



**MEMORANDUM**

**DATE:** October 18, 2016

**TO:** Carolyn Lehr, City Manager

**FROM:** Charles S. Bryant, Community Development Director

**SUBJECT:** **Resolution Of The City Council Of The City Of Emeryville Authorizing The City Manager To Submit Applications In Response To The Alameda County Transportation Commission's Call For Project Nominations For Its 2018 Comprehensive Investment Plan**

**RECOMMENDATION**

Staff recommends that the City Council adopt the attached resolution authorizing the City Manager to submit applications in response to the Alameda County Transportation Commission's (Alameda CTC) Call For Project Nominations for its 2018 Comprehensive Investment Plan (2018 CIP).

**BACKGROUND**

On August 29, 2016 the Alameda CTC issued a call for project nominations for its 2018 CIP. The 2018 CIP will program funding anticipated for fiscal years 2017-18 through 2021-22. Applications for funding must be consistent with the Countywide Transportation Plan (CTP). The Alameda CTC has released three applications under the 2018 CIP, as follows:

- 2018 CIP - General Application
- Federal One Bay Area Grant (OBAG) 2 Local Streets and Roads (LSR) Program
- Paratransit (Senior and Disabled Transportation) Program

The CTP includes the following Emeryville projects and programs:

1. Emery Go-Round (EGR) Operating Expenses
2. South Bayfront Bicycle and Pedestrian Bridge
3. Door-to-Door Shuttle Service – "8 To Go"
4. Ashby/Shellmound I-80 Interchange with Bicycle and Pedestrian Ramps
5. Miscellaneous Bicycle and Pedestrian Improvements
6. North Hollis Paid Parking Program
7. I-80 Eastbound Powell Street Off-ramp Bus Bay
8. Powell Street Bridge Widening

9. Railroad Quiet Zone
10. Amtrak Platform Extension
11. EGR /AC Transit Bus Shelters

Additionally funding for LSR through OBAG 1 has been rolled over to future years complimenting OBAG 2 funding.

Alameda CTC is responsible for planning, funding and delivering transportation projects and programs within Alameda County. This includes the programming of federal, state, regional and local transportation funding. The CIP is Alameda CTC's near-term strategic planning and programming document through which fund sources administered by Alameda CTC are programmed through a consolidated process to maximize investments towards critical transportation infrastructure and program operations needs that are essential for developing and maintaining the county's transportation system.

The 2018 CIP Project Nomination period opened September 1, 2016 and will close October 31, 2016. Eligible applicants with projects that are implementation-ready for fiscal years 2017-18 through 2021-22 were asked to apply. Alameda CTC's 2018 CIP programming and allocation recommendations will be considered by the Commission in late Spring 2017 with funding available in July 2017.

#### Eligible Projects

- Eligible projects, programs and plans proposed for funding through the 2018 CIP must be included in the 2016 CTP.
- Eligible projects must meet the eligibility requirements of the specific fund to be utilized for the project (such requirements vary by source)

#### Matching requirements

Capital projects must demonstrate a minimum of 11.7% matching funds. Paratransit applications must also demonstrate a minimum of 11.7% matching funds. Transit projects must demonstrate a 50% match. Any funding to the project or program proposed for the 2018 CIP can be considered for match requirements. For example, the Property Based Improvement District (PBID) support for EGR operations can be considered match for any application for EGR operations.

### **DISCUSSION**

An interdepartmental review of the CTP's Emeryville projects compared the CTP to the City's 2017-2021 Capital Improvement Program and the City Bicycle and Pedestrian Plan for priority projects. In order to meet the October 31, 2016 deadline, staff began preparing applications for the following projects in September:

## **2018 CIP - General Application**

1. **EGR Operating Expenses** – The Community Development Investments Program component of Measure BB funding is being allocated in the 2018 CIP. The City will submit the maximum allowable request for these funds to cover the general benefit portion of EGR Operations. The maximum request for five years would be \$2.5 million; however the actual need may be less as the General Benefit in Fiscal Year 2017-2018, is budgeted at \$483,000.
2. Funding for bicycle and pedestrian improvements such as striping and signage will be targeted for two projects implementing the Bicycle and Pedestrian Plan including:
  - a. **Greenway Safety Crossings** – A state Active Transportation Program (ATP) grant application was submitted in June 2016 for a project that would enhance the Greenway crossings of 67<sup>th</sup>, 66<sup>th</sup>, and 65<sup>th</sup> Streets and add a bike share station to the Greenway. As the ATP grant is very competitive, local bicycle and pedestrian funding through Alameda CTC's 2018 CIP is also being sought for this project. The regional nature of the Greenway's use with improved connections to Berkeley anticipated in 2017 and Oakland in 2018 may make the project competitive. Costs are estimated at \$265,000.
  - b. **Frontage Road Bay Trail Upgrades** – This project would improve the existing sidewalk on the west side of Frontage Road from Powell Street to Shorebird Park to accommodate a multi-use path by replacing pavers with concrete or asphalt and installing a landscaped buffer between the motor vehicle roadway and the sidewalk path. At the southwest corner of Access Road [to Chevy's and The Towers] the project would reduce the turning radius and realign the pedestrian push button. Costs are estimated at \$200,000.
3. **40<sup>th</sup> and San Pablo Avenue Transit Hub EGR/AC Transit Bus Shelters** – Bus shelter improvements are targeted to a group of shelters at the 40<sup>th</sup> and San Pablo Avenue Transit Hub. This is an estimated \$1 million project, including curb extensions and removal of a turn pocket to accommodate wider sidewalks for the bus shelters.
4. **North Hollis Paid Parking Program** – Capital funding of \$1.1 million is needed for this project, consisting of the installation of short and long term variable pricing multi-space meters with credit card payment options. This project would be implemented in Fiscal Year 2018-2019.
5. **Powell Street Bridge Widening** – This project to add a second westbound left turn lane on the Powell Street Bridge (estimated at \$5.2 million) is ready to be scoped in order to better align the project for future funding opportunities. This

project may be submitted for the 2018 CIP now to fund the scoping effort, or may be applied for in a later funding cycle, after scoping has been completed and the application more fully developed. Scoping is anticipated to require \$20,000 to complete.

### Priority order

Alameda CTC has requested that applications be ranked by applicants for priority in funding. Ranking is proposed for the applications for Alameda CTC's 2018 CIP as follows:

1. EGR Operating Expenses – \$2.5 million
2. Greenway Safety Crossings – \$265,000
3. 40<sup>th</sup> and San Pablo Avenue Transit Hub Bus Shelters – \$1 million
4. North Hollis Paid Parking Program – \$1.1 million
5. Powell Street Bridge Widening Scoping – \$20,000 of a \$5.2 million project
6. Frontage Road Bay Trail Upgrades – \$200,000

Projects in the CTP for which funding is not being sought at this time include projects that are not included in the current City CIP, projects that are expected to be funded before 2018, and projects for which there are no matching funds available. Additionally, transportation projects in the Emeryville CIP, but not on the CTP, were considered eligible. The next Alameda CTC call for projects is anticipated in 2018.

### **Paratransit (Senior and Disabled Transportation) Program**

Emeryville has one senior and disabled access program, a shuttle which can be called for door to door pick-up and drop-off service called "8 to Go." Service has been operated by the Community Services Department with operating costs and vehicle replacement previously supported by Alameda CTC. An application for this service will be submitted under the Paratransit (Senior and Disabled Transportation) Program Application.

### **Federal One Bay Area Grant (OBAG) 2 Local Streets and Roads (LSR) Program**

Under the OBAG 1 local streets and roads allocations Emeryville was awarded the lowest award of any jurisdiction, \$100,000, due to low population. Given the complexity of administering these federal funds, Public Works implemented the Hollis Street repaving without accessing these funds. In 2016, Alameda CTC rolled this award forward such that it may be combined with an OBAG 2 award of federal funding for paving, or, as preferred by staff, a swap of funds between adjacent jurisdictions using Federal funds to implement mutually beneficial projects such as a roadway in both jurisdictions or in another jurisdiction but accessing Emeryville.

### **Additional Funding for Major Projects**

Two projects in Emeryville that are high priorities for implementation in the CTP are the South Bayfront Bicycle and Pedestrian Bridge and the Ashby/Shellmound I-80 Interchange with Bicycle and Pedestrian Ramps (Ashby/I-80 Interchange). These projects are being handled separately from this call. A \$2 million funding agreement between the City and Alameda CTC is being drafted for Council consideration in the next fiscal year for the South Bayfront Bicycle and Pedestrian Bridge. ACTC has assumed project management for the Ashby/I-80 Interchange and will be programming funding for the project based on the phasing of project implementation. The Ashby/I-80 Interchange was specifically included for dedicated funding in the Measure BB initiative and is fully funded.

### **FISCAL IMPACT**

The award of funds to any of the projects included in the City's current CIP would allow implementation of awarded projects with the 11.7% required match. The proposed applications require a total estimated match of about \$300,000, for a total project value of \$2.7 million. The EGR 50% match is expected to be met by the PBID component of EGR's operation funding. City expenditures of \$465,000 annually could be saved if the application for inclusion in the 2018 CIP is successful, since these funds could be used for the General Benefit portion of the EGR's operations.

### **LEGAL CONSIDERATIONS**

The City Attorney has reviewed and approved as to form the attached resolution and this staff report.

**PREPARED BY:** Amber Evans  
Community and Economic Development Coordinator II

**REVIEWED BY:** Chadrick Smalley  
Economic Development and Housing Manager

**APPROVED AND FORWARDED TO THE  
CITY COUNCIL OF THE CITY OF EMERYVILLE:**



Carolyn Lehr, City Manager

Attachments: Draft Resolution