



**DATE:** December 8, 2020

**TO:** Mayor and City Council

**FROM:** Director of Public Works

**SUBJECT:** Adopt a Resolution Authorizing the City Manager to Accept and Execute a Funding Agreement with the Bay Area Air Quality Management District for the 2020 Vehicle Trip Reduction Grant Program and Appropriate Funds

## **RECOMMENDATION**

That Council adopts a resolution (Attachment II) accepting and executing a funding agreement with the Bay Area Air Quality Management District (BAAQMD) in the amount of \$200,790 for the implementation of the City's Mission Blvd Protected Bikeway Project, Project No. 05316 and appropriate up to \$223,100 from the City's Vehicle Registration Fee fund (Fund 218) for the implementation of the Project.

## **SUMMARY**

Staff has applied for and been successful in being selected for a grant to fund installation of bike lanes on Mission Blvd., between Harder Road and Industrial Parkway. The grant awarded by the BAAQMD will cover up to 90% of the project costs. The City will match 10% of the funds utilizing the Vehicle Registration Fee Fund (Fund 218) in the amount of \$22,310.

Upon execution of the funding agreement, staff will begin the design phase of the project. This initial phase will be comprised of key milestones including development of conceptual layouts and presentation of those concepts to Council for approval.

The proposed protected bikeway will not cause reduction of lanes or loss of parking. The existing lane configuration and parking will remain. Once the concepts are approved, final construction documents will be prepared, and a construction contract will be awarded through solicitation.

## **BACKGROUND**

The BAAQMD is the public agency entrusted with regulating stationary sources of air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern

Sonoma counties.

Vehicle emissions contribute to unhealthy levels of ozone (summertime “smog”) and particulate matter. On-road motor vehicles, including cars, trucks, and buses, constitute the most significant sources of air pollution in the Bay Area.

In 1991, the California State Legislature authorized the BAAQMD to impose a \$4 surcharge on motor vehicles registered within the Bay Area to fund projects that reduce on-road motor vehicle emissions. The Air District allocates these funds through its Transportation Fund for Clean Air (TFCA) to eligible projects and programs.

Reducing single-occupancy vehicle (SOV) trips is one of the key strategies for improving air quality in the Bay Area and for reducing greenhouse gas emissions from the transportation sector. Funding that supports walking, biking, and the use of mass-transit is an integral part of the BAAQMD’s strategy. For over twenty-five years, the BAAQMD has provided incentive funding for vehicle trip reduction projects although solicitations issued were frequently for single trip-reduction categories, e.g., only bikeways, or only shuttle services.

For this cycle, the Vehicle Trip Reduction Program provides BAAQMD’s TFCA funding for a broad range of eligible transportation service and bicycle facility projects that reduce SOV trips, including existing shuttle and ridesharing projects, pilot service projects, and bicycle facility projects that install protected bikeway and/or bicycle parking. In addition, applications for projects located within CARE areas are given priority.

While overall air pollution continues to decrease in the Bay Area, some communities still experience higher pollution levels than others. These communities are generally near pollution sources (such as freeways, busy distribution centers, and large industrial facilities) and negative impacts on public health in these areas are greater. The CARE Program aims to reduce these health impacts linked to local air quality.

The goals of the CARE Program are to:

- Identify areas where air pollution contributes most to health impacts and where populations are most vulnerable to air pollution.
- Apply sound scientific methods and strategies to reduce health impacts in these areas.
- Engage community groups and other agencies to develop additional actions to reduce local health impacts.

## **DISCUSSION**

In early spring of 2020, Mission Boulevard in South Hayward was identified by the Air District as an area with elevated pollution levels based on detailed emissions inventories and air dispersion modeling. Mission Boulevard in South Hayward is also designated as a Priority Development Area (PDA) by the BAAQMD due to its proximity to large regional transportation and educational hubs, South Hayward BART, and Cal State East Bay.

As such, after consultation with the City's Grant Committee, staff applied to the 2020 Vehicle Trip Reduction Grant Program with the Mission Boulevard Protected Bikeway Project. This project serves as a vital link in the effort to provide safe bicycle facilities along Mission Boulevard. The project will construct bicycle facilities in a portion of the Mission Boulevard Phase 1 project and will build upon the work done by the Mission Boulevard Phase 2 project. The project will help close the gap between Phase 1 and Phase 2.

The limits of the project are from Harder Road to Industrial Parkway. The total length of the project is 1.9 miles, within one mile of Cal State East Bay and half-a-mile of South Hayward BART.

The project proposes to construct a Class IV Separated Bikeway along Mission Boulevard. Vertical separation between the travel lanes and the bikeway will be provided by flexible soft hit posts. The existing outside lanes in both the northbound and southbound directions along Mission Boulevard (Attachment II) are up to 20 feet wide in some areas along the stretch. The proposed protected bikeway (Attachment III) will not cause reduction of the number of travel lanes or loss of parking. The existing lane configuration and parking will remain.

Staff compiled all the necessary documentation required for the application and was approved to submit by the City's Grant Committee on June 2, 2020. Staff submitted the application for the grant program on June 10, 2020 and was notified of the award by the BAAQMD on November 30, 2020.

The final contract and funding agreement are being prepared by the BAAQMD and are not finalized yet. In the interest of time, this item is being presented for Council consideration at this final meeting of the calendar year.

Upon execution of the funding agreement, staff will begin the design phase of the project. This initial phase will entail key milestones including development of conceptual layouts and presentation of those concepts to Council for approval. Once the concepts are approved, final construction documents will be prepared, and a construction contract will be awarded through solicitation.

The grant awarded by the BAAQMD will cover up to 90% of the project costs. The City will match 10% of the funds utilizing the Vehicle Registration Fee Fund (Fund 218).

## **ECONOMIC IMPACT**

Active transportation options like bicycling and walking foster economic health by creating dynamic, connected communities with a high quality of life that helps support small business development, decreases transportation and healthcare costs, and increases property values, employment, and tourism. Providing alternate modes of travel reduces single lane occupancy vehicles and reduces congestion and costs related to automobile-oriented infrastructure maintenance and construction. The overall transportation system will be more efficient; thus, reducing travel time. Moreover, the City will become a more

pedestrian- and bicycle-friendly community, thus creating positive economic and health benefits and reduction of greenhouse gas emissions.

## **FISCAL IMPACT**

The estimated project costs are as follows:

|  |           |
|--|-----------|
| Grant Funding                                  | \$200,790 |
| 10% Matching Funds Provided by City of Hayward | \$22,310  |
| Total Construction Cost                        | \$223,100 |

The 2020 Vehicle Trip Reduction grant from the BAAQMD will cover 90% of the project costs and will reimburse the VRF Fund.

## **STRATEGIC ROADMAP**

This agenda item supports the Strategic Priority of Preserve, Improve Infrastructure. Specifically, this item relates to the implementation of the following project(s):

- Project 8, Part 8b. Implement the Bicycle and Pedestrian Master Plan; Add 10 lane miles of bike lanes per year.
- Project 8, Part 8c. Implement the Bicycle and Pedestrian Master Plan; Assess Safe Routes to School
- Project 8, Part 8d. Implement the Bicycle and Pedestrian Master Plan; Implement Safe Routes to School

## **SUSTAINABILITY FEATURES**

The action taken for this agenda report will result in supporting mobility goals established as part of the City's 2040 General Plan, providing for a balanced multi-modal system of transportation facilities and services in the City.

The plan will be a comprehensive effort that will guide, prioritize, and implement a network of quality bicycle and pedestrian facilities to improve mobility, connectivity, public health, physical activity, and recreational opportunities. By applying best practices, the plan will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the project is to develop convenient transportation alternatives to motor vehicles for residents, visitors, shoppers, and commuters. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

## **PUBLIC CONTACT**

No public contact has been made related to this agenda item. If Council approves this request, staff will begin the design phase of the project, which will include public outreach meetings.

#### **NEXT STEPS**

If Council approves this request, the City Manager will execute the funding agreement and staff will kick off the project. Conceptual designs will then be presented to the Council Infrastructure Committee (CIC) on January 27, 2021, and the community shortly thereafter.

*Prepared by:* Jorge Simbaqueba, Senior Transportation Engineer

*Recommended by:* Alex Ameri, Director of Public Works

*Approved by:*

A handwritten signature in black ink, appearing to read 'K. McAdoo', written over a horizontal line.

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Kelly McAdoo, City Manager