



## Legislation Text

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**File #:** 14-365, **Version:** 1

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Staff Report for a Resolution Authorizing the City Manager to Enter into an Agreement with the Bay Area Air Quality Management District (BAAQMD) to Receive Grant Funding from the Transportation Fund for Clean Air (TFCA) Program to Install Twenty-Eight Electronic Bicycle Lockers (“E-Lockers”) at the San Leandro BART Station

### **SUMMARY AND RECOMMENDATIONS**

Staff recommends approval of a resolution authorizing the City Manager to enter into an agreement with the Bay Area Air Quality Management District (BAAQMD) to receive \$70,000.00 in grant funding from the Transportation Fund for Clean Air (TFCA) Program to collaborate with the San Francisco Bay Area Rapid Transit District (BART) to install twenty-eight Electronic Bicycle Lockers (“E-Lockers”) at the San Leandro BART station.

### **BACKGROUND**

In 1996, the California State Legislature authorized the BAAQMD to impose a \$4 surcharge on motor vehicles registered within the San Francisco Bay Area to fund projects that reduce on-road motor vehicle emissions. The BAAQMD has allocated these funds to its Transportation Fund for Clean Air (TFCA) program to fund eligible projects. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242.

Sixty percent (60%) of TFCA funds are directed to BAAQMD sponsored programs and awarded directly by the BAAQMD through a competitive grant program known as the Regional Fund. The remaining forty percent (40%) of TFCA funds are forwarded to the designated agency within each Bay Area county and distributed by the county through the County Program Manager program (see [www.baaqmd.gov/tfca4pm](http://www.baaqmd.gov/tfca4pm) for details).

For fiscal year ended (FYE) 2014, \$400,000 is available for distribution for electronic bicycle locker projects.

In February 2014, the City of San Leandro submitted an application for the TFCA Regional Funds for twenty-eight electronic bicycle lockers at the San Leandro BART station. The BAAQMD Board of Directors approved and awarded the grant to the City of San Leandro in June 2014. BAAQMD sent the City a proposed funding agreement and insurance requirements for review and execution. The agreement sets forth the terms, conditions, and recordkeeping requirements of the grant. Failure to execute and return the agreement will subject the grant offer to cancellation. A fully executed agreement, signed by both the City as a sponsor and the BAAQMD, constitutes final approval and obligation to fund on the part of the BAAQMD.

### **Analysis**

The City's partnership with BART to purchase and install Electronic Lockers at the San Leandro BART station fully supports the 2010 Clean Air Plan.

The City and BART are committed to increasing the number of patrons who access the station via non-motorized vehicular means, in order to help avoid construction of costly auto parking spaces, increase ridership, reinforce the dedication to sustainability, promote fitness and public health, and contribute to achieving regional goals to reduce traffic congestion and greenhouse gas emissions. Providing plentiful and convenient bike parking is one of the most effective tools the City and BART have to encourage as many passengers as possible to bike to BART and to leave their bicycles at the station. As part of the BART Bicycle Plan, BART has established a goal of doubling the share of BART passengers system-wide who access stations by bicycle by 2022.

The San Leandro BART station is located near the heart of downtown San Leandro and is easily accessible by bicycle from the business district and surrounding neighborhoods. The most recent San Leandro station profile study (2008) indicated that its patrons bike to the station less often than the system average (3% at San Leandro versus 4% system-wide).

There are currently 111 bike racks and 40 bicycle e-lockers at the San Leandro Station that are filled on a regular basis. Adding more e-locker capacity to the station has great potential to increase the number of patrons who will regularly bike to the station and help BART to work towards achieving the goal of increasing the bicycle mode share.

With a letter of commitment from BART to partner with the City of San Leandro, including collaborating with the City of San Leandro to place E-lockers in the BART station, maintaining the E-lockers and providing adequate insurance throughout the project's 10-year useful life, the City of San Leandro is eager to proceed with the project by entering into the agreement with BAAQMD.

### **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 14.02 - 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 14.04 - Require new development to incorporate design features that make walking, cycling, and other forms of non-motorized transportation more convenient and attractive. Facilities for bicycles and pedestrians, including bike racks, should be provided within new employment areas, shopping destinations, multi-modal transportation facilities, and community facilities.
- Action 14.04-A: Bicycle Locker Requirements - Consider revisions to the City's zoning and/or

subdivision ordinances to incorporate the standards for bicycle storage facilities identified in the City's Bikeway Plan.

- Policy 18.05 - Funding: Pursue grants for the improvement of pedestrian, bicycle, and motor vehicle safety.

### **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 total project cost is estimated to be \$92,817.73. The City is expected to contribute \$22,817.73 (24.6%) as matching funds while TFCA Regional Funds provide \$70,000.00 (75.4%). Staff recommends that the local match be funded using Measure B Bicycle and Pedestrian Funds from the 144-36-133 Annual Bicycle & Pedestrian Improvements 2014 account, which has a sufficient balance for the required local match.

### **Budget Authority**

The matching funds will be funded by the Measure B Bicycle and Pedestrian Funds and will be appropriated from the 144-36-133 Annual Bicycle & Pedestrian Improvements 2014 account.

## **ATTACHMENTS**

### **Attachment to Staff Report**

- Letter of Commitment from BART

### **Attachment to Resolution**

- Agreement with BAAQMD

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