match be funded using Measure B Bicycle and Pedestrian Funds and Development Fees for Street Improvements, which carries sufficient balance for the required local matches.

### **Analysis**

The MTC is the regional transportation planning agency for the San Francisco Bay Area responsible for planning, funding, and delivering transportation projects and programs within the nine-county Bay Area. In addition, the MTC is also responsible for developing the region's competitive ATP guidelines and implementing MTC's policies, procedures and project selection criteria for the Regional Competitive ATP. MTC's share of the ATP provides about \$30 million in funding to the nine Bay Area Counties it serves. MTC's project evaluation criteria match the State ATP criteria, with one additional criterion for the Regional Competitive ATP, which is consistency with the Regional Priorities and Planning Areas, including:

- Consistency with Plan Bay Area's Healthy and Safe goals to reduce particulate matter, collision reduction and encouragement of active transport;
- Consistency with the MTC Safe Routes to School Program;
- Regional Bike Network Build-out

San Leandro's proposed SRTS projects at James Monroe Elementary School, Garfield Elementary School and Lincoln High School satisfy the MTC Safe Routes to School Program criteria to reduce child injuries and fatalities and to encourage students to walk and bicycle to school. Funded by the Alameda County Transportation Commission (Alameda CTC) Safe Routes to School Program (SR2S) program, a Walk Audit for Garfield Elementary School was conducted on October 20, 2010. The audit was led by TransForm and Alta Planning & Design. Participants included the school principal, teachers, parents and City of San Leandro Engineering & Transportation staff. The proposed bulb-outs project for Garfield Elementary School is one of several recommended improvements resulting from the SR2S Walk Audit. Most of the other recommended, low-cost improvements containing signing and striping works have been implemented by the City and the School District, leaving bulb-outs at the Aurora Drive/State Street intersection unfinished. The traffic signal at the Floresta Boulevard and Monterey Boulevard intersection near the James Monroe Elementary School and enhanced, lighted crosswalk near Lincoln High School at 2600 Teagarden Street were projects identified from San Leandro School District staff input.

### **Current Agency Policies**

The City adopted a Complete Streets Policy to promote safe multi-modal transportation in the City.

### **Committee Review and Actions**

Several updates on the project have been presented to the Bicycle and Pedestrian Advisory Committee (BPAC), the most recent occurring April 29, 2014.

### **Applicable General Plan Policies**

- Policy 14.03 - Funding: Aggressively pursue state and federal funding for bicycle and pedestrian improvements, while also including funding for bicycle and pedestrian improvements in the City's Capital Improvement Program
- Policy 14.07 - Pedestrian Environment: Strive to achieve a more comfortable environment for pedestrians in all areas of San Leandro, with particular emphasis on the BART station areas, downtown, and major commercial thoroughfares such as East 14th Street
- Policy 18.01 - Law Enforcement: Aggressively enforce traffic safety laws on San Leandro streets, including speed limits, red light violations, and pedestrian and bicycle lane right-of-way violations
- Action 18.02A - Accident Data Collection and Remediation: Collect and evaluate collision data at the top 25 accident locations in San Leandro. Develop measures to reduce the number of collisions at these locations
- Action 18.02B - Pedestrian Safety Improvements: Develop programs to improve pedestrian safety at both controlled and uncontrolled intersections throughout the City. Programs that use innovative technology, such as lighted crosswalks and warning countdowns, should be explored
- Policy 18.03 - Public Education: Increase public education on laws relating to parking, circulation, speed limits, right-of-way, pedestrian crossings, and other aspects of transportation safety in the City
- Action 18.03A - Safe Routes to School Program: Continue the Safe Routes to School program and other bicycle, pedestrian, and non-motorized transportation safety programs for children and seniors
- Policy 18.05 - Funding: Pursue grants for the improvement of pedestrian, bicycle, and motor vehicle safety
- Policy 18.06 - Staff Education: Ensure that City staff is up-to-date and educated on the latest technology and/or methods of improving safety for all modes of transportation

### **Environmental Review**

This proposed action is not a project under the California Environmental Quality Act (CEQA) as it is an administrative activity that will not result in direct or indirect physical changes in the environment (CEQA Guidelines Section 15378).

### **Fiscal Impacts**

The costs of the SRTS projects are estimated to be \$801,000 for the traffic signal at the

Floresta Boulevard and Monterey Boulevard intersection near the James Monroe Elementary School, and \$341,000 for build bulb-outs at the Aurora Drive and State Street intersection near Garfield Elementary School and enhanced, lighted crosswalk near Lincoln High School. The City's matching funds for each project is \$120,000 and \$51,000, respectively.

**Budget Authority**

The matching funds will be funded by the Measure B Bicycle and Pedestrian Funds and the Development Fees for Street Improvements Fund and will be appropriated upon award of the Metropolitan Transportation Commission Active Transportation Program grant.

**PREPARED BY:** Reh-Lin N. Chen, Senior Transportation Engineer, Engineering & Transportation Department



# City of San Leandro

Meeting Date: July 21, 2014

## Resolution - Council

---

**File Number:** 14-297 **Agenda Section:** CONSENT CALENDAR

**Agenda Number:**

**TO:** City Council

**FROM:** Chris Zapata  
City Manager

**BY:** Uchenna Udemezue  
Engineering & Transportation Director

**FINANCE REVIEW:** David Baum  
Finance Director

**TITLE:** RESOLUTION Authorizing the Filing of Two Metropolitan Transportation Commission (MTC) - Regional Active Transportation Program (ATP) Grant Applications Committing to Local Matching Funds and Assurance to Complete the Projects for Two Safe Routes to School (SRTS) Projects near James Monroe Elementary School, and Garfield Elementary School and Lincoln High School (authorizes requests for two ATP grant applications with potential matching funds of up to \$171,000 from Measure B Bicycle and Pedestrian Funds)

---

WHEREAS, the City of San Leandro (hereinafter referred to as "APPLICANT") is submitting two applications to the Metropolitan Transportation Commission (MTC) for \$801,000 and \$341,000 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 Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives (TA)/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Safe Routes to School Project at James Monroe Elementary School and the Safe Routes to School Project at Garfield Elementary School and Lincoln High School (hereinafter referred to as PROJECT) for the MTC Active Transportation Program (hereinafter referred to as PROGRAM); and,

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to, the Surface Transportation 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 Program (TA) (23 U.S.C. § 213); 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 MAP-21, 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, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for 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 PROJECT 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 PROJECT 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 PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT 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, inquiries or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and

- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of a RTIP project, state law requires that the PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its City Manager to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT 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, the City Council of the City of San Leandro does RESOLVE as follows:

1. That the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 or continued funding; and

2. That APPLICANT will provide any required matching funds; and

3. That APPLICANT 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 APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

4. That APPLICANT 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 APPLICANT 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, inquiries or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects

implemented by APPLICANT; and

5. That PROJECT 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

6. That APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and

7. That PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and

8. That, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and

9. That, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and

10. That, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

11. That APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and

12. That APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

13. That there is no legal impediment to APPLICANT making applications for the funds; and

14. That there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

15. That APPLICANT authorizes its City Manager to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

16. That a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

17. That the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.