



FILED  
OFFICE OF THE CITY CLERK  
OAKLAND  
2016 FEB 10 PM 12:16

# AGENDA REPORT

**TO:** Sabrina B. Landreth  
City Administrator

**FROM:** Brooke A. Levin  
Director, Public Works

**SUBJECT:** Resolution to Accept and Appropriate  
HSIP Cycle 7 Grant Funds

**DATE:** January 15, 2016

City Administrator Approval

Date:

## RECOMMENDATION

**Staff Recommends That The City Council Approve A Resolution Authorizing The City Administrator Or Designee To Accept And Appropriate Four Highway Safety Improvement Program (HSIP) Cycle 7 Grants Totaling \$4,683,510 To Implement Safety And Operational Improvements For Pedestrians And Bicyclists At Various Streets And Intersections In The City Of Oakland, Allocate \$520,390 In Measure B Matching Funds As The Required City Local Match, And Allocate \$348,000 In Measure B Matching Funds As Additional Funds Required For A Portion Of City's Overhead Recoveries And Increment Of Overhead Rates.**

## EXECUTIVE SUMMARY

In July 2015, Public Works, Transportation Services Division (TSD) submitted four grant proposals under HSIP Cycle 7, and in December was notified that it had received funding approval for all four proposals totaling \$4,683,510 in federal funds. A local match of \$520,390 is required under the grant program. Additional funds of \$348,000 are required for a portion of the City's overhead recoveries and increment of overhead rates. The four proposals include projects that will enhance safety and access for pedestrians, bicyclists and motorists. The four projects are at multiple sites on Telegraph Avenue, Market Street, San Pablo Avenue, Shattuck Avenue, Claremont Avenue, and Downtown Oakland as shown in **Attachments A1 to A4**. Implementation of the four projects requires that the City Council accept the HSIP grant and appropriate funds. The grant approval letter is in **Attachment B**.

## BACKGROUND / LEGISLATIVE HISTORY

The Highway Safety Improvement Program (HSIP) is a competitive grant program that provides federal funds to improve safety on roadways for all modes of transportation. In July 2015, the City submitted four HSIP grant proposals to include safety and operational improvements for pedestrians, bicyclists and drivers of motor vehicles. The grant selection process was based on cost effective measures that can reduce the potential number and severity of collisions, especially those that result in severe injuries or fatalities.

Item: \_\_\_\_\_  
Public Works Committee  
February 23, 2016

The proposed locations and improvements are:

*Telegraph Avenue (29<sup>th</sup> to 45<sup>th</sup> Streets)*

Improvements include a lane reduction from four lanes to three lanes including a median two-way left turn lane and Class II bicycle lanes from 29<sup>th</sup> to 41<sup>st</sup> Streets, curb ramps, curb bulb-outs, crosswalk enhancements (rectangular rapid flashing beacons, high visibility ladder style striping), and striped median refuge islands, and modification to existing traffic signals to include protected left turn phases (increase pedestrian safety at cross streets and reduces vehicle collisions) at 29<sup>th</sup> and 45<sup>th</sup> Streets.

These improvements are consistent with the City Council's adopted Telegraph Avenue Complete Streets Plan to create a safe and accessible corridor for pedestrians and bicyclists as described in Resolution 85955 C.M.S.

*Market Street (14<sup>th</sup> to 21<sup>st</sup> Streets) and San Pablo Avenue (32<sup>nd</sup> to 34<sup>th</sup> Streets)*

Improvements include installation of striping and signage for bicycle safety (bicycle lane gap closure, right-turn lane striping, green skip-striping, travel lane conversion, transitioning of bicycle lanes, refresh faded bicycle lane striping) from 4<sup>th</sup> to 7<sup>th</sup> Streets and from 18<sup>th</sup> to 19<sup>th</sup> Streets, installation of crosswalk enhancements at multiple locations including Market Street at 14<sup>th</sup>, 16<sup>th</sup> and 21<sup>st</sup> Streets and San Pablo Avenue at 32<sup>nd</sup>, Brockhurst and 34<sup>th</sup> Streets, and modification to the existing traffic signals to include protected left-turn phases on Market Street at 14<sup>th</sup> Street.

Market Street and San Pablo Avenue were identified as corridors with a high incidence of severe injury and fatal collisions, especially involving pedestrians and bicyclists. There are many pedestrian and bicycle destinations that include schools, the West Oakland Youth Center, jobs, transit centers, businesses, YMCA, churches, and housing complexes.

*Shattuck Avenue (at Alcatraz Avenue) and Claremont Avenue (Telegraph Avenue to Hudson Street and 49<sup>th</sup> to 61<sup>st</sup> Streets)*

Improvements include a lane reduction from four lanes to three lanes including a median two-way left turn lane and Class II bicycle lanes on Claremont Avenue from Telegraph Avenue to Hudson Street, curb extensions, median refuge, pedestrian crosswalks, and enhancements crosswalk and signs at multiple locations including Shattuck Avenue at 49<sup>th</sup>, 51<sup>st</sup>, 59<sup>th</sup> and 61<sup>st</sup> Streets and Claremont Avenue at Avon and Cavour Streets, and modification to the existing traffic signals to include protected left-turn lanes and left-turn phases on Shattuck Avenue at Alcatraz Avenue.

Shattuck Avenue and Claremont Avenue in the Bushrod, Temescal, and Rockridge neighborhoods were identified as corridors with a high number of severe collisions involving pedestrians, and in need of improved safety and access for pedestrians and bicyclists. Claremont Avenue also serves many major pedestrian and bicycle destinations including California State Department of Motor Vehicles (DMV), University of California, San Francisco (UCSF) Benioff Children's Hospital Medical offices, Sunday Farmer's Market, the Children's Hospital teen clinic, the Colombo Club, and local retail shops.

*Downtown Oakland (Intersections on Oak, Jackson, Harrison, Franklin, 12th Streets)*

Improvements include accessible pedestrian signals and countdown timers at high priority intersections in downtown Oakland. Locations include Oak Street at 10<sup>th</sup> Street, Jackson Street at 10<sup>th</sup> and 11<sup>th</sup> Streets, Harrison Street at 10<sup>th</sup> and 11<sup>th</sup> Streets, Franklin Street at 12<sup>th</sup>, 13<sup>th</sup>, 17<sup>th</sup> and 19<sup>th</sup> Streets, and 12<sup>th</sup> Street midblock signal near Broadway.

Again, the downtown locations responded to a high incidence of pedestrian injury collisions based upon the most recent five years (2009-2013) of data that was available. The specific locations were identified as aligning the most closely with the grant criteria (benefit/cost ratio) and therefore the most competitive.

The four projects will enhance mobility and access for pedestrians and bicycles, and improve safety for all users. These improvements will reduce potential conflicts, collisions, and severity of collisions. All improvements are consistent with both the Pedestrian and Bicycle Master Plan, as well as Oakland's Complete Street Policy.

The selection of intersections, streets, and corridors proposed for the HSIP Cycle 7 grant program was based upon the grant guidelines and review of the most recent available historical collision records throughout the city. TSD Staff used collision history and created heat maps to indicate the corridors with patterns of collision that would be strong candidates for grant submission. In addition, staff also consulted with the City's Bicycle and Pedestrian Programs and Oakland Police Department further served as filter for identifying locations of highest priority and coordination with other efforts, such as bike and pedestrian projects. As a result, locations along Telegraph Avenue were identified as being consistent with the Telegraph Avenue Complete Streets, and were selected. All other locations, in addition to being identified objectively as high-collision/high-severity locations, have historically been the subject of ongoing community complaints.

The proposed projects include modification, upgrade and installation of traffic signal upgrades and modifications, pedestrian crossing signals, median pedestrian refuges, curb bulb-outs, Americans with Disabilities Act (ADA) compliant curb ramps, and striping, markings, all of which are from a list of approved countermeasures recognized by HSIP as having studied and documented effectiveness in reducing collisions and improving safety. All roadway users will benefit from these improvements.

**FISCAL IMPACT**

Approval of this resolution will allow the City to accept and appropriate \$4,683,510 for the design and construction of pedestrian, bicycle and traffic signal improvements under four projects.

HSIP grant funds of \$4,683,510 will be deposited and appropriated in the Federal Highway Funds 2116, Transportation Services Division Organization 30264, and a new Project Number will be created for each of the four projects.

The City is required to provide a local match of \$520,390 which represents 10 percent of total project cost. Local match funds will be allocated from Matching Funds for Grant Project C370010, Measure B Funds 2211, Transportation Services Division Organization 30264 & 92246, and will be available in the 2016-2017 fiscal year.

Additional funds totaling \$348,000 are required for a portion of City's overhead recoveries and increment of overhead rates. The additional funds represent 30 percent of the federal grant funds on staff costs totaling \$1,158,030. City's expenses on overhead recoveries and increment of overhead rates are disallowed charges and are not reimbursed by the HSIP grantor. Said additional funds will be allocated from Matching Funds for Grant Project C370010, Measure B, Fund 2211, Transportation Services Division Organization 30264 & 92246, and will be available in the 2016-2017 fiscal year.

The HSIP grant only allows funds to be used on traffic safety improvements and prohibits the use of grant funds on public art. Staff recommends that the City Council waive the 1.5% public art fee for all four HSIP projects.

The project-by-project breakdown of federal grant and local funds is shown below:

Project Titles	Total Project Cost	Federal Grant	Local Match	Additional Funds
Telegraph Ave Improvements	\$ 1,493,900	\$ 1,344,510	\$ 149,390	\$ 105,000
Market St & San Pablo Ave Improvements	\$ 1,584,300	\$ 1,425,870	\$ 158,430	\$ 104,000
Shattuck Ave & Claremont Ave Improvements	\$ 1,560,100	\$ 1,404,090	\$ 156,010	\$ 102,000
Downtown Oakland Improvements	\$ 565,600	\$ 509,040	\$ 56,560	\$ 37,000
Total	\$ 5,203,900	\$ 4,683,510	\$ 520,390	\$ 348,000

Projects are included in the next Federal Surface Transportation Improvement Program (FSTIP) amendment. Installation of protected left-turn phase signal heads and accessible pedestrian signal heads will increase annual operations and maintenance costs by an estimated \$6,000 and will be funded under the traffic signal maintenance budget. Maintenance of signing and striping work is expected to be minimal and will not significantly increase maintenance costs.

### **PUBLIC OUTREACH / INTEREST**

The City reached out to stakeholders including Bay Area Rapid Transit (BART), AC Transit, and a bicycle advocacy organization named Bike East Bay, and received letters of support from them. These letters of support were submitted to Caltrans as a part of the grant proposals.

### **COORDINATION**

The Public Works Department is responsible for funding, planning, designing, implementing, and maintaining traffic signals, pedestrian, and bicycle capital projects. During the preliminary

Item: \_\_\_\_\_  
Public Works Committee  
February 23, 2016

design phase of the project, the City will prepare environmental documents to meet Caltrans Local Assistance Program requirements. The Office of the City Attorney and the City's Controller's Bureau reviewed this report and resolution.

### **SUSTAINABLE OPPORTUNITIES**

**Economic:** Improvements to traffic signal and pedestrian facilities contributes to local economic activities. Road diets and bikeway improvements promote bicycling, one of the most cost-effective forms of transportation. Bicycle trips tend to be local and contribute to local economic activity.

**Environmental:** Walking and bicycling are energy efficient forms of transportation and creates no emissions. Accessible pedestrian and bicycle infrastructure promotes physical activity and good health. The development of Oakland's bikeway network is a key strategy in the City's efforts to reduce greenhouse gas emissions. Traffic signal upgrades improve traffic flow, reduce stops and emissions, and improve air quality.

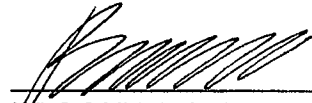
**Social Equity:** Improving pedestrian facilities is key in promoting walking as a viable mode of transportation. Bicycling is an inexpensive and broadly accessible form of transportation. Bikeways provide added freedom and independence for youth and parents (who are otherwise shuttling their children) as well as for some people who cannot drive and those who have chosen not to drive. Road diets are a proven low-cost measure that enhances safety, most notably for pedestrians.

### **ACTION REQUESTED OF THE CITY COUNCIL**

Staff recommends that the City Council approve a resolution authorizing the City Administrator or Designee to accept and appropriate four Highway Safety Improvement Program (HSIP) Cycle 7 grants totaling \$4,683,510 to implement safety and operational improvements for pedestrian and bicycle at various streets and intersections in the City of Oakland, allocate \$520,390 in Measure B as the required City's local match, and allocate additional funds of \$348,000 in Measure B required for a portion of City's overhead recoveries and increment of overhead rates.

For questions regarding this report, please contact Wladimir Wlassowsky, Transportation Services Division Manager, at (510) 238-6383.

Respectfully submitted,



BROOKE A. LEVIN  
Director, Oakland Public Works

Reviewed by:  
Michael J. Neary, P.E., Assistant Director  
OPW, Bureau of Engineering and Construction

Prepared by:  
Wladimir Wlassowsky, P.E., Manager  
Transportation Services Division

Prepared by:  
Ade Oluwasogo, P.E.  
Supervising Transportation Engineer  
Transportation Services Division

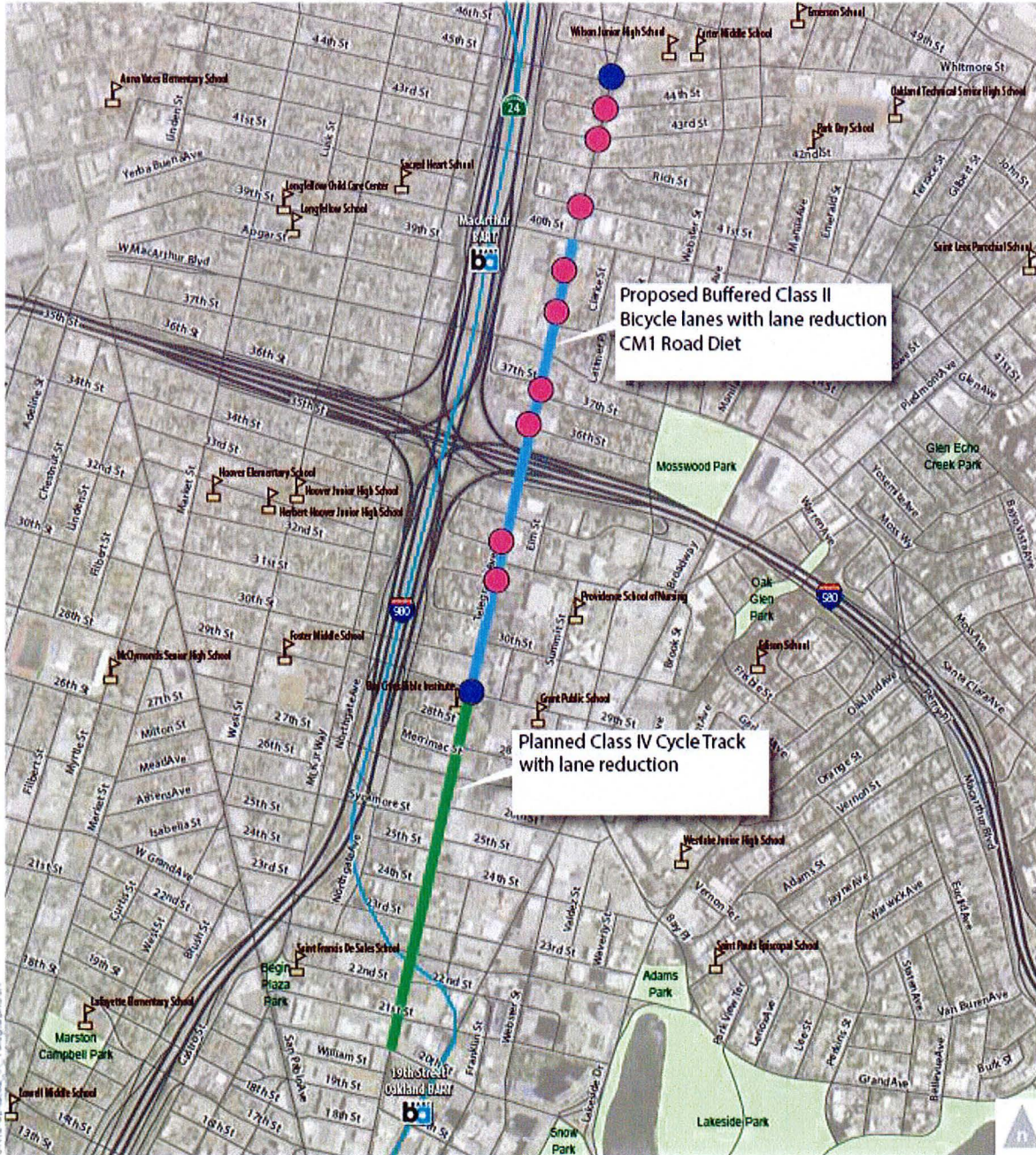
*Attachments (5):*

- A1: *Telegraph Avenue Improvements*
- A2: *Market Street and San Pablo Avenue Improvements*
- A3: *Shattuck Avenue and Claremont Avenue Improvements*
- A4: *Downtown Improvements*
- B: *Grant Approval Letter*



# ATTACHMENT A1

## TELEGRAPH AVENUE IMPROVEMENTS



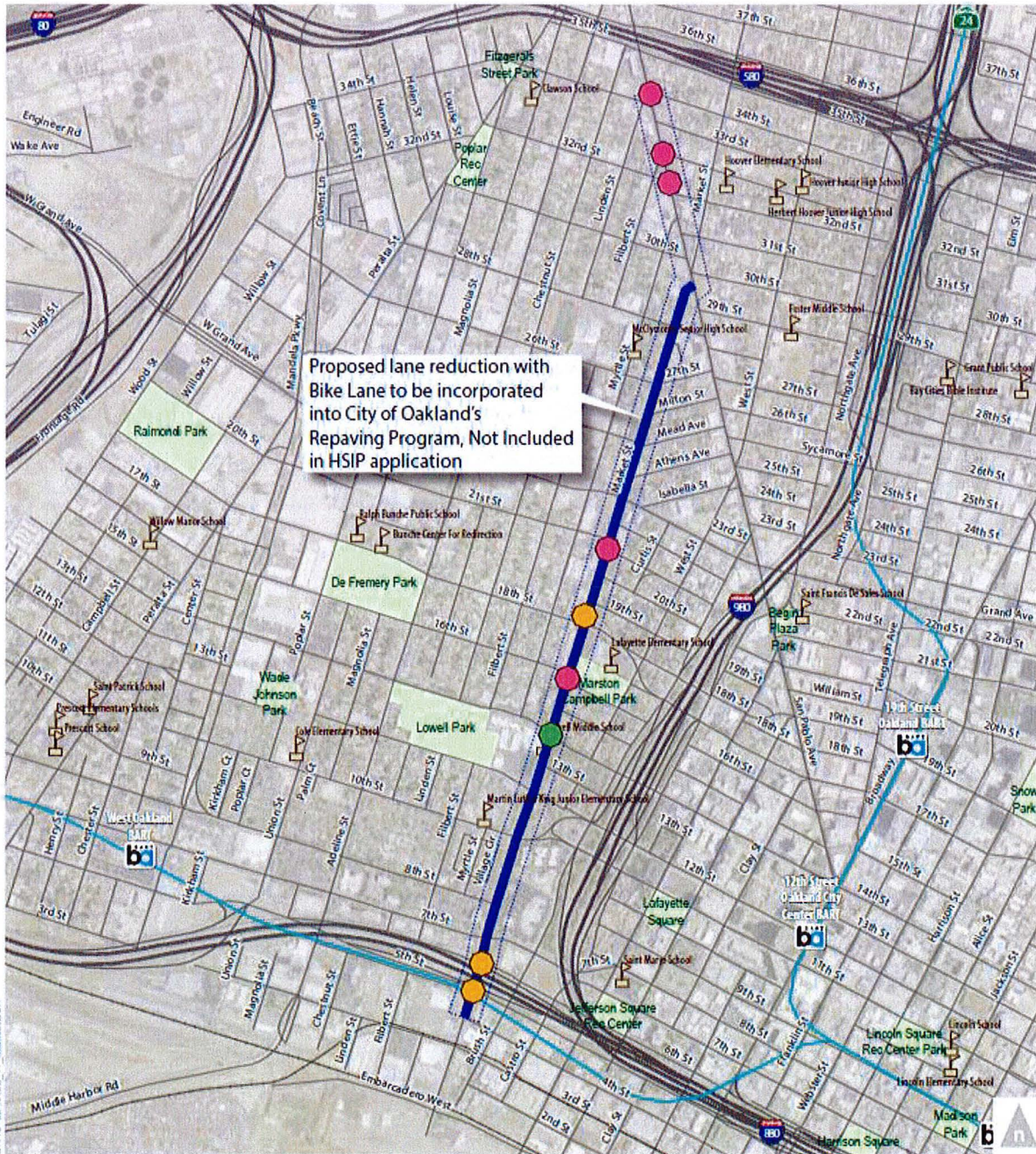
### LEGEND

- Proposed Pedestrian Crossing Improvements CM2 Uncontrolled Crosswalk Enhancements
- Protected Phasing Added as Other Safety Countermeasure



# ATTACHMENT A2

## MARKET STREET AND SAN PABLO AVENUE IMPROVEMENTS



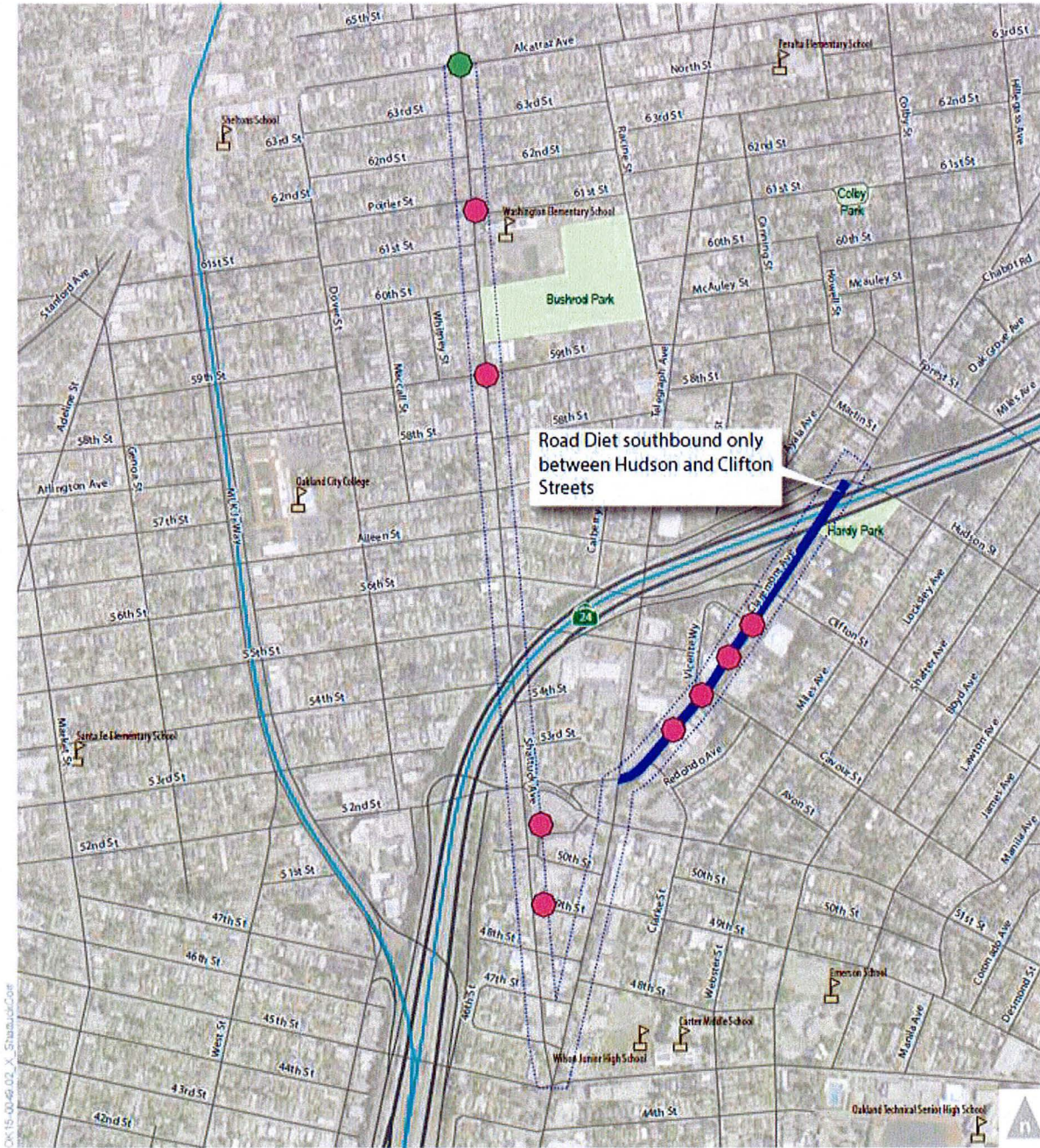
**LEGEND**

- Proposed CM1 Uncontrolled Pedestrian Crossing Improvements
- Other Safety Improvements (Bicycle Lane Enhancements)
- Proposed CM2 Protected Left-Turn Phasing with Existing Pocket



# ATTACHMENT A3

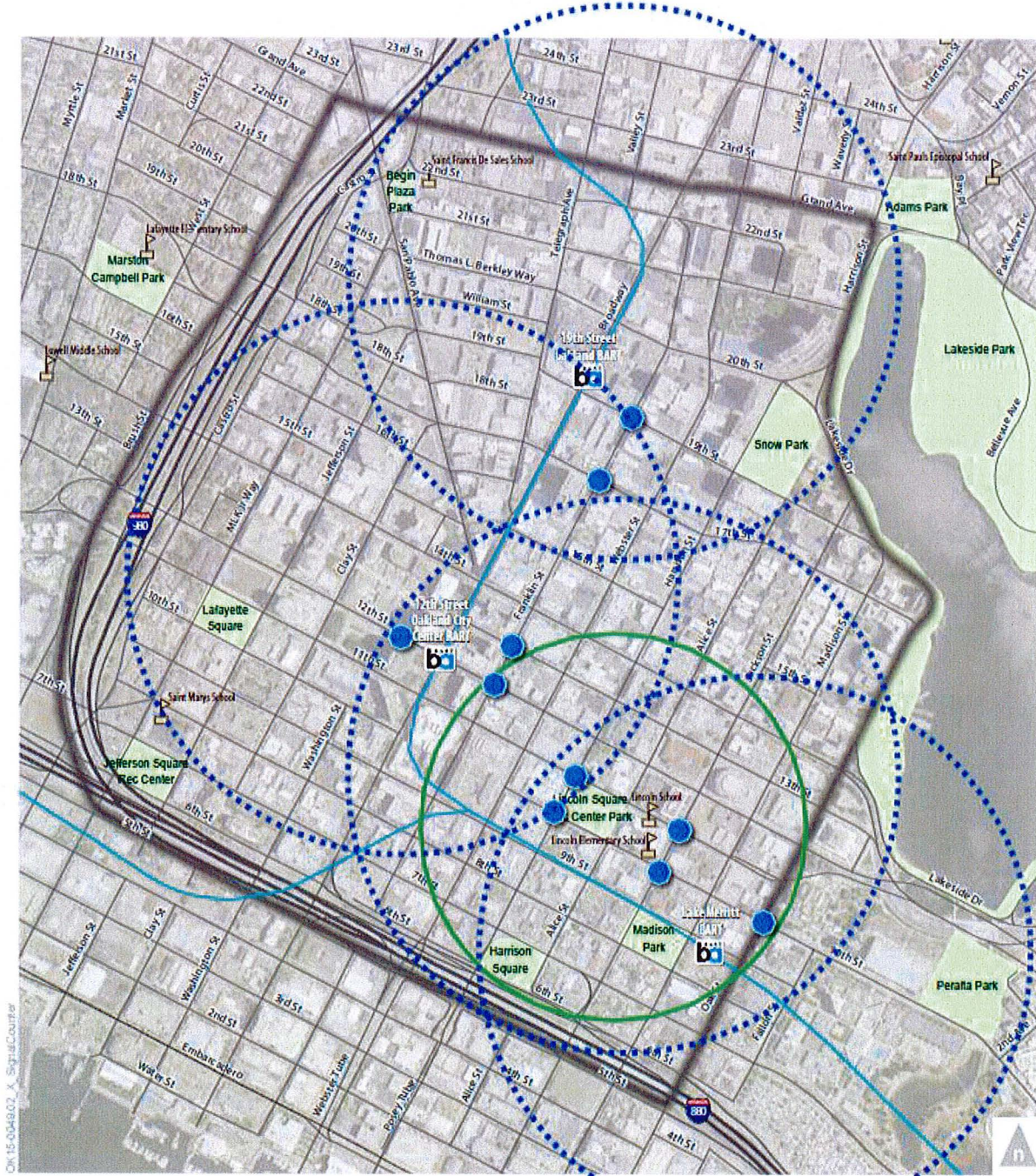
## SHATTUCK AVENUE AND CLAREMONT AVENUE IMPROVEMENTS





# ATTACHMENT A4

## DOWNTOWN IMPROVEMENTS



OK 15-048.02\_X\_SignalCounter

**LEGEND**

- Proposed Countdown Signals & APS per HSIP
- Study Area Boundary
- CM1 Systemic Influence Area - 1/3 Mile Walkshed around BART and Lincoln School

## ATTACHMENT B

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4 – LOCAL ASSISTANCE, MS-10B

P.O. BOX 23660

111 GRAND AVENUE

OAKLAND, CA 94623-0660

PHONE (510) 286-5226

TTY 711

www.dot.ca.gov



*Serious Drought.  
Help save water!*

December 11, 2015

Mr. Wladimir Wlassowsky  
 Transportation Services Manager  
 City of Oakland  
 250 Frank Ogawa Plaza, Third Floor  
 Oakland, CA 94602

Dear Mr. Wlassowsky:

Congratulations! The following projects which you submitted for Highway Safety Improvement Program (HSIP) Cycle 7 funding, have been selected for implementation:

Unique Project ID	Original Application ID	Agency Name	MPO	Location of Work	Description of Work	HR3 Eligible?	Project Cost	Federal Funds
HSIP7-04-014	04-Oakland-1	Oakland	MTC	Telegraph Avenue corridor between 29th Street and 45th Street	Stripe and sign road diet with buffered bike lanes between 29th and 41st Sts; install signal modifications at 29th and 45th Sts; install uncontrolled crosswalk enhancements, painted bulb-outs, and painted median refuges	No	\$1,493,900	\$1,344,510
HSIP7-04-015	04-Oakland-2	Oakland	MTC	Market Street between 4th and 7th Sts & 18 to 19 Sts; Intersections at Market St at 14, 16, 21 Sts; San Pablo Avenue at 32, Brockhurst, and 34 Sts	Stripe and sign bike improvements on Market between 4-7 Sts and 18-19 Sts; install uncontrolled crosswalk enhancements, such as RRFBs, ladder striping, raised bulb-outs, and raised median refuges at multiple locations	No	\$1,584,300	\$1,425,870



HSIP7-04-016	04-Oakland-3	Oakland	MTC	Shattuck Avenue at 49 St, 51St, 59th St, Alactraz Ave; Claremont Avenue between Telegraph Avenue and Clifton Street	Sign and stripe road diet with bike lanes on Claremont; uncontrolled crosswalk enhancements with ladder crosswalk, RRFBs, bulb-out, and/or median refuges at multiple locations; protected left-turn at Shattuck/Alcatraz	No	\$1,560,100	\$1,404,090
HSIP7-04-017	04-Oakland-4	Oakland	MTC	Signalized intersections in Downtown: 10th/Oak, 10th/Jackson, 10th/Harrison, 11th/Jackson, 11th/Harrison, 12th/Franklin, 12th Ped Signal, 13th/Franklin, 17th/Franklin, 19th/Franklin	Upgrade existing deficient signals for pedestrian safety to include countdown signals accessible pedestrian signals	No	\$565,600	\$509,040

To view the complete statewide project listing, please visit the HSIP website at: [http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prev\\_cycle\\_results.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prev_cycle_results.htm).

In Cycle 7, 182 projects were selected from a pool of 213 applications. All projects competed based on their Benefit Cost Ratio and properly proposed traffic safety countermeasures set forth in the Call for Projects. The selected HSIP projects, totaling \$160.8 million, will utilize the available HSIP programming capacity in the 2016 Federal Statewide Transportation Improvement Plan (FSTIP).

While Caltrans congratulates you on competing successfully for HSIP funding, your agency is expected to expedite the delivery of this safety project(s) wherever practical. For all HSIP projects, Caltrans now requires agencies to meet the following three key delivery deadlines:

1. The deadline for Request Authorization to Proceed with Preliminary Engineering (PE) is September 30, 2016
2. The deadline for Request Authorization to Proceed with Construction (CON) is September 30, 2019
3. FTIP funding for a Cycle-7 project will be de-obligated unless the CON for the project is authorized on or before January 1, 2021

Sylvia Fung, Office Chief  
December 11, 2015  
Page 3 of 3

Caltrans will track the delivery of these selected HSIP projects and prepare a quarterly report showing the delivery performance of each project, and this quarterly report will be posted at the website:

[http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery\\_status.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm)

Projects that miss milestones per the HSIP guidelines will be flagged in these reports. If an agency has a flag for late CON authorization, Caltrans will not accept HSIP applications from the agency during future open cycle 'call for projects' unless the flag is removed with an agreeable and acceptable future project CON date.

The Metropolitan Transportation Commission (MTC) will be informed of each project being approved for funding. Caltrans Headquarters (HQ) staff will work with MTC to include each project in their next FSTIP Amendment. It is your agency's responsibility to track your Metropolitan Planning Organizations (MPO's) FSTIP Amendments to confirm the Federal Highway Administration (FHWA) approval of your project. Then, your agency may submit a request for authorization (RFA) to begin reimbursable work on the project in accordance with federal-aid project implementation procedures.

Your agency is encouraged to finish your non-reimbursable efforts of completing activities and preparing documents required for your first RFA to proceed with your project. These efforts can and should begin now in anticipation of your project(s) being included in approved FSTIP. Please contact Jose Reyes to arrange for an on-site field review to evaluate and assess the entire scope of the safety project. A field review form can be found in the Local Assistance Procedures Manual or at the HQ Local Assistance Division website: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>.

Given that HSIP safety projects are lump-sum programmed in the FSTIP, it is expected that one or more phases of a project delivery schedule may not match the FFY in the FSTIP. When this occurs, local agencies should file the RFA using the Expedited Project Selection Procedure. More information about the EPSP procedures for delivering HISP safety projects can be found at the HQ Local Assistance Division website: [http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery\\_status.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm).

If you have further questions, please feel free to contact John Brewster at 510-286-6485, or at [John.Brewster@dot.ca.gov](mailto:John.Brewster@dot.ca.gov).

Sincerely,



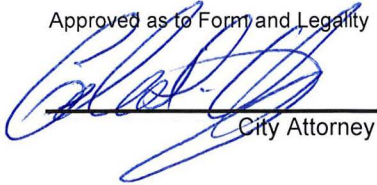
Sylvia Fung  
District Local Assistance Engineer

C: MTC

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

2016 FEB 10 PM 12:17

Approved as to Form and Legality



City Attorney

## OAKLAND CITY COUNCIL

RESOLUTION No. \_\_\_\_\_ C.M.S.

Introduced by Councilmember \_\_\_\_\_

---

**RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR OR DESIGNEE TO ACCEPT AND APPROPRIATE FOUR HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) CYCLE 7 GRANTS TOTALING \$4,683,510 TO IMPLEMENT SAFETY AND OPERATIONAL IMPROVEMENTS FOR PEDESTRIANS AND BICYCLISTS AT VARIOUS STREETS AND INTERSECTIONS IN THE CITY OF OAKLAND, ALLOCATE \$520,390 IN MEASURE B MATCHING FUNDS AS THE REQUIRED CITY LOCAL MATCH, AND ALLOCATE ADDITIONAL FUNDS OF \$348,000 IN MEASURE B MATCHING FUNDS REQUIRED FOR A PORTION OF CITY'S OVERHEAD RECOVERIES AND INCREMENT OF OVERHEAD RATES**

**WHEREAS**, on July 31, 2015, the City of Oakland submitted four grant proposals under Highway Safety Improvement Program (HSIP) Cycle 7; and

**WHEREAS**, on December 11, 2015, the City of Oakland received an approval on all four projects for a total project cost of Five Million Two Hundred Three Thousand and Nine Hundred Dollars (\$5,203,900) which includes a federal grant portion of \$4,683,510 and a required City local match portion of \$520,390 which represents 10 percent of the total project cost as a condition of the HSIP grant; and

**WHEREAS**, additional funds totaling \$348,000 or 30 percent of the Federal grant funds on soft costs totaling \$1,158,030, required for a portion of City's overhead recoveries and increment of overhead rates which are disallowed charges and are not reimbursed by the HSIP grantor, and such additional funds will be provided by Measure B, Fund 2211, Project C370010; and

**WHEREAS**, under the Telegraph Avenue Improvements Project, a federal grant portion of \$1,344,510, a City local match portion of \$149,390, and additional funds of \$105,000 for a portion of City's overhead recoveries and increment of overhead rates will be used to install Class II bicycle lanes and crosswalk enhancements, and to modify traffic signals; and

**WHEREAS**, under the Market Street and San Pablo Avenue Improvements Project, a federal grant portion of \$1,425,870, a City local match portion of \$158,430, and additional funds of \$104,000 for a portion of City's overhead recoveries and increment of overhead rates will be used to install bicycle striping enhancements and crosswalk enhancements, and to modify a traffic signal; and



**WHEREAS**, under the Shattuck Avenue and Claremont Avenue Improvements Project, a federal grant portion of \$1,404,090, a City local match portion of \$156,010, and additional funds of \$102,000 for a portion of City's overhead recoveries and increment of overhead rates will be used to install Class II bicycle lanes and crosswalk enhancements, and to modify a traffic signal; and

**WHEREAS**, under the Downtown Oakland Improvements Project, a federal grant portion of \$509,040, a City local match portion of \$56,560, and additional funds of \$37,000 for a portion of City's overhead recoveries and increment of overhead rates will be used to install accessible pedestrian signals and countdown timers; and

**WHEREAS**, the City has prepared an preliminary traffic and safety assessment at all project sites to address safety, access and mobility, and to identify countermeasures to address deficiencies; and

**WHEREAS**, the Public Works Department has requested a waiver of the 1.5% public art fee for this project because HSIP guidelines only allows funding uses to traffic safety improvements and prohibit the use of grant funds for public art; now therefore, be it

**RESOLVED:** That the City Council authorizes to accept and appropriate federal grants totaling \$4,683,510, allocate a City local match of \$520,390, and allocate additional funds of \$348,000 for a portion of City's overhead recoveries and increment of overhead rates; and

**FURTHER RESOLVED:** That said federal grant funds will be deposited and appropriated in the Federal Highway Funds (2116), Transportation Services Division Organization (30264 and 92246), and in a project number to be established for each project; and be it

**FURTHER RESOLVED:** That said City local match funds is available in Measure B Fund (2211), Matching Funds for Grant Project (C370010), Transportation Services Division Organization (30264 and 92246); and be it

**FURTHER RESOLVED:** That said additional funds for a portion of City's overhead recoveries and increment of overhead rates is available in Measure B Fund (2211), Matching Funds for Grant Project (C370010), Transportation Services Division Organization (30264 and 92246); and be it

**FURTHER RESOLVED:** That the City Council authorizes the implementation of all four projects, namely Telegraph Avenue Improvements Project, Market Street and San Pablo Avenue Improvements Project, Shattuck Avenue and Claremont Avenue Improvements Project, and Downtown Oakland Improvements Project; and be it

**FURTHER RESOLVED:** That the City Administrator or designee shall file a Notice of Determination/Notice of Exemption with the clerk of the County of Alameda and the Office of Planning and Research.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_

**PASSED BY THE FOLLOWING VOTE:**

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID, and PRESIDENT GIBSON MCELHANEY

NOES -

ABSENT -

ABSTENTION -

ATTEST: \_\_\_\_\_  
LaTonda Simmons  
City Clerk and Clerk of the Council  
of the City of Oakland, California