



City of San Leandro

Meeting Date: May 15, 2017

Staff Report

File Number: 17-273

Agenda Section: CONSENT CALENDAR

Agenda Number: 8.I.

TO: City Council

FROM: Chris Zapata
City Manager

BY: Keith Cooke
Engineering & Transportation Director

FINANCE REVIEW: Not Applicable

TITLE: Staff Report for a Resolution Authorizing the City Manager to File an Application for One Bay Area Grant Funding Through the Metropolitan Transportation Commission for the Washington Avenue Reconstruction Project, Committing any Necessary Matching Funds, and Stating the Assurance to Complete the Project

SUMMARY AND RECOMMENDATIONS

It is recommended that the City Council authorize the City Manager to file an application with the Metropolitan Transportation Commission for One Bay Area Grant Local Streets and Roads (LSR) funding. This grant will partially fund the reconstruction of Washington Ave from West Juana Ave to Castro Street.

BACKGROUND

The Federal One Bay Area Grant (OBAG) funding is intended to support Alameda County Transportation Commission's (Alameda CTC) Sustainable Communities Strategy by linking transportation dollars to land-use decisions and targeting transportation investments to support priority development areas (PDAs). The OBAG program is funded with the Surface Transportation Program and Congestion Mitigation and Air Quality federal funding sources. The OBAG program supports California's climate law, Senate Bill 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions. Per the OBAG requirements, 70 percent of the funds must be used toward transportation projects within PDAs. Additionally, this funding may only be used for streets on the National Highway System (NHS).

Alameda CTC is responsible for selecting and programming the Alameda County share of OBAG funds provided by the Metropolitan Transportation Commission. The Metropolitan Transportation Commission (MTC) requires a Resolution of Local Support from agencies seeking grant funds.

Analysis

San Leandro has three PDAs, the Downtown Transit Oriented Development Area, East 14th Street, and the Bayfair BART Transit Village. Within these PDAs Washington Ave, Hesperian Blvd, and San Leandro Blvd are the three streets on the NHS with the worst pavement condition index. San Leandro Boulevard is already scheduled to receive pavement in 2017. Hesperian Boulevard and Washington Ave have pavement in similar condition but Washington Ave is proposed for this grant because it has a high crown and steep cross slopes that make it challenging for wheelchairs to cross the street. The high crown can only be changed by reconstructing the road and rebuilding from the ground up.

The required resolution of local support contains a commitment to fund and complete the project. San Leandro has made similar commitments for past OBAG funding, most recently for a project on San Leandro Boulevard between Williams and Hudson. The City can fulfill the commitments contained within the resolution without hardship.

Current Agency Policies

Maintain and enhance San Leandro's infrastructure.

Applicable General Plan Policies

Policy T-5.3: Regularly maintain City streets and traffic control devices to ensure that streets operate safely and efficiently. The City will strive for an overall Pavement Condition Index of 76, which is the lower limit of industry best practices.

Environmental Review

Environmental clearance will be filed for this project upon receipt of funding and before construction is scheduled to commence.

Fiscal Impacts

The estimated project cost is \$1,598,000. The target share of OBAG funding for San Leandro is \$1,048,000, based on the City's population and housing data.

The local share of the project is \$550,000 which is more than the minimum local funding match in the amount of \$120,206 (11.47%).

Budget Authority

The proposed fiscal year 2017-18 budget contains \$8,635,000 for street overlay and rehabilitation made up of Measure BB local streets and roads, Gas Tax section 2103, Vehicle Registration Fees, and Measure BB grant funds. A portion of this money will be used for the local share of this project.

PREPARED BY: Nick Thom, City Engineer, Engineering and Transportation Department



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Resolution - Council

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TO: City Council

FROM: Chris Zapata
City Manager

BY: Keith Cooke
Engineering & Transportation Director

FINANCE REVIEW: Not Applicable

TITLE: Resolution Authorizing the City Manager to File an Application for One Bay Area Grant Funding Through the Metropolitan Transportation Commission for the Washington Avenue Reconstruction Project, Committing any Necessary Matching Funds, and Stating the Assurance to Complete the Project (authorizes the filing of an application for OBAG funding in the amount of \$1,048,000, committing matching funds in the amount of \$550,000 from Measure BB sources and assuring the completion of the project)

WHEREAS, the City of San Leandro (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$1,048,000 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 Washington Avenue Reconstruction project (herein referred to as PROJECT) for the One Bay Area Grant (herein referred to as 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, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, a 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, 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 APPLICANT; and

in the case of an RTIP project, state law requires 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, that 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 Executive Director, General Manager, or designee 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, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED 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 be it further

RESOLVED 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, 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 APPLICANT; and be it further

RESOLVED 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 be it further

RESOLVED 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 be it further

RESOLVED that PROJECT 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, 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 be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making application 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 PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its City Manager, or designee, to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it

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 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.