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OFFICE OF THE CITY CLERK
OAKLAND

2016 JAN 13 PM 5:45 **AGENDA REPORT**

TO: Sabrina B. Landreth
City Administrator

FROM: Christine Daniel
Assistant City Administrator

SUBJECT: Creation of New Department of
Transportation & Infrastructure

DATE: January 14, 2016

City Administrator Approval

Date:

1/14/16

RECOMMENDATION

Staff recommends that the City Council adopt:

- (1) An ordinance amending the salary schedule of Ordinance 12187 C.M.S. ("Salary Ordinance") to add the classification of Director of Transportation & Infrastructure;
- (2) An ordinance amending Chapter 2.29 of the Oakland Municipal Code Entitled "City Agencies, Departments and Offices" to rename the Department of Transportation to the Department of Transportation & Infrastructure, and amend the description of the Department of Public Works; and
- (3) Deferring the allocation of additional resources to support the department restructuring to the upcoming FY 2016-2017 mid-cycle budget development.

EXECUTIVE SUMMARY

The FY 2015-2016 Adopted Budget included a directive to create a Department of Transportation. The City Council requested that staff report back to the Council on the structure and financial implications of that directive prior to implementing it. This report provides an analysis of creating the requested new department, as well as additional organizational changes to the Public Works Department resulting from the creation of the new Department. In addition to reviewing information from other cities with departments of transportation, City staff also consulted with representatives of Bloomberg Associates who are advising the City on the creation of the Department, the recruitment of the new Director and a strategic plan for transportation project delivery.

The recommended alternative creates two departments: 1) a Department of Transportation and Infrastructure (DTI); and 2) a revised Oakland Public Works Department (OPW). The departments would have the following areas of focus:

DTI:

- Lead all City transit planning, partnerships with transit providers and transit capital project management.

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- Responsible for all funding related to transportation, sewer and storm drain management and ADA, including Measure B/BB funds, Gas Tax, and grants.
- Professional Engineering, Project & Construction Management Services for all City Departments
- Traffic Engineering and Transportation Planning, with an emphasis on neighborhood, pedestrian, cyclist and vehicle safety
- Lead for the City on the 9.8 mile \$185 million Bus Rapid Transit Project
- Management of Citywide ADA, Transition Plan and resolving Claims and Lawsuits associated with accessibility
- Management of off-street parking, parking garages and surface lots
- Management of on-street parking, including flexible parking rates by district
- Management of the \$200 million Measure DD Clean Water and Safe Parks Bond program
- Planning, Design and Construction of Capital Improvement Projects, park renovations, street resurfacing, building projects, sidewalk replacement, ADA curb ramp program, sewer collection system rehabilitation, and other asset improvements.
- Management of utility undergrounding program
- Lead on transportation policy, support elected officials who serve on MTC & ACTC Boards
- Manage the Bike Share Program with the rollout of 70 bike stations for 700 bicycles
- Manage increased access for Bicyclists & Pedestrians, including 2250 bike racks and lockers for 5,000 bikes installed to date and 123 miles of added bikeways
- Manage more than \$25 million in grant-funded projects
- Lead in establishing the long-term Citywide Capital Improvement Program
- Maintain 920 miles of sewer collection pipes and 7 pump stations
- Maintain 400 miles of storm drains, 7500 inlets and other flood control structures
- Maintain 2,227 lane miles of paved streets, 66 lane miles of concrete streets, 1,198 miles of curb and gutter and 1,000 miles of sidewalks and 150 blocks of pedestrian pathways
- Maintain 671 traffic signals, 37,000 LED street lights and ornamental lighting
- Maintain 3,900 smart meters and 548 parking kiosks
- Maintain, repair and replace 200,000 traffic signs & 6,000 legends, 3,600 miles of lane striping and 400,000 feet of crosswalks

OPW:

- Maintain 304 City Facilities with 2,551,000 square feet of space
- Manage the Citywide security contract for City Facilities
- Removal of Public Property Graffiti (1 million sq. ft.), illegal dumping (20,000 requests), weed abatement on public ROW
- Manage environmental clean-up & compliance of all City (and Successor Agency) owned property
- Maintain 640 acres of active parks, 100 medians and plazas, 1,100 acres of open space
- Respond to emergency tree hazards for 38,000 street trees and Park /ROW trees (routine tree pruning and planting was eliminated in 2008)
- Sweep more than 7,000 routes annually
- Manage the Citywide Sustainability Program

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- Manage City Energy and Solar projects
- Manage the Zero Waste contracts and associated city programs
- Support Citywide volunteer stewardship program
- Maintain and acquire the 1,400 unit City Fleet (police, fire, public works etc.)
- Operate and manage the CityWorksWork Management System

BACKGROUND / LEGISLATIVE HISTORY

As part of the goal of creating a "Vibrant City", the adopted FY 2015-2017 Budget included a directive to: "...create a new full-service, vertically integrated Department of Transportation, which will bring projects to completion, and work with the community to improve pedestrian safety, conditions for transit riders, access for disabled people and safety for bicyclists and drivers." (Adopted Budget Book FY 2015-2017, page 6.) Oakland Municipal Code (OMC) Section 2.29.150 was added in July 2015 and provides as follows:

2.29.150 - Department of Transportation.

There is established in the City government a Department of Transportation which shall be under the supervision and administrative control of the City Administrator. The powers, functions, and duties of said Department shall be those assigned, authorized and directed by the City Administrator. The management and operation of the Department of Transportation shall be the responsibility of the Director of Transportation, subject to the direction of the City Administrator.

(Ord. No. 13325, § 2, 7-30-2015)

The mission statement of the new department, as set forth in the adopted Budget is: "To envision, plan, build, operate and maintain a transportation system for the City of Oakland - in partnership with local transit providers and other agencies - which provides safe, equitable, and sustainable access and mobility for residents, businesses and visitors."

While there are many ways to organize municipal government, third-party analyses have shown benefits of having a dedicated Department of Transportation. A 2014 review of 27 U.S. cities found that municipal Departments of Transportation produce quality projects that get recognized more often: twice as many Federal Highway Administration and Federal Transit Administration awards have gone to cities with a Department of Transportation.

The proposed full-service, vertically integrated Department of Transportation & Infrastructure is intended to:

- Ensure Oakland gets its fair share of new transportation sales tax funding (Measure BB) by successfully bringing projects to completion and expanding the City's ability to deliver repaving and other capital projects
- Leverage new and existing transportation funds to develop a project pipeline to build the transportation infrastructure the City needs to support community safety, housing and economic development
- Accelerate the paving of our streets and repair our sidewalks to serve all residents

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- Focus on training opportunities to enable staff to implement best practices that serve the evolving needs of residents
- Enhance the use of data and asset management tools to improve efficiency, community responsiveness and government transparency

Current Structure of Oakland Public Works

As set forth in OMC Section 2.29.050, the current OPW is organized into four bureaus: Administration, Engineering & Construction; Infrastructure & Operations; and Facilities & Environment. (Attachment A, OPW Organizational Chart.) A brief description is noted below:

The **Bureau of Engineering and Construction** includes Project Delivery, Transportation Services, Engineering Design and Right of Way Management, Transportation Planning and Funding, Americans with Disabilities Act Programs, Watershed Programs and Bus Rapid Transit Measure DD project oversight. Some transportation related services within the Bureau of Engineering and Construction are also found in the Streets and Structures division.

The **Bureau of Infrastructure and Operations** includes Electrical Service and Traffic Maintenance, Traffic Signals, Street and Sidewalk Maintenance, Equipment Services (fleet) and Parking Meter Repair. The Street and Sidewalk Maintenance division includes units responsible for patch repair, crack sealing and other minor road repair. The Bureau of Infrastructure and Operations is also responsible for the City's storm drains and sewers.

The **Bureau of Facilities and Environment** includes the Keep Oakland Clean & Beautiful program which is responsible for illegal dumping, graffiti abatement and street sweeping. Facilities and Environment also handles maintenance of all City buildings (Facilities Services) and all City parks, medians and street trees (Park and Tree Services). Finally, Facilities and Environment includes Environmental Services which is responsible for environmental protection and compliance, the solid waste and recycling contracts, and energy efficiency and sustainability programs.

The **Bureau of Administration** includes the Human Resources, Fiscal Services, Business Information and Analytics, Call Center, Safety, Media and Training. The Public Works Call Center for intake of all customer service contacts which received over 60,000 calls for service last year. This Bureau is responsible for: managing claims and lawsuits and working closely with the City Attorney on managing liability; managing the Department's portion of hiring and employee related issues; conducting 5,000 hours of safety training annually; serving as the administrator of Cityworks workflow management software,; leading the Department's budget process, processing invoices and tracking financial performance both by fund and program. The Bureau also includes the Department's Public Information Officer who handles media inquiries and public relations projects.

A summary of the program areas covered by Public Works can be found in the FY 2015-2107 Adopted Policy Budget on pages G65 through G73 (Attachment B).

ANALYSIS AND POLICY ALTERNATIVES

In any reorganization, care must be taken so as not to destabilize ongoing work and ensure that project coordination continues and is even strengthened. OPW has been very successful in

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obtaining significant grant funds this year for transportation related projects (\$25 million) and \$242 million dollars since FY 2009. The reorganization will be planned to ensure that all ongoing projects are successfully completed. The most recent examples include:

- \$9.1 million in Active Transportation Program grant funding for the 19th Street BART to Lake Merritt Urban Greenway project and the Telegraph Avenue Complete Streets Project;
- Over \$1.1 million from the CPUC for three different railroad grade crossing improvement projects.
- \$1.3 million Climate Innovation grant to fund the next phase of a demand based parking pricing program, an effort that began in 2013 with a successful pilot project in the Montclair district.

(See attachment G for a list of recent grant awards.)

OPW is also responsible for compliance with the EPA Consent Decree agreed to as part of the clean water litigation last year. This Consent Decree involves both Capital projects and day to day maintenance and operations. In addition to other projects underway this fiscal year and planned to be constructed next fiscal year, the City's five year street repaving program is underway with 10 miles of street being repaved in FY 2015 and another 5 miles planned for this year. (See Attachment H for list of construction projects for FY 2015-2016 and FY 2016-2017.)

Two approaches were considered for the creation of a new department, the analyses of which are described below. Staff first started with the formation of a DOT as essentially described during the budget process (Alternative A). However this resulted in a number of issues, which are described more fully below. As a result, staff modified the approach and developed a more comprehensive structure that both addresses the majority of those challenges and achieves added benefits (Alternative B). Alternative A is to form a DOT with a limited number of transportation related work units moved primarily from OPW and add new support positions. Alternative B is to form a Department of Transportation and Infrastructure (DTI), composed of the entire Bureau of Engineering & Construction and most of the Bureau of Infrastructure & Operations, except for Equipment Services, and to revise OPW to be structured primarily around internal services, including Equipment. The details of the alternatives follow; staff recommends Alternative B. (See Attachments C and D for proposed organizational charts.)

Alternative A: Implement a Department of Transportation with Limited Work Units

The initially considered approach was to implement a DOT that included only the following units: Transportation Operations & Safety, Traffic Capital Projects, Traffic Safety Program, Policy Planning & Programming, Parking Garages, Parking Meter Repair, and move Parking Meter Enforcement out of the Oakland Police Department and into this new department. This approach did not include moving any maintenance functions to the new department, such as pothole/patching, sewer, drainage, street light and traffic signal maintenance. (Sewer and storm drain work directly impacts streets and roads.) The new department would need to have its own Administration unit of about 9 FTE including among others: the Director, an Executive Assistant to the Director, a Fiscal Administrative Services Manager and a Support Services Supervisor for HR issues. This new Department would have approximately 120 FTE and require funding of

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\$14.5 million. After reallocating funding currently allocated to the OPW and OPD units listed above, and applying the \$1.5 million allocated in the FY 2016-2017 budget, the new Department would still require an additional \$900,000 in funding annually. (see table in Fiscal Impacts for full outline of costs)

There are two primary reasons why this additional funding is needed. First, to support the necessary new positions for the Administrative functions of the new department. Second, to support four capital project positions added in the FY 2015-2016 adopted budget whose funding was reallocated to cover the revenue shortfall in State Gas Tax. These are: Supervising Civil Engineer 1.0 FTE, Civil Engineer 1.0 FTE and Assistant Engineer II 2.0 FTE. These positions in total would cost approximately \$745,000. Funding had originally been allocated for these positions, however it was moved during the budget process to cover existing filled positions that would otherwise have been unfunded.

An alternative to funding these engineering positions with recurring General Fund support would be to identify new grant funding and add these positions as grant funding becomes available. That would reduce the needed funding for this alternative to \$155,000 in the FY 16-17 budget.

However, even with the identification of additional funding, other significant operational issues are presented by removing only the transportation functions from OPW:

1. Engineering/design standards: the two departments would need to closely coordinate to ensure consistent City-wide standards for design, construction and maintenance.
2. Project lifecycle management: If the DOT manages design and OPW engineers manage construction, ensuring consistency and integrity throughout the process will be critical to successful project completion.
3. On-Call Contracts shared throughout OPW: OPW bureaus currently share on-call contracts for various services which creates efficiencies for project delivery. Sharing of such agreements and services across departments is more complicated, particularly staying within contractually authorized spending limits, which requires tight coordination and contract management.
4. Engineers Rotation/Promotional Opportunities: OPW currently rotates engineers at least every two years through different divisions within the Engineering Bureau (Engineering Design, Neighborhood Traffic Safety, Transportation Planning, Traffic Engineering, Construction Management and Development Review).. A separate department would result in the streets engineers likely not having the ability to participate in this program.
5. Emergency Response and Standby: The coordination of emergency response and standby assignments would be more complicated. Issues relating to shared classifications, MOU requirements, and how overtime shifts are allocated would need to be addressed.
6. Safety Training: A safety training program would need to be developed by new department. As there is currently only one person in OPW who manages this programs.

7. Self-Insurance Liability Fund: currently, street and sidewalk programs do not pay into the Self-Insurance fund. Some amount would need to be allocated to the new department and a funding source identified for that.
8. Workflow Management/Call Center (Cityworks): OPW manages workflow with Cityworks. Some arrangement will have to be made to coordinate work flow management with the new department since implementing a new/additional system is not recommended.

Due to both the important operational challenges presented by this approach and the need for additional funding, staff is not recommending this alternative.

Alternative B: *Create a new Department of Transportation & Infrastructure and Revise the Elements of the Department of Public Works*

An alternative to the structure described above is to split the existing OPW into two departments: (1) a Department of Transportation & Infrastructure (DTI); and (2) a revised Oakland Department of Public Works (OPW).

Proposed Department of Transportation & Infrastructure (DTI)

The new DTI would include 3 Bureaus encompassing 6 divisions including approximately 374 FTE. The bureaus would be: **Administration, Engineering and Construction, and Infrastructure and Operations.** The divisions would be comprised of Engineering Design & Right-of-way Management, Transportation Services, Project Delivery, ADA Programs, Transportation Planning and Funding, Electrical Services & Traffic Maintenance, Infrastructure Maintenance - Streets, Sidewalks, & Drainage, and Infrastructure Maintenance - Sewers. In this scenario, Parking Enforcement would remain with the Oakland Police Department for now. A later phase of restructuring could include moving Parking Enforcement after careful analysis by the new DTI Director, the Chief of Police and the City Administrator.

This alternative addresses most of the operational issues described above resulting from creating a separate transportation department. The planning, design and construction of all transportation related projects remains in a single department, thus addressing issues of integrity of engineering/ design standards, project life-cycle management, coordination among infrastructure projects that impact the public right-of-way, and the efficiency of sharing on-call contracts. The engineers all remain in one department and thus would continue to rotate among program areas, continually developing their skills. Additionally, by retaining the sewer and storm drain programs in the same department as streets & roads, more strategic and effective coordination of work both above and below ground is assured. As described by the general manager of a larger city with a DOT, most DOT's are essentially "two dimensional", however by adding the sewer and storm drain functions, the department becomes "three dimensional" thus facilitating a more comprehensive and complete approach to work within the right of way. This structure is also supported by staff from Bloomberg Associates who have been consulting with the City on the new department and a strategic plan for transportation project delivery.

Finally, this structure acknowledges that the engineering staffing in Oakland is relatively smaller than some of the other cities with established DOT's and allows for the ability to flexibly staff

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among programs depending on shifting demands. As with any reorganization, some challenges would remain and are further described below.

It is also important to note that the City of Oakland, like all other cities in the East Bay Municipal Utilities District Sewer Treatment service area, is subject to a federal consent decree that mandates certain improvements to the City's sewer system be completed by designated milestones. Absent such completion, the City is subject to fines and additional requirements. Whichever department is responsible for the sewer program, the City must maintain vigilance, and funding, for compliance with this legal mandate. The sewer rehabilitation projects required under this program offer an opportunity to collaborate with street projects. This proposed organizational structure retains this benefit.

As in the approach described above, in order to fund the four Engineering positions included in the FY 2015-2016 budget an additional \$745,000 would be needed. These positions are: Supervising Civil Engineer (1), Civil Engineer (1) and Assistant Engineer II (2).

The new department will require an adequate level of fiscal and administrative support in order to manage the operations and the numerous and complex funds that provide the support for its work. In addition to the new Director and Executive Assistant, the new department would receive ten fiscal/administrative positions from the original OPW, and would also require an additional nine new fiscal/administrative positions including:

- Administrative Assistant II
- Support Services Manager
- Support Services Supervisor
- Program Analyst I (2.0 FTE)
- Training & Public Services Administrator
- Administrative Services Manager
- Business Analyst II
- CIP Coordinator

The estimated cost for the new fiscal and administrative positions is approximately \$2.0M. Adding the unfunded engineering positions (\$0.7M) brings that total to \$2.7M. Thus, with the \$1.5M currently allocated in the FY 2015-2017 two year budget, an additional approximately \$1.2M is needed to fund the new department in the FY 16-17 budget.

An alternative to funding the engineering positions with recurring General Fund support would be to identify new grant funding and add these positions as grant funding becomes available. That would reduce the needed funding for this alternative to \$455,000 in the FY 16-17 budget.

Proposed Revisions to Department of Public Works (OPW)

The decoupling of Facilities and Environment and Equipment Services from the units discussed above, offers the opportunity to create a revised Department of Public Works (OPW) focused in large part on internal service delivery. The revised OPW would include six divisions with approximately 414 FTE. The two bureaus would be the Bureau of Facilities & Environment, and Bureau of Administration and include the following work divisions: Environmental Services, Keep Oakland Clean and Beautiful, Parks & Tree Services; Equipment Services; Facility

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Services; and Administration. The proposal also includes retaining the Call Center in the revised OPW, thereby offering the opportunity to consider expanding that service to support City-wide functions.

Several operational issues resulting from Alternative B would need to be managed as noted below:

1. Project lifecycle management: DTI will be responsible for managing design and construction of Park and Facilities and OPW will be responsible for operation and maintenance. These functions would need departmental coordination.
2. On-Call Contracts shared throughout OPW: OPW bureaus currently share on-call contracts for various services which create efficiencies for project delivery. Sharing of such agreements and services across departments is more complicated, particularly staying within contractually authorized spending limits, which requires tight coordination and contract management. This will mainly apply to minor CIP Facility related projects.
3. Promotional Opportunities: OPW and DTI will both have Public Works Supervisor I's and II's, Public Works Maintenance Workers and Street Maintenance Leaders. With all the positions in a single department cross-training is more available to staff.
4. Emergency Response and Standby: The coordination of emergency response and standby assignments will need to be carefully coordinated with operations staff spread over two Departments.
5. Workflow Management (Cityworks): OPW manages workflow with Cityworks. Work flow management will need to be coordinated with the new department since implementing a new/additional system is not recommended.
6. Call Center: The Call Center will remain in OPW and will support the DTI and OPW. The two departments will need to agree on how calls are prioritized for response so that the community continues to receive consistent service delivery.
7. One-time cost of Implementation: Identifying and funding office space and layout changes and related furnishings, computers etc.

FISCAL IMPACT

The Adopted Budget includes the following funding for this initiative: FY 2015-16, \$500,000; FY 2016-2017, \$1,000,000.

The recommended approach above has a new cost of approximately \$2,700,000. However, \$745,000 of that is attributable to the four Engineering positions that are included in the current Budget. Staff recommends that those positions be funded with new grant funds obtained for Transportation projects, rather than recurring General Funds. With that consideration, the funding need reduces to \$1,955,000. Given the \$1,500,000 allocated in the adopted two year budget, an additional \$455,000 in funding is needed in FY 16-17. (The \$500,000 set aside in FY 2015-2016 has not yet been expended and thus is available for carry forward as one-time funds into FY 2016-2017.) In sum, the need for additional funding is estimated at \$455,000 in FY 2016-2017 if no funds are expended this year.

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The primary fiscal impact from this reorganization is created by the need to ensure that each department is adequately supported with fiscal and administrative staff. Additional impacts may be identified once implementation is underway. The current OPW includes 36 FTE in the fiscal and administrative unit to support one of the largest numbers of staff (785 FTE) of any City department outside of Police; OPW is required to manage a significant number of complex funds from an array of different sources, many of which would be transferred to the new DTI. In addition, rebalancing departmental overhead and internal service funds will be required.

Both departments will also face significant challenges in balancing their funds in FY2017-19 budget because many of them contain structural deficits due to use of fund balance and the long term impact of COLA increases to personnel costs. Additionally, the State of California Department of Finance is forecasting a further reduction in State Gas Tax revenues due to low prices and decreasing consumption which will have a significant impact if a legislative solution is not identified by the State Legislature. Since Gas Tax and Measure BB fund overlapping functions, reductions in Gas Tax would also likely impact programs in the DTI.

Costs to Implement DTI: FY 2016-2017		
	Alt. A	Alt. B
New positions	\$ 1.7	\$ 2.0
Unfunded engineering positions	\$ 0.7	\$ 0.7
Adopted FY16-17 Budget	\$ (1.5)	\$ (1.5)
TOTAL COST OVER ADOPTED BUDGET	\$0.9	\$ 1.2
Engineering positions grant funded	\$(0.745)	\$(0.745)
TOTAL COST W/OUT ENG POSITIONS	\$ 0.155	\$ 0.455
		(in millions)

More information will be provided as part of the mid-cycle budget process for the appropriation of additional funds for FY 2016-2017, including the recurring cost impacts in future budget years. The budgeted costs will need to incorporate the cost of living increases resulting from the recently completed labor agreements.

PUBLIC OUTREACH / INTEREST

There was no formal public outreach conducted for the development of this proposal. However, considerable interest in a transportation focused department has been expressed since the adoption of the FY 2015-2017 budget. Organizations such as Transport Oakland and Bike East Bay contributed to and have followed the development of the department closely. The City Administrator's Office also met with representatives of the affected bargaining units to inform them of the organizational structures described in this report. These bargaining units are: SEIU Local 1021, IBEW, Local 21 and CMEA. Further meetings with the affected bargaining units will be conducted as necessary to address any impacts resulting from this restructuring.

COORDINATION

Staff from the City Administrator's Office, including Budget, as well as the Mayor's Office, OPW and the Controller's Bureau was involved in reviewing this analysis. Additionally, the Mayor's Office engaged with Janette Sadik-Khan, former Transportation Commissioner for New York City, through Bloomberg Associates. Ms. Sadik-Khan and other staff from Bloomberg Associates will be involved in recruiting a director for the new Department of Transportation and Infrastructure, advising on the structure of the new Department and assisting with the development of a strategic plan for transportation project delivery.

SUSTAINABLE OPPORTUNITIES

Economic: One purpose of creating a new DTI is to increase the capacity of the City to attract funds, carry out capital projects and accelerate street and infrastructure maintenance, resulting in numerous benefits to residents and business owners.

Environmental: A department that prioritizes multi modal approaches to transportation and approaches all projects with a complete streets perspective offers the opportunity for Oakland to enhance safety, connectivity and efficiency for residents, businesses and visitors to the City.

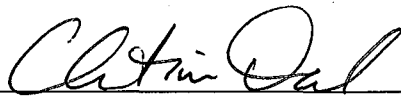
Social Equity: Oakland is building a greater capacity to work more closely with the community's transit agencies to ensure that equity considerations are included within forms of mobility such as bikesharing and carsharing, and as the new DTI makes greater use of data in decision-making, including socioeconomic information alongside more conventional safety and traffic data, the City can improve outcomes for all community members.

ACTION REQUESTED OF THE CITY COUNCIL

Consider an ordinance that creates a Department of Transportation & Infrastructure and revisions to the Department of Public Works, and a corresponding ordinance amending the salary schedule to add a salary for the new director position.

For questions regarding this report, please contact Christine Daniel, Assistant City Administrator, at 238-6906.

Respectfully submitted,



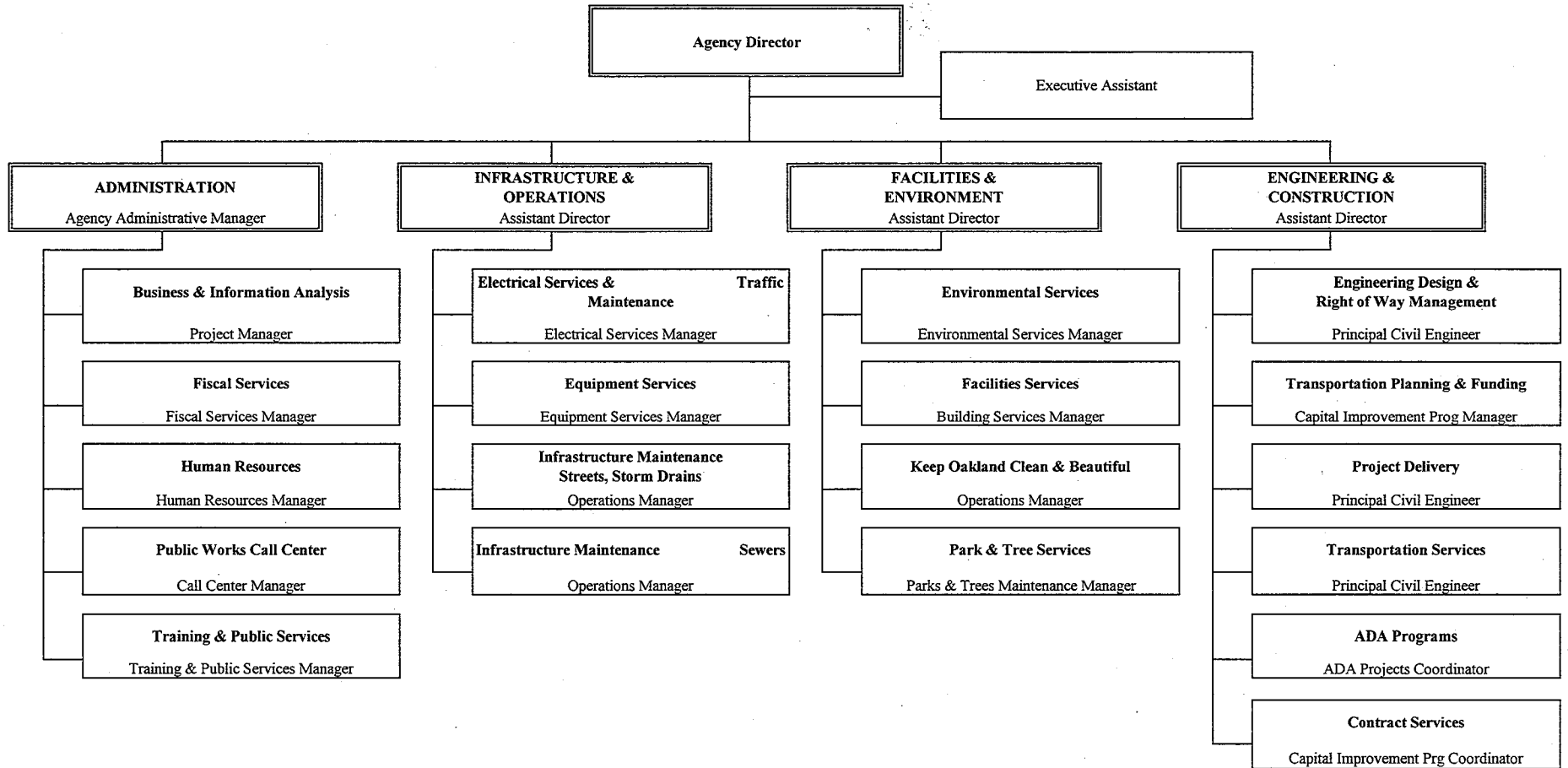
CHRISTINE DANIEL
ASSISTANT CITY ADMINISTRATOR

Attachments (8):

- A: Current Oakland Public Works Divisional Organizational Chart
- B: FY 2015-2016 Adopted Budget, pages G-65 to G-75
- C: Draft Organizational Chart for new Department of Transportation & Infrastructure
- D: Draft Organizational Chart for revised Department of Public Works
- E: Draft Amendment to the Salary Schedule
- F: Draft Ordinance amending descriptions of the Department of Transportation and the Department of Public Works
- G: Grant Awards
- H. List of Construction Projects FY 2016, FY 2017

Oakland Public Works Department

Fiscal Year 2015-2016



OAKLAND PUBLIC WORKS

OAKLAND PUBLIC WORKS

MISSION STATEMENT

Service to the public is our sole reason for existence. Oakland Public Works plans, builds and maintains Oakland's physical and environmental infrastructure for the residents, businesses and visitors of the city, making it a sustainable and desirable place to live, work, invest and visit.

BUSINESS GOALS

- Improve livability through sustainable practices for cleaning and maintaining streets, trees, sidewalks, parks, and facilities.
- Maintain the City's infrastructure to meet current and future needs of our neighborhoods, support development, and reduce the City's exposure to liability.
- Create a sustainable City through implementing green buildings, renewable energy and efficiency projects, alternative fueled vehicles, and recycling/solid waste services.
- Leverage existing resources by seeking grants, public private partnerships, and by enhancing volunteerism and sponsorship opportunities.
- Foster collaborative opportunities with other agencies and individuals to improve service delivery.
- Continue focusing on high-quality service and customer satisfaction to be the "provider of choice" for our customers.

PROGRAM DESCRIPTIONS

ADMINISTRATION

Administration supports the Public Works core functions by providing management, administration, fiscal services, human resources support, business

SUMMARY OF HISTORICAL EXPENDITURES AND ADOPTED BUDGET BY FUND				
Expenditures by Fund	FY 2013-14 Actuals	FY 2014-15 Unaudited Actuals	FY 2015-16 Adopted Budget	FY 2016-17 Adopted Budget
1010 General Purpose Fund (GPF)	\$4,662,593	\$3,732,290	\$2,863,827	\$2,897,432
1100 Self Insurance Liability	7,634,623	7,699,552	4,845,746	4,845,746
1150 Worker's Compensation Insurance Claims	130,266	58,710	271,443	272,940
1610 Successor Redevelopment Agency Reimbursement	78,477	26,311	-	-
1700 Mandatory Refuse Program	5,302	-	-	-
1710 Recycling Program	8,471,885	8,715,801	3,841,915	3,722,609
1720 Comprehensive Clean-up	17,430,275	19,136,220	21,801,828	21,867,200
1730 Henry J Kaiser Convention Center	157	-	-	-
1750 Multipurpose Reserve	1,835,982	2,033,253	1,944,177	1,946,959
2108 HUD-CDBG	40,117	7,730	-	-
2111 2000 Local Law Enforcement Block Grant	6,927	1,675	-	-
2116 Department of Transportation	939,470	616,784	-	-
2125 Environmental Protection Agency	-	601	-	-
2128 Department of Health and Human Services	-	68	-	-
2129 Trade Corridor Improvement Fund (TCIF) State Grant	71,457	112,920	125,000	125,000
2134 California Parks and Recreation	133,717	358,504	-	-
2136 California Water Resource Board	990	-	-	-
2139 California Department of Conservation	1,416	120,190	-	-
2140 California Department of Transportation	592,655	427,752	-	-
2144 California Housing and Community Development	153,632	81,158	-	-
2154 California Integrated Waste Management Board	128,267	125,091	-	-
2158 5th Year State COPS Grant, AB 1913, Statutes of 2000	6,622	55,303	-	-
2159 State of California Other	124,889	128,863	-	-
2160 County of Alameda: Grants	(13,405)	41,846	-	-
2162 Metro Transportation Com: TDA	85,967	54,368	-	-
2163 Metro Transportation Com: Program Grant	17,177	264,030	-	-
2165 Prop 1B Nov 2006 CA Trans Bond	394,483	(12)	-	-
2166 Bay Area Air Quality Management District	49,812	(32,258)	-	-
2175 Alameda County: Source Reduction & Recycling	184,925	429,880	-	-
2211 Measure B: ACTIA	5,119,984	4,922,546	3,064,908	3,124,133
2212 Measure B: Bicycle/Pedestrian Pass-Thru Funds	443,808	519,796	522,454	525,589
2214 ACTIA Reimbursable Grants	(65,160)	44,728	-	-
2215 Measure F - Vehicle Registration Fee	349,782	640,549	2,105,164	2,109,322
2216 Measure BB - Alameda County Transportation	-	-	2,871,599	5,588,988
2230 State Gas Tax	6,951,149	6,864,752	9,202,355	7,072,038
2231 State Gas Tax-Prop 42 Replacement Funds	4,909,423	4,963,960	1,950,733	1,582,985
2260 Measure WW: East Bay Regional Parks District Local	58,775	13,401	-	-
2310 Lighting and Landscape Assessment District	29,773,217	17,076,499	15,508,850	15,544,496
2321 Wildland Fire Prevention Assess District	607	-	-	-
2415 Development Service Fund	3,108,239	3,616,840	5,775,370	5,398,060
2416 Traffic Safety Fund	399,547	306,020	560,829	562,837
2606 Metro Transportation Commission (ARRA)	23,172	-	-	-
2610 State Water Control Board-CWSRF Prog (ARRA)	(11,410)	-	-	-
2990 Public Works Grants	298,493	318,069	280,000	280,000
2999 Miscellaneous Grants	292,932	652,543	-	-
3100 Sewer Service Fund	30,564,785	31,733,241	32,157,394	32,244,370
3150 Sewer Rate Stabilization Fund	-	-	500,000	500,000
3200 Golf Course	5,688	5,214	-	-
4100 Equipment	29,155,367	29,595,255	23,458,727	23,423,655
4200 Radio / Telecommunications	23,046	5,089	-	-
4400 City Facilities	24,261,430	26,679,422	28,582,429	28,170,132
4450 City Facilities Energy Conservation Projects	262,669	201,895	-	-
5055 Piedmont Pines Underground Assessment District	161,379	179,059	-	-
5057 2012 Reassessment Project Fund	175,182	514	-	-
5130 Rockridge: Library Assessment District	9,749	29,820	-	-
5200 JPFA Capital Projects: Series 2005	(6,953)	22,005	-	-
5320 Measure DD: 2003A Clean Water, Safe Parks & Open	30,081	13,738	-	-
5321 Measure DD: 2009B Clean Water, Safe Parks & Open	1,770,402	1,762,846	-	-
5500 Municipal Capital Improvement	15,432	20,131	-	-
5505 Municipal Capital Improvement: Public Arts	136	-	-	-
5510 Capital Reserves	16,195	11,831	-	-

OAKLAND PUBLIC WORKS

PROGRAM DESCRIPTIONS

ADMINISTRATION (CONT'D)

and information analysis, safety program, public information and operation of the Public Works Call Center, which handled over 60,000 in 2014.

AMERICANS WITH DISABILITIES ACT

ADA Programs provides comprehensive access compliance activities to City departments as well as the disability, business and nonprofit communities, as mandated by Title II of the Americans with Disabilities Act. ADA divides staffing resources between physical and programmatic responsibilities. ADA support multimillion dollar infrastructure improvement programs, major settlement agreements, and citywide accommodation efforts. It also staffs the Commission on Persons with Disabilities and Commission on Aging.

BUILDINGS AND FACILITIES MANAGEMENT AND MAINTENANCE

Oakland Public Works provides custodial services, security, preventative and general maintenance to approximately 300 City-owned buildings (estimated 2.5 million square feet) ranging in size from Police Administration Building (147,900 sq. ft.) to the FROG Park restroom (40 sq. ft.). In Fiscal Year's 2013-15 Council allocated \$1million per year in funding for minor capital improvement repairs, which has been used to address immediate repairs to building systems, lighting upgrades, theft and vandalism damage, and overall extending the life and improving the conditions of city facilities.

ELECTRICAL PROJECTS

Electrical staff provides design services and electrical engineering review for project development and construction. Utility coordination, planning, design and facilitation of assessment engineering are provided for the utility undergrounding program.

SUMMARY OF HISTORICAL EXPENDITURES AND ADOPTED BUDGET BY FUND (CONT'D)

Expenditures by Fund	FY 2013-14 Actuals	FY 2014-15 Unaudited Actuals	FY 2015-16 Adopted Budget	FY 2016-17 Adopted Budget
5610 Central District Projects	877,827	605,327	-	-
5611 Central District: TA Bonds Series 2003	(1,736)	145,593	-	-
5612 Central District: TA Bonds Series 2005	16,621	-	-	-
5613 Central District: TA Bonds Series 2009T	-	1,152,047	-	-
5630 Broadway/MacArthur/San Pablo Projects	520	-	-	-
5640 Central City East Projects	1,010	419	-	-
5643 Central City East TA Bonds Series 2006A-T (Taxable)	168,228	967,884	-	-
5650 Coliseum Projects	43,976	364,699	-	-
5653 Coliseum: TA Bonds Series 2003	98,852	115,779	-	-
5655 Coliseum: TA Bonds Series 2006B-TE (Tax Exempt)	553	-	-	-
5656 Coliseum: TA Bonds Series 2006B-T (Taxable)	63,501	9,930	-	-
5660 West Oakland Projects	23,595	27,585	-	-
5670 Oakland Base Reuse Authority	6,760	(6,760)	-	-
5671 OBRA: Leasing & Utility	127,025	22,322	-	-
5672 Joint Army Base Infrastructure	28,674	12,075	-	-
5999 Miscellaneous Capital Projects	12,501	2,000	-	-
6013 2013 LED Streetlight Acquisition Lease Financing	1,800,114	1,768,063	-	-
7120 Oakland Municipal Employees' Retirement System	-	2,250	-	-
7390 Oakland Museum of CA Foundation Museum	540,033	-	-	-
7540 Oakland Public Library Trust	21,360	22,468	-	-
7760 Grant Clearing	(69,152)	(685,314)	(315,198)	(317,165)
TOTAL	\$185,026,087	\$178,922,759	\$161,919,550	\$161,487,326
GPF Percent to Total Department	2.5%	2.1%	1.8%	1.8%
GPF Percent to Citywide GPF Expenditures	1.0%	0.7%	0.5%	0.5%

AUTHORIZED POSITIONS BY PROGRAM

Program	FY 2014-15 Midcycle Authorized FTE	FY 2015-16 Adopted Budget FTE	FY 2016-17 Adopted Budget FTE
Agency Administration	50.00	51.20	51.20
1150 - Worker's Compensation Insurance Claims	1.50	1.50	1.50
1720 - Comprehensive Clean-up	2.00	2.00	2.00
2230 - State Gas Tax	1.00	1.00	1.00
3100 - Sewer Service Fund	1.00	1.00	1.00
5321 - Measure DD: 2009B Clean Water, Safe Parks & Open Space Trust Fund for Oakland	1.00	1.00	1.00
7760 - Grant Clearing	43.50	44.70	44.70
Americans with Disabilities Act	3.00	3.00	3.00
1010 - General Purpose Fund (GPF)	0.25	-	-
2211 - Measure B: ACTIA	0.75	0.75	0.75
4400 - City Facilities	-	0.25	0.25
7760 - Grant Clearing	2.00	2.00	2.00
Buildings & Facilities Management & Maintenance	130.58	127.08	127.08
2310 - Lighting and Landscape Assessment District	21.00	21.00	21.00
4400 - City Facilities	109.58	106.08	106.08
Electrical Projects	5.34	5.34	5.34
2211 - Measure B: ACTIA	5.00	-	-
2215 - Measure F - Vehicle Registration Fee	-	5.00	5.00
2416 - Traffic Safety Fund	0.34	0.34	0.34
Engineering Design	52.50	57.60	57.60
2211 - Measure B: ACTIA	1.65	2.15	2.15
2415 - Development Service Fund	22.10	23.10	23.10
3100 - Sewer Service Fund	1.20	1.20	1.20
7760 - Grant Clearing	27.55	31.15	31.15
Fleet & Equipment Management & Maintenance	55.00	55.00	55.00
4100 - Equipment	55.00	55.00	55.00

OAKLAND PUBLIC WORKS

PROGRAM DESCRIPTIONS

ENGINEERING DESIGN

Engineering Design provides long-range planning for critical infrastructure in Oakland as well as project management, engineering and inspection services for City assets, including sanitary sewer rehabilitation, major street improvements, pavement rehabilitation, bridge rehabilitation, storm drainage, and sidewalks. The program manages the work of public utilities and private excavations within City streets. This program also provides project management services on a wide variety of technical projects in support of other City departments. The program is a key resource in emergency response to assess and manage critical infrastructure.

FLEET AND EQUIPMENT MANAGEMENT AND MAINTENANCE

The City of Oakland owns and operates 1,469 vehicles and major pieces of equipment. The City's fleet has been reduced by over 350 vehicles in the last ten years. A full-time City staff of 55 mechanics, service workers, technicians, and administrative staff completing over 13,000 vehicle service and repair work orders keep the City's aging fleet at an 88% availability rate. The average fleet vehicle is 10.7 years old which is more than twice the 5.2-year replacement age recommended by the National Association of Fleet Administrators (NAFA). Currently, over 55% of City vehicles are over the NAFA recommended replacement age. A continued investment in regular replacement cycles for equipment will increase availability, reduce total operating costs, and reduce the fleet's carbon footprint.

KEEP OAKLAND CLEAN AND BEAUTIFUL

The Keep Oakland Clean and Beautiful program maintains and enhances the cleanliness, health, and appearance of City streets and neighborhoods. Activities include annual response to 20,000 service

AUTHORIZED POSITIONS BY PROGRAM (CONT'D)

Program	FY 2014-15 Midcycle Authorized FTE	FY 2015-16 Adopted Budget FTE	FY 2016-17 Adopted Budget FTE
Keep Oakland Clean & Beautiful	81.50	81.50	81.50
1010 - General Purpose Fund (GPF)	1.00	-	-
1720 - Comprehensive Clean-up	79.30	80.30	80.30
3100 - Sewer Service Fund	1.20	1.20	1.20
Parking Management - Meter Repair	8.00	8.00	8.00
1010 - General Purpose Fund (GPF)	8.00	8.00	8.00
Parks, Grounds & Medians	75.84	87.44	87.44
1010 - General Purpose Fund (GPF)	8.50	-	-
1720 - Comprehensive Clean-up	29.00	51.48	51.48
2310 - Lighting and Landscape Assessment District	38.34	35.96	35.96
Project Delivery	43.65	44.35	44.35
2211 - Measure B: ACTIA	0.60	0.30	0.30
2999 - Miscellaneous Grants	-	0.80	0.80
3100 - Sewer Service Fund	3.60	3.30	3.30
4400 - City Facilities	0.50	0.50	0.50
5321 - Measure DD: 2009B Clean Water, Safe Parks & Open Space Trust Fund for Oakland	0.80	-	-
7760 - Grant Clearing	38.15	39.45	39.45
Recycling & Solid Waste	9.50	9.50	9.50
1710 - Recycling Program	8.00	9.50	9.50
7760 - Grant Clearing	1.50	-	-
Sanitary Sewer Management & Maintenance	75.50	77.50	77.50
2215 - Measure F - Vehicle Registration Fee	-	1.00	1.00
3100 - Sewer Service Fund	75.50	76.50	76.50
Street & Sidewalk Management & Maintenance	43.00	46.00	46.00
1010 - General Purpose Fund (GPF)	3.00	-	-
1720 - Comprehensive Clean-up	-	2.00	2.00
2216 - Measure BB - Alameda County Transportation Commission Sales Tax	-	4.00	11.27
2230 - State Gas Tax	11.90	18.34	11.90
2231 - State Gas Tax-Prop 42 Replacement Funds	15.18	8.92	7.92
3100 - Sewer Service Fund	12.92	12.74	12.91
Street Light Management & Maintenance	7.66	7.99	7.99
2215 - Measure F - Vehicle Registration Fee	-	1.00	1.00
2216 - Measure BB - Alameda County Transportation Commission Sales Tax	-	-	4.83
2230 - State Gas Tax	1.16	4.99	1.16
2231 - State Gas Tax-Prop 42 Replacement Funds	6.50	2.00	1.00
Sustainable Oakland Program	15.50	15.50	15.50
1710 - Recycling Program	3.83	6.83	6.83
1720 - Comprehensive Clean-up	3.00	-	-
2990 - Public Works Grants	0.47	0.47	0.47
3100 - Sewer Service Fund	1.40	1.40	1.40
4400 - City Facilities	2.60	2.60	2.60
4450 - City Facilities Energy Conservation Projects	1.00	1.00	1.00
7760 - Grant Clearing	3.20	3.20	3.20
Traffic Signal Management & Maintenance	8.00	7.67	7.67
2215 - Measure F - Vehicle Registration Fee	-	1.33	1.33
2216 - Measure BB - Alameda County Transportation Commission Sales Tax	-	-	4.50
2230 - State Gas Tax	0.83	5.33	0.83
2231 - State Gas Tax-Prop 42 Replacement Funds	6.83	0.67	0.67
2416 - Traffic Safety Fund	0.34	0.34	0.34

OAKLAND PUBLIC WORKS

PROGRAM DESCRIPTIONS

KEEP OAKLAND CLEAN AND BEAUTIFUL (CONT'D)

requests for removal of illegal dumping; abatement of over 100 homeless encampments annually; removal of 800,000 sq. ft. of graffiti; support for volunteer cleanup and beautification events; special events support; and street sweeping of 614 routes monthly to improve the quality of life for Oakland residents and comply with Clean Water regulations.

PARKING MANAGEMENT – METER REPAIR

Oakland has a total of about 7,900 parking spaces. It consists of an estimated 3,900 single parking meter spaces and 567 multi-space parking meters that control about 4,000 parking spaces. Single space meters have been upgraded to utilize modern technology and accept various credit cards for payment. Multi-space parking meters will be replaced within the next Budget Cycle. Revenue generated from citations goes directly to the General Purpose Fund.

PARKS, GROUNDS AND MEDIANS MAINTENANCE

Oakland Public Works provides landscape maintenance, litter removal and homeless encampment abatement for 134 parks and public spaces. This includes two region-serving parks, nine community parks, 53 neighborhood parks, 15 special use parks, 26 athletic fields, plus many mini-parks, linear parks, and public grounds. There are another 1,055 acres of Resource Conservation Area (open space) primarily in the Oakland hills. Approximately 100 landscaped medians and streetscapes are also included in the City's park maintenance responsibility along with grounds at City facilities. New and renovated parks and plans are being developed primarily funded by voter-supported Measure DD (2002 Oakland Trust for Clean Water & Safe Parks), Measure WW (2008 Preserve Open Space for Recreation and Wildlife Habitat),

AUTHORIZED POSITIONS BY PROGRAM (CONT'D)

Program	FY 2014-15 Midcycle Authorized FTE	FY 2015-16 Adopted Budget FTE	FY 2016-17 Adopted Budget FTE
Traffic Signs & Markings Management & Maintenance	18.00	18.00	18.00
2230 - State Gas Tax	17.00	17.00	17.00
2416 - Traffic Safety Fund	1.00	1.00	1.00
Transportation & Pedestrian Safety	26.00	25.00	25.00
1750 - Multipurpose Reserve	8.82	1.00	1.00
2211 - Measure B: ACTIA	5.20	4.40	4.40
2216 - Measure BB - Alameda County Transportation	-	7.20	7.20
2416 - Traffic Safety Fund	0.20	0.20	0.20
3100 - Sewer Service Fund	-	0.10	0.10
5611 - Central District: TA Bonds Series 2003	0.07	-	-
5613 - Central District: TA Bonds Series 2009T	0.31	-	-
7760 - Grant Clearing	11.40	12.10	12.10
Transportation Planning & Funding	9.40	11.40	11.40
2211 - Measure B: ACTIA	2.50	1.50	1.50
2212 - Measure B: Bicycle/Pedestrian Pass-Thru Funds	-	1.70	1.70
2415 - Development Service Fund	1.00	1.00	1.00
7760 - Grant Clearing	5.90	7.20	7.20
Tree Management & Maintenance	15.00	15.00	15.00
2310 - Lighting and Landscape Assessment District	15.00	15.00	15.00
Watershed & Storm Drain Management & Maintenance	31.50	31.50	31.50
2990 - Public Works Grants	1.00	0.90	0.90
3100 - Sewer Service Fund	27.10	26.30	26.30
5321 - Measure DD: 2009B Clean Water, Safe Parks & Open	2.00	2.90	2.90
7760 - Grant Clearing	1.40	1.40	1.40
TOTAL	764.47	785.57	785.57

SUMMARY OF HISTORICAL AND ADOPTED BUDGET BY PROGRAM

Revenue

Program	FY 2014-15 Midcycle Budget	FY 2015-16 Adopted Budget	FY 2016-17 Adopted Budget
Administration	\$65,560	\$0	\$0
Buildings & Facilities Management & Maintenance	27,899,929	31,328,084	30,915,787
Engineering Design	8,274,172	9,519,979	10,880,104
Fleet & Equipment Management & Maintenance	20,029,982	23,464,248	23,429,176
Keep Oakland Clean & Beautiful	19,231,270	22,240,024	22,209,205
Parks, Grounds and Medians	740,000	-	-
Project Delivery	129,200	129,200	129,200
Recycling & Solid Waste	9,299,858	4,382,556	4,366,650
Safety & Liability	3,524,791	3,774,814	3,774,814
Sanitary Sewer Management & Maintenance	67,185,187	60,000,515	59,086,906
Street & Sidewalk Management & Maintenance	11,159,452	23,812,755	18,902,795
Street Light Management & Maintenance	1,585,850	123,350	123,350
Sustainable Oakland Program	191,495	191,495	191,495
Traffic Signal Management & Maintenance	123,350	131,710	131,710
Traffic Signs & Markings Management & Maintenance	17,000	17,000	17,000
Transportation & Pedestrian Safety	20,963,223	20,180,199	20,092,584
Transportation Planning & Funding	1,103,350	2,846,342	1,324,511
Tree Management & Maintenance	17,500	57,500	57,500
Watershed & Storm Drain Management & Maintenance	210,000	235,000	235,000
TOTAL	\$191,751,169	\$202,434,771	\$195,867,787

OAKLAND PUBLIC WORKS

PROGRAM DESCRIPTIONS

PARKS, GROUNDS AND MEDIANS MAINTENANCE (CONT'D)

State Park Bond Funds (2002 California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act) and Redevelopment funds (still funding projects in process). Bonds and former Redevelopment funds are restricted to supporting the creation of a park or other facility, and are not available to fund staff or materials for ongoing maintenance. No funds have been budgeted to maintain these newly constructed parks. Park maintenance staffing levels for fulltime staff was reduced nearly 50% in 2008. These reductions have impacted the maintenance; resulting in a look and feel that Oakland parks are unkempt and have increased risk to the City.

SAFETY AND LIABILITY

Serves all Public Works employees and aggressively addresses and improves issues of employee safety and training. Reduces workers compensation claims, increases the number of employees returning to work, and decreasing the amount of exposure and liability to the city. Activities within the program include training in sound safety and health practices, developing and enforcing safety and health rules, and investigating every accident promptly and thoroughly to determine cause and implement proper measures to prevent recurrence. This program works closely with the City Attorney's Office, the City's Risk Management Division and the third party administrator.

SANITARY SEWER MANAGEMENT AND MAINTENANCE

The City of Oakland has 929 miles of City-maintained sanitary sewer pipes, seven pump stations, and over 27,000 manholes and structures. Most of Oakland's sewer system is 60 to 70 years old. During storm events, sewer flows are significantly increased due to infiltration and inflow (I/I) of storm water into the sanitary sewer system. The Sewer

SUMMARY OF HISTORICAL AND ADOPTED BUDGET BY PROGRAM (CONT'D)

Expenditure	FY 2014-15 Midcycle Budget	FY 2015-16 Adopted Budget	FY 2016-17 Adopted Budget
Agency Administration	(\$2,816,927)	(\$3,149,249)	(\$3,418,974)
Americans with Disabilities Act	643,384	647,723	613,577
Buildings & Facilities Management & Maintenance	27,569,149	29,859,083	29,384,518
Electrical Projects	1,273,836	1,428,930	1,427,852
Engineering Design	8,024,302	9,267,782	9,323,176
Fleet & Equipment Management & Maintenance	18,072,022	22,970,724	22,935,652
Keep Oakland Clean & Beautiful	15,546,054	16,392,237	16,455,229
Parking Management - Meter Repair	2,682,888	2,749,293	2,782,261
Parks, Grounds & Medians	10,661,150	11,250,678	11,264,655
Project Delivery	3,521,483	2,890,895	2,999,516
Recycling & Solid Waste	8,160,250	2,077,630	2,001,403
Safety & Liability	8,049,612	8,620,560	8,620,560
Sanitary Sewer Management & Maintenance	21,010,575	19,546,050	19,667,613
Street & Sidewalk Management & Maintenance	7,443,253	8,911,412	8,845,286
Street Light Management & Maintenance	4,954,236	3,868,699	3,826,903
Sustainable Oakland Program	2,864,434	2,786,594	2,803,520
Traffic Signal Management & Maintenance	1,960,328	2,362,421	2,323,623
Traffic Signs & Markings Management & Maintenance	3,122,948	3,245,566	3,271,870
Transportation & Pedestrian Safety	5,559,177	\$5,634,529	\$5,666,841
Transportation Planning & Funding	1,580,544	\$2,204,883	\$2,275,377
Tree Management & Maintenance	2,993,452	\$3,085,450	\$3,109,797
Watershed & Storm Drain Management & Maintenance	4,924,931	5,267,660	5,307,071
TOTAL	\$157,801,081	\$161,919,550	\$161,487,326

SIGNIFICANT CHANGES IN BUDGET AND PERFORMANCE

General Purpose Fund (GPF)	FTE	FY 2015-16 Changes	FY 2016-17 Changes
Transfer Landscape and Maintenance Personnel to the Comprehensive Clean-up Fund (1720)	(8.50)	(\$373,299)	(\$374,518)
Transfer Public Works Maintenance Workers and O&M to Fund 1720	(2.00)	(\$323,400)	(\$325,434)
Transfer Public Works Supervisor I to the State Gas Tax Fund (2230)	(1.00)	(\$110,337)	(\$111,917)
Transfer Painter to Fund 1720	(1.00)	(\$100,115)	(\$101,548)
Transfer Administrative Assistant II to the Facilities Fund (4400)	(0.25)	(\$24,796)	(\$25,151)
Reduction in Overheads due to personnel transfers to other Funds	-	(\$99,017)	(\$99,017)
ALL Other Funds	FTE	FY 2015-16 Changes	FY 2016-17 Changes
Recycling Program Fund (1710)			
Transfer of Environmental Personnel - Management Intern, Program Analyst II, Program Analyst III and O&M from Fund 1720	3.00	\$855,416	\$860,301
Reduction in Recycling contract expenses due to new franchise		(\$6,185,000)	(\$6,280,000)

OAKLAND PUBLIC WORKS

PROGRAM DESCRIPTIONS

SANITARY SEWER MANAGEMENT AND MAINTENANCE (CONT'D)

Service Charge that is collected from all properties pays for the operating and capital expenses of the program. The sanitary sewer collection system is a network of pipes, manholes, clean-outs, pump stations, and other structures used to collect all wastewater and transport it to the East Bay Municipal Utility (EBMUD) interceptor and treatment plant. The City of Oakland sanitary sewer system is a collection system only. Sewage treatment and disposal occurs at the EBMUD Treatment Facility near the Bay Bridge and two other facilities—Oakport Wet-Weather Facility and San Antonio Creek Wet-Weather Facility.

Conditions such as ground movement, tree root intrusion, quality of original pipe material, and other factors can significantly decrease the serviceability of sewer pipes and manholes. In 1987, a long-term capital improvement program was initiated to rehabilitate about 25% of sewer lines that contributed to wet weather overflows. In 2010, the City, in response to EPA mandates, started a two-year flow metering and modeling project to evaluate system capacity and plan for the next long-term capital improvements, with an objective to improve pipe conditions and reduce wet-weather flows. In 2014, the City and the US EPA, along with other East Bay communities, agreed on a 22-year landmark sewer consent decree to continue its sewer rehabilitation program at a rate of 13 miles per year. The agreement also called for other operational changes including 5-year cyclic system cleaning, 10-year cyclic system inspection, root-foaming and other asset management practices needed to reduce sanitary sewer overflows and decrease wet-weather flows into EBMUD facilities.

SIGNIFICANT CHANGES IN BUDGET AND PERFORMANCE (CONT'D)

ALL Other Funds	FTE	FY 2015-16 Changes	FY 2016-17 Changes
Comprehensive Clean-up Fund (1720)			
Transfer of Environmental Personnel - Management Intern, Program Analyst II, Program Analyst III and O&M to Fund 1710	(3.00)	(\$855,416)	(\$860,301)
Transfer Landscape and Maintenance Personnel from the GPF	8.50	\$373,299	\$374,518
Transfer Public Works Maintenance Workers and O&M from the GPF	2.00	\$323,400	\$325,434
Transfer Painter from the GPF	1.00	\$100,115	\$101,548
Transfer Gardener II, Irrigation Specialist, and Park Attendant PT from Fund 2310	11.17	\$653,932	\$659,364
Multipurpose Reserve Fund (1750)			
Transfer of Transportation Engineers and O&M to Fund 2216	(7.20)	(\$1,677,224)	(\$1,692,357)
Transfer of O&M and personnel costs from Central District Capital Bond Funds (5611 and 5613) due to the transfer of ORA garages to the City	0.38	\$1,596,372	\$1,597,105
Measure B Fund (2211)			
Add Civil Engineer Office and Engineer Assistant II	0.40	\$55,740	\$56,536
Add and reprogram O&M		\$459,730	\$461,800
Measure B - Bicycle/Ped Fund (2212)			
Add Program Analyst III	1.10	\$148,297	\$150,420
Measure F - Vehicle Registration Fund (2215)			
Transfer of personnel from Fund 2231 due to the reduction in gas tax revenues	2.33	\$306,997	\$311,340
Transfer of personnel and O&M from Fund 2230, Fund 2231 and Administrative Assistant I from Fund 3100	6.00	\$1,636,571	\$1,636,422
Measure BB - Alameda County Transportation Fund (2216)			
Transfer of personnel from Fund 2230 due to the reduction in gas tax revenues	16.60	\$0	\$1,962,865
Transfer of Transportation Engineers and O&M from Fund 1750	7.20	\$1,677,224	\$1,692,357
Set-aside funding for the Department of Transportation		\$500,000	\$1,000,000
Add Pothole and Seam Sealing Crew (1 FTE Street Maintenance Leader and 3 FTE Public Works Maintenance Workers) and O&M	4.00	\$542,000	\$542,000
State Gas Tax Fund (2230)			
Transfer of personnel from Fund 2231 due to the reduction in gas tax revenues	14.93	\$1,729,745	\$0
Transfer of personnel to Fund 2216 due to the reduction in gas tax revenues	(16.60)	\$0	(\$1,962,865)
Transfer Public Works Supervisor I to the State Gas Tax Fund (2230) from the General Purpose Fund (1010)	1.00	\$110,337	\$111,917
State Gas Tax - Prop 42 Replacement Fund (2231)			
Transfer of personnel to Funds 2230, 2215 & 2216 due to the reduction in gas tax revenues	(18.93)	(\$2,036,742)	(\$2,274,205)
Lighting & Landscape Assessment District Fund (2310)			
Add O&M for increase in utility costs		\$488,804	\$493,765
Transfer Gardener II, Irrigation Specialist, and Park Attendant PT to Fund 1720	(11.17)	(\$653,932)	(\$659,364)
Lake Merritt Maintenance funding (transfer from the GPF)		\$400,000	\$400,000
Parks Prioritization Study (transfer from the GPF)		\$185,000	\$15,000

OAKLAND PUBLIC WORKS

PROGRAM DESCRIPTIONS (CONT'D)

STREET AND SIDEWALK MANAGEMENT AND MAINTENANCE

The City of Oakland has 806 miles of City-maintained streets. Buses use 150 miles of these streets. Bike facilities are designated on 200 miles of streets. Pavement condition is rated by a "Pavement Condition Index" (PCI), a regionally used ranking that rates the condition of streets on a zero to 100 point system. Oakland currently ranks 98th out of 109 Bay Area cities in PCI, with a three-year average PCI of 60. The current backlog of street rehabilitation is \$443 Million and is growing. Maintaining the existing pavement condition on Oakland's streets would require an estimated \$28 million annually, while our annual funding for this purpose is totally dependent on federal, state, and county allocations which have been less than \$6 million in recent years. The recent passage of Measure BB will hopefully allow Oakland to better address this key asset.

The City of Oakland also has 1,100 miles of sidewalk, 17,800 curb ramp locations, and 232 developed stairs and pathways. A majority of Oakland's sidewalks, stairs, and paths are in acceptable condition, while 60% of the curb ramps are non-compliant or non-existing. Oakland is committed to a long-term plan to fully upgrade all curb ramps and to improve the condition of sidewalks throughout the City.

STREET LIGHT MANAGEMENT AND MAINTENANCE

Oakland has approximately 37,000 streetlights covering over 800 miles of roadways and pedestrian passages. Most of the lights are mounted on wooden poles and fed directly overhead from PG&E. Of the 37,000 streetlights, 30,000 are "Light Emitting Diode (LED)" fixtures on tall poles, while about 7,000 are ornamental pedestrian lights. In FY 2013-14, City staff responded to 1,901 street lighting service requests and repaired 1,775 streetlights. In addition, the City converted 30,000 street lights from High Pressure Sodium

SIGNIFICANT CHANGES IN BUDGET AND PERFORMANCE (CONT'D)

ALL Other Funds	FTE	FY 2015-16 Changes	FY 2016-17 Changes
Development Services Fund (2415)			
Transfer Civil Engineer from Department of Planning and Building	1.00	\$172,654	\$175,125
Add O&M (revenue supported)		\$666,280	\$695,000
Revolving funds for private property sidewalk repair	-	\$400,000	
Sewer Service Fund (3100)			
Delete Project Manager and Electrician and add Program Analyst III and Maintenance Mechanic		\$23,766	\$24,094
Transfer Administrative Assistant I to Fund 2215	(1.00)	(\$86,269)	(\$87,504)
Add and reprogram O&M		\$386,195	\$386,182
Equipment Fund (4100)			
Add O&M for fuel and other supplies and equipment		\$487,166	\$485,380
Facilities Fund (4400)			
Freeze Stationery Engineer, Custodians and Maintenance Mechanic, PT	(3.50)	(\$292,506)	(\$296,222)
Transfer Administrative Assistant II to the Facilities Fund (4400) from the General Purpose Fund (1010)	0.25	\$24,796	\$25,151
One-time funding for City Hall Fire Alarm System (transfer from the GPF)		\$550,000	
Grant Clearing Fund (7760)			
Add Civil Engineer Office and Engineer Assistant II	3.60	\$501,641	\$508,820
Add Public Service Representative	1.00	\$81,096	\$82,257
Add Program Analyst III	0.90	\$121,334	\$123,071
Organizational Changes			
Transfer Ball Fields crew from Oakland Parks & Recreation to Oakland Public Works	6.29	\$392,710	\$397,423

(HPS) to LED lighting. In general, the streetlights in Oakland meet the levels in the Street Lighting Warrants approved by City Council; however, there are areas that could benefit from enhanced lighting due to increased pedestrian usage or unsolicited activity.

SUSTAINABLE OAKLAND PROGRAM

The Sustainable Oakland Program leads the protection of Oakland's natural resources and the improvement to health of our community through energy efficiency and increased use of renewable energy sources, pollution prevention, environmental cleanup and restoration, and promotion of sustainability. The program tracks Oakland's progress in becoming a more sustainable city, coordinates climate change mitigation and adaptation

initiatives, and leads internal sustainability teams.

The program is dedicated to reducing energy consumption in and maintaining environmental compliance for municipal facilities, conducting environmental assessment and cleanup of open spaces, rights-of-way, waterways and development projects, and implementing broad based sustainability project throughout the community. The Program supports the efforts of community volunteers to clean, green, and beautify Oakland's streets, parks, and creeks through the Adopt a Spot program, and major beautification events such as Earth Day and Creek to Bay Day.

The program aggressively seeks grants to support these efforts enabling Oakland to be a top 10 green city in the nation.

OAKLAND PUBLIC WORKS

PROGRAM DESCRIPTIONS (CONT'D)

TRAFFIC SIGNAL MANAGEMENT AND MAINTENANCE

Oakland's streets include 677 signalized intersections (which include 18,000 traffic signals and 4,000 pedestrian walk/don't walk signals). Signals are reviewed and re-timed on the average of once every five to ten years due to the large number of signals (higher than most cities of comparable size) and few staff to collect the traffic counts necessary to make signal timing changes. Much of the City's signal equipment is obsolete and/or not compatible with modern communication systems. Maintenance of traffic signals is provided by City staff.

The City has developed an Intelligent Transportation Systems (ITS) Master Plan to upgrade and manage the signal system along major corridors. Only a fraction of the system has been built. A Traffic Management Center (TMC) was recently completed and serves as the nerve center for ITS corridors. New areas will be added as part of transportation projects and as funding opportunities become available.

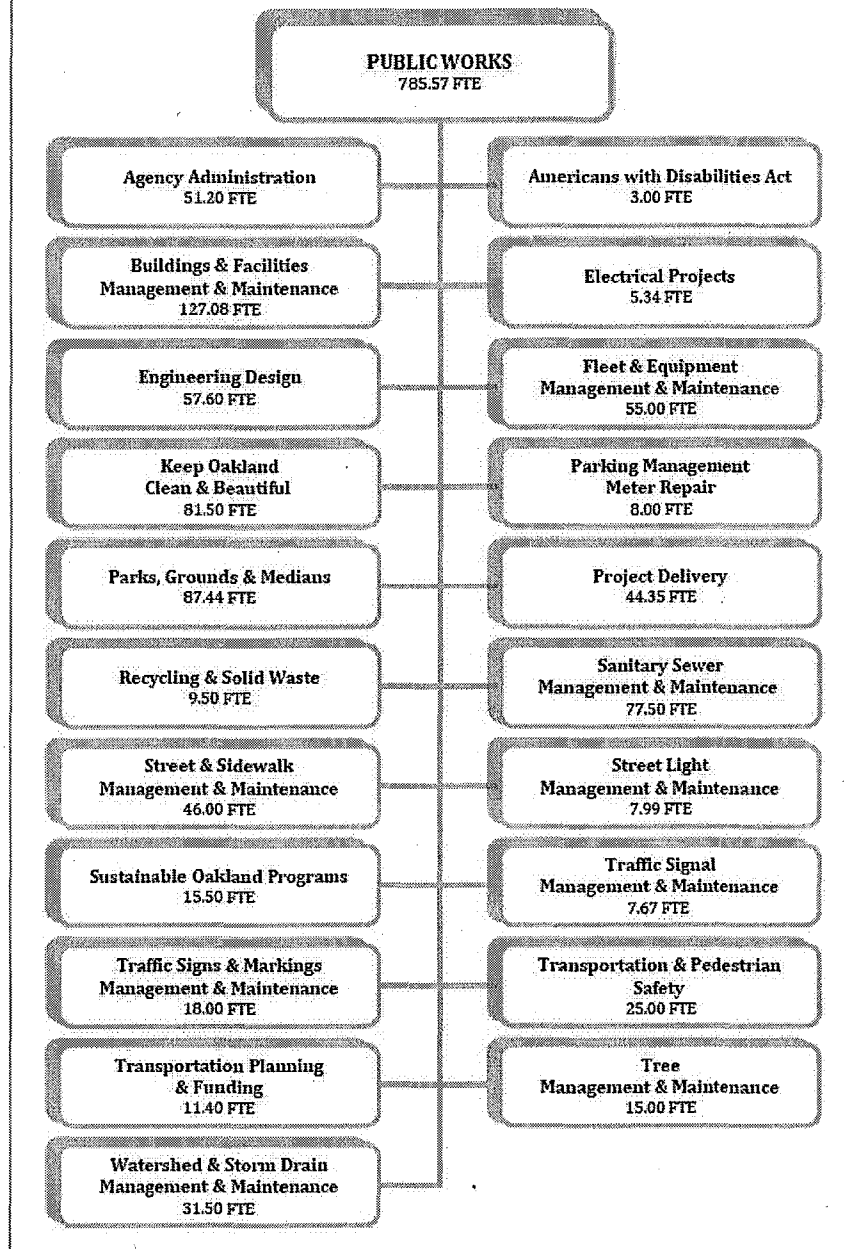
TRAFFIC SIGNS AND MARKINGS MANAGEMENT AND MAINTENANCE

There are over 3,500 signal poles, and on average, 100 traffic signal poles have to be replaced each year from damages. Oakland's streets also include 200,000 traffic signs, 3,600 miles of lane striping, and legends are designed using the California Manual of uniform Traffic Control Devices specifications and standards as dictated by 23 CFR 655.603. These signs, stripes, and legends are maintained daily by City staff, and through the course of yearly paving contracts for streets identified in the Five-Year Paving Plan. In addition, striping is maintained as hazards are identified or on a complaint basis.

TRANSPORTATION AND PEDESTRIAN SAFETY

The Transportation and Pedestrian Safety program advances safety for

ORGANIZATIONAL CHART BY PROGRAM



pedestrians, cyclists, motorists and transit riders on City streets, with particular emphasis around schools, parks, senior centers and other public places. Activities include assessing risks, designing traffic calming systems and other engineering approaches to making our community safer, installing or upgrading traffic signals and safety devices, audible pedestrian signal

heads, pavement markings. The program also provides curbside management of residential blue zones, and other parking zones to enhance neighborhood economic activity. This program also promotes alternative modes of transportation such as walking and bicycling.

PROGRAM DESCRIPTIONS (CONT'D)

TRANSPORTATION PLANNING AND FUNDING

Transportation Planning and Funding coordinates the grant application prioritization and submittal process for transportation projects and provides review of the impact of large private development on transportation. Deliverables include transportation policies and long-range plans, bicycle and pedestrian plans in keeping with the complete streets Policy. This is achieved through community outreach, corridor planning, development project review and the update and implementation of the General Plan Circulation Element and TOD and Transit-First policies. The Division coordinates planning of large-scale transportation projects with AC Transit, BART, Caltrans, and the Port of Oakland.

TREE MANAGEMENT AND MAINTENANCE

Oakland is known for its green tree canopy; the 100-year-old Jack London Oak tree symbolizes our commitment to being a Green City. The urban forest maintained by OPW consists of over 250,000 trees of which 42,642 are street trees (per the 2008 Sidewalk Survey) plus trees found in public parks, medians, streetscapes, and within the street right-of-way, the exact number has not been quantified. Several hundred new street trees have

been planted by Urban Releaf, Sierra Club, West Oakland Greening Initiative and homeowners, far fewer than pre-2006 when the City had a tree planting crew that planted over 1,000 trees a year.

Tree staff is also responsible for processing over 200 tree permits annually under the City Tree and View Ordinances. All permits and hazardous tree requests must be inspected by an Arboricultural Inspector or Tree Supervisor. There are currently two positions which handle this work. Tree Services staffing was reduced by 50% since 2006. Tree services are limited to managing emergency tree response. The City ended the tree planting and aesthetic tree pruning program in 2008.

WATERSHED AND STORM DRAIN MANAGEMENT AND MAINTENANCE

The City's storm water infrastructure includes more than 402 miles of pipe that range from 6" to 98" in diameter, including trash collection devices such as Vortex Units, 15,000 structures, and over 80 miles of open creek. The majority of the City's storm water infrastructure was constructed 60 to 80 years ago. Since that time, very little to no upgrading of the system has taken place. Much of the system has long suffered from inadequate resources leading to increasing instances of flooding, erosion, and property damage. Additionally, the City of Oakland is subject to storm water quality regulations (Municipal Regional Permit

- MRP) that mandates the City implement numerous programs including : New development and redevelopment permitting and enforcement, Industrial and commercial site inspections, enforcement, and control, Illicit discharge detection and elimination, Construction site inspections, enforcement, and controls, Public information and outreach, Water quality monitoring, Trash load reduction, Mercury, PCBs, copper and legacy pesticide, PBDE, and selenium controls and Development of plans for implementation of green infrastructure. The City of Oakland has no fund source dedicated to managing storm water or for water quality compliance. Without a dedicated source of funding for ongoing maintenance, capital improvements, and water quality efforts the existing storm water system will continue to deteriorate, damage related to flooding and infrastructure failure will increase and compliance with water quality regulations will be jeopardized. Much of the system is now nearing the end of its useful life and is in need of replacement. If water quality regulatory requirements, such as trash reduction and PCB reduction are not met the City may face potential fines from the Water Board and third party lawsuits. An average annual investment of \$20 to \$25 million is needed for storm water system capital projects and maintenance and for water quality compliance.

OAKLAND PUBLIC WORKS

NOTES

TRANSPORTATION

TRANSPORTATION

MISSION STATEMENT

To envision, plan, build, operate and maintain a transportation system for the City of Oakland - in partnership with local transit providers and other agencies - which provides safe, equitable, and sustainable access and mobility for residents, businesses and visitors.

FUNDING

Funds totaling \$500,000 in FY 2015-16 and \$1.0 million in FY 2016-17 are set aside in Oakland Public Works, Measure BB Fund (2216), to support the creation of this department.

GOALS

- To attract new funding and manage existing revenues to enhance, operate and maintain Oakland's transportation policies; programs, services, and infrastructure.
- To develop and complete transportation capital projects through a comprehensive process including visioning, planning, project identification and prioritization, design, and project construction.
- To support economic development and housing by implementing the major projects included in the Alameda Countywide Transportation Plan and local plans, including the Oakland Army Base, the City's Bicycle and Pedestrian Master Plans, and transit-oriented development at West Oakland, Macarthur, Downtown, Fruitvale and Coliseum BART stations.
- To work closely with BART, AC Transit, Capital Corridor, paratransit and others to achieve a state of good repair and support transit service and stations improvements.
- To accelerate the improvement, operation and maintenance of Oakland's 805 miles of streets, 1,500 miles of sidewalks, 150 blocks of path and stairways, and 671 traffic signals.
- To manage and improve performance and customer satisfaction with all of

the City of Oakland's on-street and off-street parking.

- To support programs and policies that improve and expand transportation choices, such as car sharing, bicycle sharing, on-demand ride-sharing and transit pass programs for residents and employees.
- To operate an effective, responsive and accountable organization that can attract and retain top quality staff and provide professional development opportunities to all staff in order to successfully innovate and implement the best practices to serve the evolving needs of residents.
- To measure performance, provide comprehensive information to the public, and to guide investments in the City's transportation assets to improve mobility and reduce operations and management costs where feasible.

DIVISION DESCRIPTIONS

OFFICE OF THE DIRECTOR

Directs and coordinates work for the Department, including legal and legislative issues, and policy and procedure development, as well as other inter-departmental and inter-division special projects. Oversees administrative functions, including fiscal and personnel management for Department. Manages Public Information, Data Analytics and Asset Management. Collects, analyses, and distributes data to provide city and the public with timely, relevant information on transportation service and projects. Coordinates transportation asset management for cost-effective and transparent. Support Administration to develop and track performance metrics for all assigned work.

POLICY, PLANNING AND PROGRAMMING

Carries out long-range transportation planning, participates in regional planning efforts to develop transportation policy and projects, and works to identify funding to implement the transportation elements of the City's adopted plans and policies. Fosters public and private partnerships to support Oakland's land use, economic development and equity goals. Supports current planning by providing the

Planning & Building Department with development review, and by participating the development of specific and general plans and land-use related policies such as impact fees, Conditions of Approval and parking requirements.

COMPLETE STREETS CAPITAL DELIVERY

Provides project management to develop and deliver multi-modal transportation, streetscape and public space improvements on time and on budget, including planning and development, fundraising, design and engineering, community involvement, environmental, review and construction management. Capital Projects also supports partner agencies including BART and AC Transit, and other City agencies, including the Port of Oakland, Planning & Building Department and the Economic and Workforce Development Department to realize significant transportation improvements in the city.

PARKING AND MOBILITY MANAGEMENT

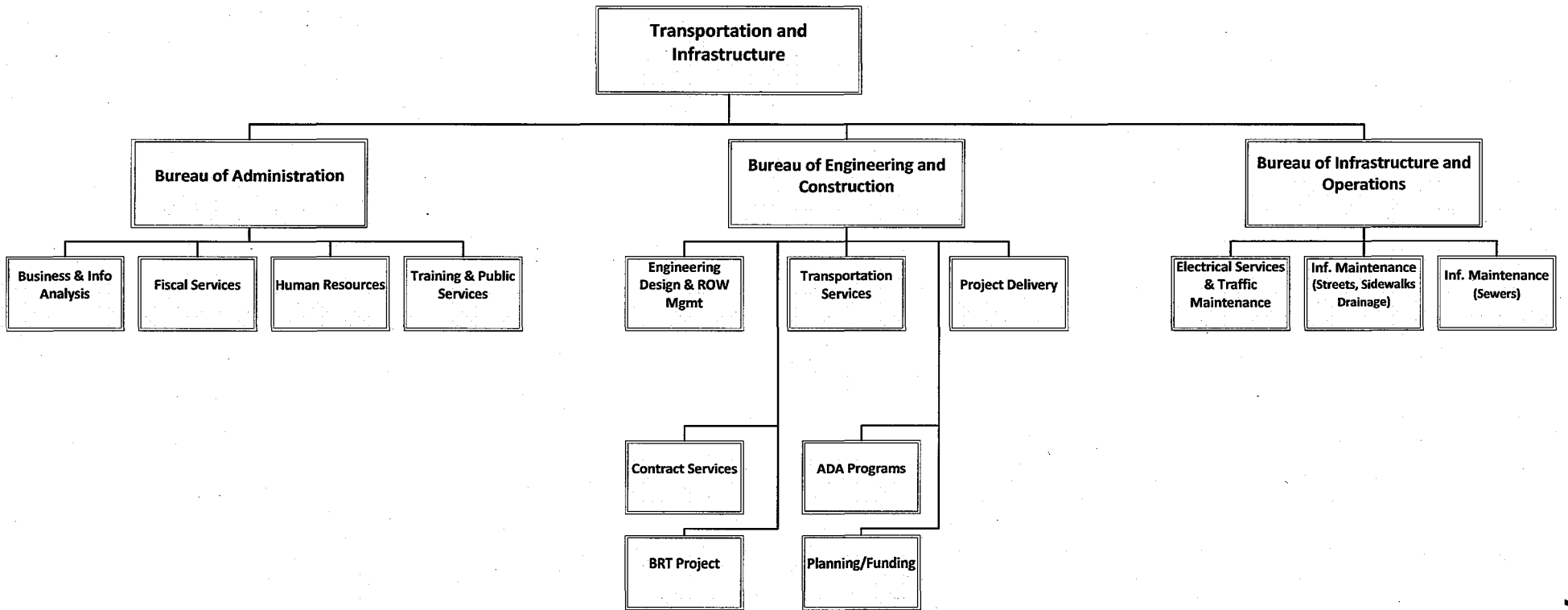
Manages the city's off-street parking and curb space, including on-street parking including policy, parking infrastructure, meter management and enforcement to serve the public needs for private vehicles, transit, taxis, commercial loading, bicycle parking, parklets and other public benefits. Develops and administers programs and policies that improve and expand transportation choices, such as car sharing, bicycle sharing, and transit pass programs for residents and employees.

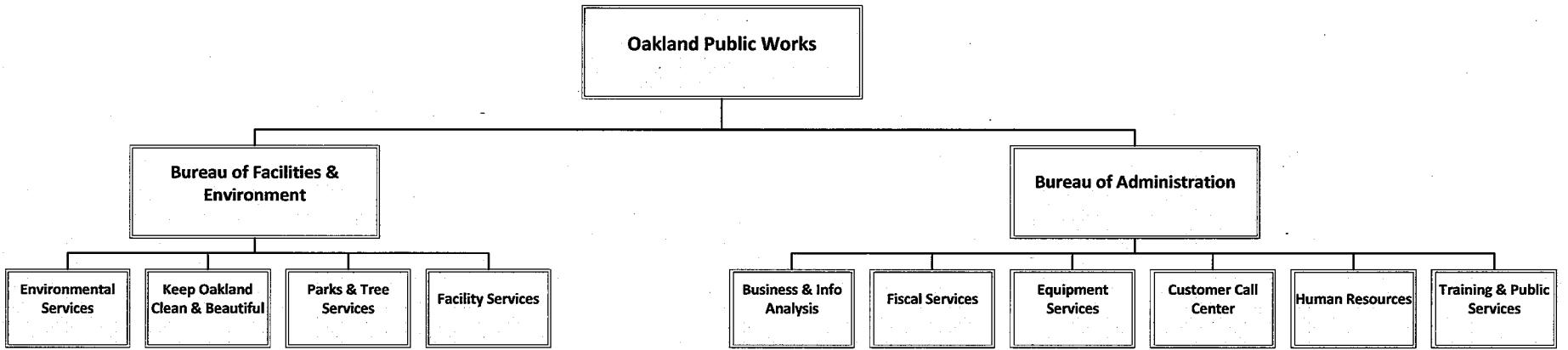
INFRASTRUCTURE MAINTENANCE

Monitors the condition of city streets and manages pavement maintenance, sidewalk repair, and bicycle infrastructure.

TRANSPORTATION OPERATIONS AND SAFETY

Operates and works to improve the day-to-day operation of the City's street system, including paving design, traffic signals, and signs, and temporary Traffic Management Plans. Implements Bicycle and Pedestrian Plan, including bike parking, safety improvements, bicycle-related pavement markings, crosswalk upgrades, signal management, wayfinding and safety signage.





INTRODUCED BY COUNCILMEMBER _____

APPROVED AS TO FORM AND LEGALITY

ATTACHMENT E

City Attorney

OAKLAND CITY COUNCIL ORDINANCE No. _____ C.M.S.

ORDINANCE AMENDING THE SALARY SCHEDULE OF ORDINANCE NO. 12187 C.M.S. ("SALARY ORDINANCE") TO ADD THE CLASSIFICATION OF DIRECTOR OF TRANSPORTATION AND INFRASTRUCTURE

THE COUNCIL OF THE CITY OF OAKLAND DOES ORDAIN AS FOLLOWS:

Section 1. Ordinance No. 12187 C.M.S. is here by amended as set forth below. Additional are indicated by underscoring and deletions are indicated by strikethrough type; portions of ordinances not cited or not shown in underscoring or strikethrough type are not changed.

Section 2. Effective as set forth below, the following classifications are added in Ordinance No. 12187 C.M.S. in Unit UK1. Pay Grade Table to read as follows:

Classification Title	Class No.	Step	Salary
<u>Director of Transportation</u>	EM159		10,849.43 Min
<u>And Infrastructure</u>			16,274.15 Max

Section 3. Pursuant to the City of Oakland Charter Section 216, this ordinance shall become effective immediately on final adoption if it receives six (6) or more affirmative votes; or, it is receives five (5) affirmative votes, it shall become effective upon the seventh day after final adoption.

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

DATE OF ATTESTATION: _____

**ORDINANCE AMENDING THE SALARY SCHEDULE OF ORDINANCE
NO. 12187 C.M.S. ("SALARY ORDINANCE") TO ADD THE
CLASSIFICATION OF DIRECTOR OF TRANSPORTATION AND
INFRASTRUCTURE**

DIGEST

Ordinance Amending the Salary Schedule of Ordinance No. 12187 C.M.S. ("Salary Ordinance) to Add
the Classification of Director of Transportation and Infrastructure

OAKLAND CITY COUNCIL
ORDINANCE No. _____ C.M.S.

ORDINANCE AMENDING CHAPTER 2.29 OF THE OAKLAND MUNICIPAL CODE ENTITLED "CITY AGENCIES, DEPARTMENTS AND OFFICES" TO REVISE THE OAKLAND PUBLIC WORKS DEPARTMENT AND RENAME THE DEPARTMENT OF TRANSPORTATION TO THE DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

WHEREAS, Section 600 of the Charter of the City of Oakland provides that the City Council shall by ordinance provide the form of the organization through which the functions of the City under the jurisdiction of the City Administrator are to be administered; and

WHEREAS, Chapter 2.29 of the Oakland Municipal Code is revised from time to time when the structure or description of the City organization changes; now, therefore

THE COUNCIL OF THE CITY OF OAKLAND DOES ORDAIN AS FOLLOWS:

Section 1. The City Council finds and determines the foregoing recitals to be true and correct and hereby adopts and incorporates them into this Ordinance.

Section 2. Oakland Municipal Code Chapter 2.29, which establishes the City of Oakland organizational structure, is hereby amended to modify sections as set forth below; additions are indicated by underscoring and deletions are indicated by strike through type; portions of the Chapter not cited or not shown in underscoring or strike-through type are not changed.

2.29.050 - Oakland Public Works Department.

There is established in the City government an Oakland Public Works Department which shall be under the supervision and administrative control of the City Administrator. The powers, functions, and duties of said Department shall be those assigned, authorized and directed by the City Administrator. The management and operation of the Oakland Public Works Department shall be the responsibility of the Director of Public Works, subject to the direction of the City Administrator. ~~In the Oakland Public Works Department there shall be the following Bureaus: Administration, Engineering & Construction, Infrastructure & Operations, and Facilities & Environment.~~

2.29.150 Department of Transportation and Infrastructure.

There is established in the City government a Department of Transportation and Infrastructure which shall be under the supervision and administrative control of the City Administrator. The powers, functions, and duties of said Department shall be those assigned, authorized and directed by the City Administrator. The management and operation of the Department of Transportation shall be the responsibility of the Director of Transportation and Infrastructure, subject to the direction of the City Administrator.

Section 3. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council declares that it would have adopted this Ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more section, subsection, sentence, clause, or phrase be declared invalid.

Section 4. This ordinance shall become effective immediately on final adoption if it receives six or more affirmative votes; otherwise it shall become effective upon the seventh day after final adoption. The organizational structure established by this Ordinance will become effective on June 1, 2016.

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

DATE OF ATTESTATION: _____

NOTICE AND DIGEST

ORDINANCE AMENDING CHAPTER 2.29 OF THE OAKLAND MUNICIPAL CODE ENTITLED "CITY AGENCIES, DEPARTMENTS AND OFFICES" TO REVISE THE OAKLAND PUBLIC WORKS DEPARTMENT AND RENAME THE DEPARTMENT OF TRANSPORTATION TO THE DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

This Ordinance would amend Oakland Municipal Code Chapter 2.29, which established the organizational structure of the City of Oakland per Oakland Charter section 600, to revise the Oakland Public Works Department and Rename the Department of Transportation to the Department of Transportation and Infrastructure.

Upon final adoption on the second reading this ordinance will become effective immediately if it receives six or more affirmative votes; otherwise it shall become effective upon the seventh day after final adoption.

Oakland Public Works Department
Discretionary Transportation Grant Funding Sources
Sorted by Application Date (2014-current)

Application Date	Grant Source	Project Title (if awarded)	Geography	Applicant	Project Manager	Total Funding Available (millions)	Applications Submitted	Applications Awarded	Amount Received	Required Local Match	Total Project Cost
Oct-15	MTC Climate Initiatives - Parking Management & TDM	Downtown Oakland Parking Management Program	Region	Michael Ford	Michael Ford	\$6	1	waiting	waiting		
Jun-15	Active Transportation Program	19th Street BART to Lake Merritt Complete Streets	Statewide	Wlassowsky	TBD	\$180	4	1	\$4,583,000	\$50,000	\$4,633,000
Jun-15	Active Transportation Program	Telegraph Avenue Complete Streets	Regional	Jamie Parks	TBD	\$30	4	1	\$4,555,000	\$360,000	\$4,915,000
Jul-15	Highway Safety Improvement Program	Telegraph Avenue Corridor (29th to 45th): Bike and Ped Improvements	Statewide	Wlad Wlassowsky	TBD: TSD	\$150	4	4	\$1,344,510	\$149,390	\$1,493,900
Jul-15	Highway Safety Improvement Program	Market Street (4th to 21st): Bike and Ped Improvements	Statewide	Wlad Wlassowsky	TBD: TSD	\$150	4	4	\$1,425,870	\$158,430	\$1,584,300
Jul-15	Highway Safety Improvement Program	Shattuck and Claremont: Bike and Ped Improvements	Statewide	Wlad Wlassowsky	TBD: TSD	\$150	4	4	\$1,404,090	\$156,010	\$1,560,100
Jul-15	Highway Safety Improvement Program	Downtown Intersections: Ped Safety Improvements	Statewide	Wlad Wlassowsky	TBD: TSD	\$150	4	4	\$509,040	\$56,560	\$565,600
Oct-14	Federal Transportation Administration - Transit Oriented Development Pilot Program*	BART Transbay Corridor Capacity Enhancement Study (SF to Oakland)	Nationwide	Rachel Flynn	Planning: Rachel Flynn	\$20	1	1	\$600,000	\$68,820	\$668,820
Jan-15	Lifeline Transportation Program	Broadway Shuttle Operating Support	Regional	Zach Seal	Zach Seal	\$9	1	1	\$405,000	\$46,454	\$451,454
Jun-15	TIGER (FHWA)	19th Street BART Improvements	Nationwide	Jamie Parks	n/a	\$500	1	0	\$0	\$0	\$0
Apr-15	Strategic Growth Council - Affordable Housing and Sustainable Communities**	23rd/International Affordable Housing (Transportation Improvements: Ped Lighting/Sidewalk Repair)	Statewide	Bruce Williams	Jaime Heredia	\$121	2	1	\$726,000	\$0	\$726,000
Oct-14	Caltrans Sustainable Communities Planning Grant Program	n/a - did not apply	Statewide	n/a	n/a	\$5	0	0	\$0	\$0	\$0
Oct-14	MTC Climate Initiatives - Car Share	Car Share demonstration project	Regional	Sara Barz	Sara Barz	\$2	1	1	\$320,000	\$64,105	\$384,105
Jul-14	Active Transportation Program	Lake Merritt Bike/Ped Bridge (design)	Regional	Dianne Tannenwald	Dianne Tannenwald	\$30	7	3	\$3,210,000	\$0	\$3,210,000
Jul-14	Active Transportation Program	High/Courtauld	Regional	Jaime Heredia	Nader Rabahat	\$30	7	3	\$1,128,000	\$0	\$1,128,000
Jul-14	Active Transportation Program	Safe Routes to Schools various sites	Regional	Wlad Wlassowsky	Mohammad Alaoui	\$30	7	3	\$1,236,000	\$0	\$1,236,000
May-14	MTC - Program for Arterial System Synchronization	Arterial Timing	Regional	Ade Oluwasogo	Ade Oluwasogo	tech assistance	1	1	n/a	\$0	\$0
May-14	Active Transportation Program	International Boulevard Ped Lighting and Sidewalk Improvement	Statewide	Bruce Williams	Nader Rabahat	\$180	9	2	\$2,481,000	\$0	\$2,481,000
May-14	Active Transportation Program	LAMMPS Complete Street Project	Statewide	David Ralston	Nader Rabahat	\$180	9	2	\$3,957,040	\$647,460	\$4,604,500
May-14	Transportation Fund for Clean Air	Oakland Bay Area Bike Share	Countywide	Jamie Parks	Carlos Hernandez	\$30	3	3	\$900,616	\$0	\$900,616
May-14	Transportation Fund for Clean Air	City Racks Bicycle Parking	Countywide	Jennifer Stanley	Jennifer Stanley	\$30	3	3	\$88,000	\$0	\$88,000
May-14	Transportation Fund For Clean Air	Broadway Shuttle Operating Support	Countywide	Zach Seal	Zach Seal	\$30	3	3	\$41,000	\$0	\$41,000
Apr-15	MTC Priority Devt Area Tech Assistance	Downtown Specific Plan	Regional	Rachel Flynn	Rachel Flynn	\$8	5	4	\$750,000	\$0	\$750,000
Apr-15	MTC Priority Devt Area Tech Assistance	Transportation Impact Review Streamlining	Regional	Jamie Parks	Iris Starr	\$8	5	4	\$300,000	\$0	\$300,000

Apr-15	MTC Priority Devt Area Tech Assistance	Complete Streets Circulation Element Update	Regional	Iris Starr	Iris Starr	\$8	5	4	\$235,000	\$0	\$235,000
Apr-15	MTC Priority Devt Area Tech Assistance	Downtown Parking Management Study	Regional	Michael Ford/Bruce Williams	Michael Ford	\$8	5	4	\$200,000	\$0	\$200,000

Total	\$30,399,166	\$1,757,229	\$32,156,395
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* Oakland Share (joint application with BART and SF)

** Total funds both Housing and Transportation, only transportation funds received listed

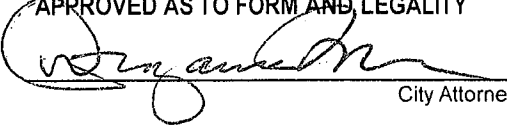
ProjectNo	Project Title	DivisionName	Category	District	Status	Construction Cost	%Complete	Construction start	Construction End
C321730	Installation of steel barrier rail at the 105th Ave., / San Leandro underpass	Engineering Design	STREETS AND SIDEWALKS	7	Construction	\$ 126,220.00	0%		
C461530-JS1	Oakland Bicycle Parking Corral, Sign, and Rack Installation Project	Transportation	TRAFFIC IMPROVEMENTS	Citywide	Post-Construction	\$ 19,504.00	0%		
C461530-JS2	Oakland Bicycle Rack Installation Project	Transportation	TRAFFIC IMPROVEMENTS	Citywide	Construction	\$ 50,000.00	0%		
C461520	Citywide Bicycle Rack Installations and Detector Pavement Markings Project	Transportation	STREETS AND SIDEWALKS	Citywide	Post-Construction	\$ 35,000.00	99%		
C98530	42nd Ave & High St Access Improvements	Transportation	TRAFFIC IMPROVEMENTS	5	Design	\$ 10,329,000.00	100%	1/5/2015	12/29/2017
C428015	Curb Ramps along International Blvd for Bus Rapid Transit Corridor Project	Engineering Design	STREETS AND SIDEWALKS	Citywide	Bid-Award	\$ 500,000.00	0%		
C428014	Citywide Curb Ramps and Sidewalk Repair	Engineering Design	STREETS AND SIDEWALKS	Citywide	Bid-Award	\$ 630,000.00	0%		
C442910	Bonham Way Stair Path Repairs	Engineering Design	STREETS AND SIDEWALKS	2	Design	\$ 151,625.00	0%		
C464560-2	Latham Square Streetscape Improvements Project	Transportation	STREETS AND SIDEWALKS	3	Construction	\$ 4,190,156.00	28%		
C369510-1	Tunnel Road/SR13/Hiller Drive Intersection Improvement	Transportation	TRAFFIC IMPROVEMENTS	1	Design	\$ 829,595.00	95%		
G381111	Glascok/Lancaster Sidewalk Improvements	Engineering Design	STREETS AND SIDEWALKS	5	Closed	\$ 760,000.00	0%	3/19/2012	12/31/2012
C478810	LAMMPS	Engineering Design	STREETS AND SIDEWALKS	4 & 6	Planning	\$ 3,166,000.00	0%	6/30/2017	6/30/2018
CS319710	Seismic Retrofit of Adeline Street Bridge	Engineering Design	STREETS AND SIDEWALKS	3	Design	\$ 4,100,000.00	75%	6/1/2015	4/28/2016
C347010	Seismic Retrofit-Leimert Blvd Bridge - PE Phase	Engineering Design	STREETS AND SIDEWALKS	4	Design	\$ 6,708,425.00	0%	7/3/2017	3/5/2018
H83210	Seismic Retrofit-23rd Ave Bridge - PE Phase	Engineering Design	STREETS AND SIDEWALKS	5	Design	\$ 8,950,000.00	65%	2/28/2017	12/31/2017
G121810	Replacement of Embarcadero Bridge over Lake Merritt Channel	Engineering Design	STREETS AND SIDEWALKS	2,3	Construction	\$ 16,399,527.10	0%	5/26/2015	6/30/2017
G427410	Various Streets Resurfacing and Bikeway Facilities	Engineering Design	STREETS AND SIDEWALKS	Citywide	Construction	\$ 6,279,361.00	95%	6/24/2013	
C369650	Citywide Street Resurfacing II	Engineering Design	STREETS AND SIDEWALKS	Citywide	Construction	\$ 3,698,995.80	90%	7/24/2014	7/24/2014
C369640	Citywide Street Resurfacing	Engineering Design	STREETS AND SIDEWALKS	Citywide	Construction	\$ 5,397,128.64	90%		

C369630	Citywide Street Rehabilitation and Reconstruction Phase II	Engineering Design	STREETS AND SIDEWALKS	Citywide	Post-Construction	\$ 6,587,587.00	100%	5/13/2013	10/28/2013
C476510	Various Streets Rehabilitation	Engineering Design	STREETS AND SIDEWALKS	Citywide	Bid-Award	\$ 3,719,719.00	100%		
C468230	HSIP 5 Market Street	Transportation	TRAFFIC IMPROVEMENTS	1	Bid-Award	\$ 847,614.00	100%	8/9/2016	3/9/2017
G313170	7th Street Streetscape - Phase II	Engineering Design	STREETS AND SIDEWALKS	3	Design	\$ 3,744,000.00	95%	4/1/2015	12/30/2015
C435410	Foothill Streetscape Phase II	Engineering Design	STREETS AND SIDEWALKS	4	Construction	\$ 3,700,000.00	89%	5/1/2014	2/25/2015
C429610	Foothill / Seminary Streetscape	Engineering Design	STREETS AND SIDEWALKS	6	Construction	\$ 4,010,974.00	99%	4/30/2014	1/26/2015
P414250	Peralta St Striping and Streetscaping	Engineering Design	STREETS AND SIDEWALKS	3	Design	\$ 3,155,003.00	100%		
P414230	MLK Streetscape and Striping	Engineering Design	STREETS AND SIDEWALKS	3	Design	\$ 2,132,155.00	100%		
P400210	Foothill - Melrose - High St Streetscape	Engineering Design	STREETS AND SIDEWALKS	4	Construction	\$ 3,574,900.00	95%	4/28/2014	1/28/2015
P317110	Edes & South Coliseum Way Streetscape	Engineering Design	STREETS AND SIDEWALKS	7	On-hold	\$ 1,750,000.00	65%	1/16/2013	6/13/2013
C366920	Coliseum Transit Village Infrastructure & Snell Street	Engineering Design	STREETS AND SIDEWALKS	7	Construction	\$ 2,991,915.00	80%		
C483210	International Blvd./BRT Street Lighting-Ped Lights(?)	Engineering Design	STREETS AND SIDEWALKS	2,3,5,6 & 7	Design	\$ 2,105,000.00	80%	6/16/2017	6/15/2018
C464550	Washington St Streetscape	Engineering Design	REDEVELOPMENT	3	Design	\$ 1,500,000.00	99%		
C464570	San Pablo Avenue Streetscape Project	Engineering Design	STREETS AND SIDEWALKS	2	Construction	\$ 1,203,660.00	3%	9/10/2015	4/5/2016
P402310	14th Avenue Streetscape Project - Phase 2	Engineering Design	STREETS AND SIDEWALKS	2	Construction	\$ 4,687,467.00	0%	10/14/2015	10/13/2016
C458910	CPUC 130 Railroad Crossing Improvements	Transportation	TRAFFIC IMPROVEMENTS	3,5	Post-Construction	\$ 337,790.25	100%	3/15/2015	9/24/2015
C371410-DA4	Market Street Striping	Transportation	TRAFFIC IMPROVEMENTS	1	Construction	\$ 65,180.00	100%		
C481110	HSIP6 Grand Avenue Pedestrian Treatments from Parkview Terrace to Euclid Avenue	Transportation	TRAFFIC IMPROVEMENTS	3	Design		65%	8/8/2016	10/31/2016
C444010	San Pablo Ave/West St & San Pablo Ave/W Grand Ave	Transportation	TRAFFIC IMPROVEMENTS	3	Construction	\$ 494,184.50	0%	6/18/2015	12/31/2015
C490710	ATP Cycle 1 Safe Route To School	Transportation	TRAFFIC IMPROVEMENTS	4, 5	Design	\$ 800,000.00	65%	11/8/2016	7/11/2017

C369510-2,3,4	Bicycle/Pedestrian Facilities Caldecott Lane/Tunnel Road/Kay Overcrossing	Transportation	TRAFFIC IMPROVEMENTS	1	Design	\$ 985,720.00	95%		
C369510	Caldecott Tunnel Settlement Projects 1 - 6, 17	Transportation	TRAFFIC IMPROVEMENTS	1	Design	\$ 1,822,000.00	25%	2/4/2015	9/29/2015
C369510-5,6	Bicycle Facilities and Pedestrian Walking Path on Broadway from Brookside Avenue to Kay Overcrossing	Transportation	TRAFFIC IMPROVEMENTS	1	Construction	\$ 315,632.00	0%		
C471910	Safe Routes to School: Cycle 10 (SR2S10)	Transportation	TRAFFIC IMPROVEMENTS	5,6,7	Construction	\$ 143,168.00	100%		
C369550	Upper Broadway Road Diet	Transportation	STREETS AND SIDEWALKS	1	Design	\$ 1,358,619.00	95%	2/1/2016	7/18/2016
C468210	HSIP5 on W. MacArthur Blvd	Transportation	TRAFFIC IMPROVEMENTS	1	Bid-Award	\$ 744,206.00	100%	12/1/2015	5/17/2016
C369530	Rockridge BART Safe Route to Transit	Transportation	STREETS AND SIDEWALKS	1	Planning	\$ 577,300.00	0%	7/1/2016	12/16/2016
C369520	Caldecott Projects 9 and 14.	Transportation		1	Bid-Award	\$ 1,884,772.00	100%	11/2/2015	9/1/2016
C468220	HSIP 5 98th Avenue	Transportation	TRAFFIC IMPROVEMENTS	7	Bid-Award	\$ 576,996.00	100%	8/9/2016	3/9/2017
G381112	Glascock Street Railroad Crossing Improvement Project	Transportation	STREETS AND SIDEWALKS	5	Construction	\$ 470,364.00	10%	7/2/2012	11/19/2012
C444110	Installation of New Traffic Signal at the Intersection of Bancroft Ave & 94th Ave	Transportation	TRAFFIC IMPROVEMENTS	7	Construction	\$ 350,650.00	0%	6/18/2015	12/31/2015
C427520	2010 HSIP Cycle 4: Hegenberger Road	Transportation	TRAFFIC IMPROVEMENTS	6, 7	Bid-Award	\$ 510,854.00	100%	6/12/2014	3/12/2015
C481010	HSIP 6: 7th, 8th & 9th St	Transportation	TRAFFIC IMPROVEMENTS	3	Design	\$ 606,200.00	20%		
C277010	Lake Merritt Channel - Shoreline Improvements	Engineering Design	STREETS AND SIDEWALKS	2	On-Hold	\$ 1,500,000.00	0%	12/1/2014	11/30/2015
C427730	Plans for the Construction of Citywide Preventive Maintenance Resurfacing	Engineering Design		Citywide	Design		30%		
C490610	High St, Courtland Ave. & Ygancio Ave. Intersection Improvements	Engineering Design	STREETS AND SIDEWALKS	5	Design	\$ 992,640.00	5%	10/31/2016	12/31/2016

INTRODUCED BY COUNCIL MEMBER _____
OFFICE OF THE CITY CLERK
OAKLAND

APPROVED AS TO FORM AND LEGALITY


City Attorney

2016 JAN 13 PM 5:45 **OAKLAND CITY COUNCIL**

ORDINANCE No. _____ C.M.S.

ORDINANCE AMENDING CHAPTER 2.29 OF THE OAKLAND MUNICIPAL CODE ENTITLED "CITY AGENCIES, DEPARTMENTS AND OFFICES" TO REVISE THE OAKLAND PUBLIC WORKS DEPARTMENT AND RENAME THE DEPARTMENT OF TRANSPORTATION TO THE DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

WHEREAS, Section 600 of the Charter of the City of Oakland provides that the City Council shall by ordinance provide the form of the organization through which the functions of the City under the jurisdiction of the City Administrator are to be administered; and

WHEREAS, Chapter 2.29 of the Oakland Municipal Code is revised from time to time when the structure or description of the City organization changes; now, therefore

THE COUNCIL OF THE CITY OF OAKLAND DOES ORDAIN AS FOLLOWS:

Section 1. The City Council finds and determines the foregoing recitals to be true and correct and hereby adopts and incorporates them into this Ordinance.

Section 2. Oakland Municipal Code Chapter 2.29, which establishes the City of Oakland organizational structure, is hereby amended to modify sections as set forth below; additions are indicated by underscoring and deletions are indicated by strike through type; portions of the Chapter not cited or not shown in underscoring or strike-through type are not changed.

2.29.050 - Oakland Public Works Department.

There is established in the City government an Oakland Public Works Department which shall be under the supervision and administrative control of the City Administrator. The powers, functions, and duties of said Department shall be those assigned, authorized and directed by the City Administrator. The management and operation of the Oakland Public Works Department shall be the responsibility of the Director of Public Works, subject to the direction of the City Administrator. ~~In the Oakland Public Works Department there shall be the following Bureaus: Administration, Engineering & Construction, Infrastructure & Operations, and Facilities & Environment.~~

2.29.150 Department of Transportation and Infrastructure.

There is established in the City government a Department of Transportation and Infrastructure which shall be under the supervision and administrative control of the City Administrator. The powers, functions, and duties of said Department shall be those assigned, authorized and directed by the City Administrator. The management and operation of the Department of Transportation shall be the responsibility of the Director of Transportation and Infrastructure, subject to the direction of the City Administrator.

Section 3. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council declares that it would have adopted this Ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more section, subsection, sentence, clause, or phrase be declared invalid.

Section 4. This ordinance shall become effective immediately on final adoption if it receives six or more affirmative votes; otherwise it shall become effective upon the seventh day after final adoption. The organizational structure established by this Ordinance will become effective on June 1, 2016.

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

DATE OF ATTESTATION: _____

NOTICE AND DIGEST

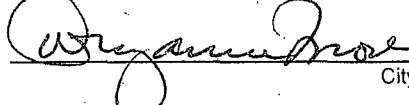
ORDINANCE AMENDING CHAPTER 2.29 OF THE OAKLAND MUNICIPAL CODE ENTITLED "CITY AGENCIES, DEPARTMENTS AND OFFICES" TO REVISE THE OAKLAND PUBLIC WORKS DEPARTMENT AND RENAME THE DEPARTMENT OF TRANSPORTATION TO THE DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

This Ordinance would amend Oakland Municipal Code Chapter 2.29, which established the organizational structure of the City of Oakland per Oakland Charter section 600, to revise the Oakland Public Works Department and Rename the Department of Transportation to the Department of Transportation and Infrastructure.

Upon final adoption on the second reading this ordinance will become effective immediately if it receives six or more affirmative votes; otherwise it shall become effective upon the seventh day after final adoption.

FILED
INTRODUCED BY COUNCIL MEMBER _____
OFFICE OAKLAND

APPROVED AS TO FORM AND LEGALITY


City Attorney

2016 JAN 13 PM 5:45

OAKLAND CITY COUNCIL

ORDINANCE No. _____ C.M.S.

ORDINANCE AMENDING THE SALARY SCHEDULE OF ORDINANCE NO. 12187 C.M.S. ("SALARY ORDINANCE") TO ADD THE CLASSIFICATION OF DIRECTOR OF TRANSPORTATION AND INFRASTRUCTURE

THE COUNCIL OF THE CITY OF OAKLAND DOES ORDAIN AS FOLLOWS:

Section 1. Ordinance No. 12187 C.M.S. is here by amended as set forth below. Additional are indicated by underscoring and deletions are indicated by strikethrough type; portions of ordinances not cited or not shown in underscoring or strikethrough type are not changed.

Section 2. Effective as set forth below, the following classifications are added in Ordinance No. 12187 C.M.S. in Unit UK1. Pay Grade Table to read as follows:

Classification Title	Class No.	Step	Salary
<u>Director of Transportation</u>	EM159		10,849.43 Min
<u>And Infrastructure</u>			16,274.15 Max

Section 3. Pursuant to the City of Oakland Charter Section 216, this ordinance shall become effective immediately on final adoption if it receives six (6) or more affirmative votes; or, it is receives five (5) affirmative votes, it shall become effective upon the seventh day after final adoption.

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

DATE OF ATTESTATION: _____

**ORDINANCE AMENDING THE SALARY SCHEDULE OF ORDINANCE
NO. 12187 C.M.S. ("SALARY ORDINANCE") TO ADD THE
CLASSIFICATION OF DIRECTOR OF TRANSPORTATION AND
INFRASTRUCTURE**

DIGEST

Ordinance Amending the Salary Schedule of Ordinance No. 12187 C.M.S. ("Salary Ordinance) to Add
the Classification of Director of Transportation and Infrastructure
