



Council Policy Prioritization: Early Consideration Response Form

Department Transportation
 Department Rep. Name/Ext. L.Lim-Tsao/R.Henniger/B.Shab
 Policy/Ord. Subject _____

Rules Date 09/08/2021 Item G.2
 Council Member Sponsorship Esparza

Staff Recommendation

- GREEN The Administration can implement this Nominated Idea under its current workplan
- ALREADY UNDERWAY MINIMAL WORK LESS THAN 40 HOURS REQUEST FOR INFORMATION
- YELLOW The Administration recommends Council send this Nominated Idea to the Priority Setting Process (See Complexity Level Below)
- RED The Administration recommends Council not adopt this Nominated Idea
- NEEDS CLARIFICATION OR MORE TIME TO EVALUATE

Criterion to Determine Scale of Project Complexity

Project complexity is determined by scoring the project in each of the 3 criteria below and then summing the score.

- a. Low Complexity is a sum of 6 or less.
- b. Medium Complexity is a sum of 7 - 9
- c. High Complexity is a sum of 10 or greater.

Total Score = 11

Scoring Criterion	Low Complexity		Medium Complexity		High Complexity	
	Estimated Duration	6 - 9 months <input checked="" type="checkbox"/> =1	9 - 18 months <input type="checkbox"/> =2	More than 18 months <input type="checkbox"/> =3		
Organizational Complexity (Internal)	Can Easily be Absorbed into Existing Workplan <input type="checkbox"/> =1	Planned Work (Future) Have staff with required skillset/ requires moderate research <input type="checkbox"/> =2	Work Not Currently Proposed Do not have staff with required skillset/ requires significant research <input checked="" type="checkbox"/> =3			
	Have staff with required skillset/ knowledge <input type="checkbox"/> =1	Less than or equal 2 Staff required <input type="checkbox"/> =1	3 - 4 Staff required <input checked="" type="checkbox"/> =2			
	3 - 4 Staff required <input checked="" type="checkbox"/> =2	More than 5 Staff required <input type="checkbox"/> =3				
(External)	1 Additional Departments <input type="checkbox"/> =1	2 Other Department Involved <input type="checkbox"/> =2	3 or more Depts Involved <input checked="" type="checkbox"/> =3			

DEPT. Required

<input type="checkbox"/> Airport	<input checked="" type="checkbox"/> Housing	<input type="checkbox"/> CMO	<input type="checkbox"/> OED	<input type="checkbox"/> PRNS	<input checked="" type="checkbox"/> PD	<input type="checkbox"/> PBCE
<input type="checkbox"/> CA	<input type="checkbox"/> ES	<input checked="" type="checkbox"/> DOT	<input type="checkbox"/> LIB.	<input type="checkbox"/> PW	<input type="checkbox"/> FD	<input type="checkbox"/> EM

Analysis

Explain the rationale for Staff recommendation, including any mitigating factors that need to be considered (recent legislative action, significant workplan changes, etc). Please address the following as well.

GREEN LIGHT: The Administration can implement this Nominated Idea under its current workplan. Item should be sent to Council to add to Department workplan. Explain how the Idea will be approached.

Item 1. Homeless Outreach

The Housing Department has been working with DOT to provide education/information to the affordable housing developments in the area of Monterey/Curtner.

With DOT safety education staff support and funding of \$20,000 from Safety-Pedestrian and Roadway Improvements (APPN 416G), Housing can partner to 1) create traffic and pedestrian safety information/education piece targeted to unsheltered and 2) use existing street outreach teams on overtime to distribute the information to the unsheltered in the area. Housing and DOT may deepen this effort by working with the Lived Experience Advisory Board to collaborate on the development of the education piece and with additional street outreach. If behavioral health needs are identified in the encampments at Monterey/Curtner area, the Housing Department can engage the Mobile Crisis Resonse Team (MCRT) at the County. The MCRT delivers crisis intervention services to people in mental health crisis and their teams are made up of licensed clinicians.

Item 2. Install Barrier on Median and Sidewalk Areas

DOT will explore the feasibility of installing painted chainlink fence in the median area along Monterey Rd. Based on location of collision sites, two 600ft segments are recommended to discourage midblock pedestrian crossing. Procurement of fence is expected to take 6-8 weeks, and installation by DOT maintenance staff on overtime may take up to another 4 weeks. The material and labor cost combined is estimated to be \$40,000 - \$45,000. Work can begin now as there is sufficient capacity within District 7's allocation of Traffic and Pedestrian Safety Enhancement allocation in the Traffic Capital Program to complete the work without taking away funding from other previously approved projects. This funding source has been used for similar projects in other Council Districts. Additional information is provided on the following page regarding the potential use of American Rescue Plan funding. A physical barrier along the sidewalk is not recommended as it would restrict access to transit. The narrow sidewalk areas would be further restricted.

YELLOW LIGHT: The Administration recommends Council send this Nominated Idea to the Priority Setting Process due to [describe cost implications, workload impacts, or other factors].

Item 3. Pilot Video Recording

Video recording of public space is subject to privacy requirements and Government Code Section 34090.6 DOT uses traffic cameras for real time traffic surveillance and does not record and maintain any video footage due to privacy and retention requirements. Additional work and interdepartmental assessment - including DOT, Police, Information Technology, and the City Attorney's Office - would be needed to clarify the deterrence capabilities of a video recording system, and understanding and assigning management responsibility for the selected video recording system, video storage, retention, privacy, and related public records act requests. Given the level of interdepartmental effort, this item is Yellow pending City Council direction to modify the City Roadmap.

This item is tied to the Surveillance Ordinance and Digital Privacy Policy Implementation that is on the prioritized backlog of the City Roadmap. If this effort replaces an existing item on the City Roadmap, once a technology solution is identified, DOT can procure 4 new high definition video cameras (one for each traffic approach) to be installed at the intersection. Electrical contractor services would be required to install. The estimated cost for material and labor is \$30,000 - \$35,000, and assumes that existing underground conduits can accommodate additional wires. Work can be completed in 8 weeks. However, these costs may need to be updated once the issues identified above are fully understood. The cost of storing high resolution video data will also be determined at the time.

RED LIGHT: The Administration recommends Council not adopt this Nominated Idea due to [describe reason implementation would be difficult if not impossible – conflict with other laws, etc].

GREEN LIGHT (Continued)

#4. Use of American Rescue Plan - Preliminary Assessment

While the Pedestrian Safety Pilot at Monterey Road and Curtner Avenue contain elements that are eligible for direct ARP funding, such as homeless outreach, the physical infrastructure improvements related to barriers and cameras may not be readily viewed as ARP-eligible. Even though the improvements would likely mostly occur within a Qualified Census Tract (QCT) and benefit disproportionately impacted communities, these types of infrastructure expenditures are not a cited example of directly eligible uses in the Interim Final Rule and other guidance materials published by the U.S. Treasury Department.

Per guidance contained within the Interim Final Rule and other materials published by the U.S. Treasury Department, the most appropriate way to use ARP funds for this project would be for the City to associate this project as funded by the ARP resources used to reimburse the City's revenue loss resulting from the pandemic. U.S. Treasury allows for revenue loss reimbursement to be used for a wide range of governmental purposes, which would include both homeless outreach services and physical infrastructure improvements.

Currently, the 2021-2022 Adopted Operating Budget allocates a total of \$47.5 million for revenue loss reimbursement that will support programs and projects in the General Fund (\$45.0 million) and in the Convention and Cultural Affairs Fund (\$2.5 million). Preliminary calculations performed by staff indicate that the amount of actual revenue loss so far as calculated by U.S. Treasury regulations is higher than \$47.5 million. Staff is performing an internal review to verify this calculation. If the initial analysis of revenue loss is correct, the City Council could allocate additional ARP funds for revenue loss reimbursement (above the current level of \$47.5 million) for the purposes of this Pedestrian Safety Pilot at Monterey Road and Curtner Avenue.

Staff anticipates returning to the City Council at its meeting on November 2, 2021, to recommend an update to the existing ARP budget allocations in response to the status of the pandemic and recovery efforts, previous City Council referrals, and to leverage other external funding sources where available. Funding allocations for this pilot project could occur at that meeting if directed by the City Council and no other eligible funding sources are approved. It is important to note that there is currently approximately \$50 million of unallocated ARP funding out of the anticipated disbursement of \$212.3 million from the Federal government.