

CITY OF OAKLAND
AGENDA REPORT

FILED TO
OFFICE OF THE CITY CLERK
OAKLAND

2008 FEB 28 PM 4:52:52

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Community and Economic Development Agency
DATE: March 11, 2008

RE: **Resolutions Authorizing the City Administrator to Apply For, Accept, and Appropriate Funding from the California Department of Transportation (Caltrans) Transportation Planning Grant FY 2008-2009 Cycle in the Amount of One Hundred Seventy-Five Thousand Dollars (\$175,000) for Peralta Street Corridor, West Oakland; in the Amount of One Hundred Seventy-Five Thousand Dollars (\$175,000) for the 81st Avenue Business Residential Corridor East Oakland; and in the Amount of Two Hundred Forty-Five Thousand Dollars (\$245,000) for the International Boulevard Transit-Oriented Development Plan**

SUMMARY

This report recommends approval of three resolutions authorizing the City Administrator to apply for, accept and appropriate funds from the California Department of Transportation (Caltrans) Transportation Planning Grant Fiscal Year 2008-2009, should they be awarded to the City. Three separate grants are being submitted by the City to Caltrans for funding within two separate categories: two Environmental Justice grants and one Community-Based Transportation Planning grant. The Environmental Justice grants require a ten percent (10%) local match, while the Community-Based Transportation Planning grant requires a twenty percent (20%) local match, made up from the Redevelopment Agency, Councilmember's pay-go funds, and the budget of the Community and Economic Development Agency.

The Caltrans Community-Based Transportation Planning Grant offers the City an excellent opportunity to begin a planning effort with individual communities along International Boulevard, at the same time that the Strategic Planning staff begins to craft zoning designations which implement the General Plan in the area. The goal is for the City, as project manager, to partner with the Transportation and Land Use Coalition (TALC), to garner community involvement in the proposed planning effort, which would, if adopted, resolve conflicts posed by transportation systems, plan for higher residential density near transit hubs, and reduce environmental effects, while improving urban design and streetscape conditions to encourage economic development in the community.

Item: _____
CED Committee
March 11, 2008

The Caltrans Environmental Justice Context-Sensitive Planning Grants will enable the City to focus on the issues of environmental health, circulation conflicts between residents and industry, transportation challenges, and improving residents' access to civic activities such as parks, schools and libraries, in the two areas selected -- the Prescott neighborhood of West Oakland and the 81st Avenue corridor of East Oakland.

The three proposed grants are described in the Background section.

FISCAL IMPACT

Should all three grants be approved, Caltrans will commit up to \$595,000 in funding toward community and transportation planning activities in Oakland. These funds, if awarded, would be appropriated to California Department of Transportation Fund (2140), Administration and Transportation Planning Service (92210). One-time costs to the City, totaling up to \$95,000, would be made in the amount of: a 10% local match for the Environmental Justice grants; and a 24% local match for the Community-Based Transportation Planning grant. The grant guidelines only require a 20% local match for the Community-Based Transportation grant; the 4% overage, representing \$11,000, is crucial for the scope of work of the proposed program on International Boulevard, and will be made up from in-kind donations by TALC, of time and materials.

Matching funds would be appropriated from the following sources:

Project Title/ Caltrans Planning Grant Category	Local Match %/ \$	Redevelopment Area/ District	Fund	Org/Project
Prescott- Peralta Street/ Environmental Justice	10%/ \$17,500	Match requested from West Oakland Redevelopment Area	West Oakland Operations (9590)	West Oakland Base Reuse (88679/S233510)
81 st Avenue Business- Residential Corridor/ Environmental Justice	10%/ \$17,500	Match requested from Coliseum Redevelopment Area	Coliseum Operations (9450)	Coliseum Redevelopment (88659/S82600)
International Boulevard Transit-Oriented Development Plan/ Community-Based Transportation Planning	24%/ \$60,000	Match requested: Redevelopment Agency (up to \$30,000); Pay-go funds (\$7,500) each from Council Districts 2, 5 and 7; the CEDA budget (remainder)	Coliseum Operations (9450)	Coliseum Redevelopment (88659/S82600)

Item: _____
 CED Committee
 March 11, 2008

Oakland Redevelopment Agency matching funds shown above will be contributed to the City of Oakland in a separate resolution, if the grants are awarded. At that time, allocations of the City funds to be used as the local match will be fully specified.

Beyond the local match, no other City funds or staff resources are required to be identified or appropriated, except:

- *81st Avenue Corridor grant*: In-kind CEDA staff support will be provided, supplementing the project management proposed by the grant sub-recipient, Urban Ecology, a local non-profit already familiar with the subject area.
- *Peralta Street Corridor grant*: Staffing for the grant in the amount of .25 FTE of a community planner, has been identified in the project budget.
- *International Boulevard grant*: CEDA staff will provide project management of grant, within current workload allocations; grant support from TALC includes community outreach and organization of public workshops.

BACKGROUND

The City has been successful in receiving Caltrans Planning Grants in the past. In 2002, the West Oakland Transit Village Seventh Street Plan was awarded a \$185,000 Caltrans planning grant, and is now in construction planning and capitalized with over \$4,000,000 million in additional grants funds obtained by City staff.

Applications for the three grants subject to this report were made to Caltrans on January 11, 2008. Redevelopment staff previously submitted, and Council approved (on December 18, 2007), Resolution No. 81008 C.M.S., supporting another Caltrans grant application in this funding round, for the Interstate 580/ Mills College to Laurel District Pedestrian/Bike connection project.

CEDA staff reviewed potential projects that met the Caltrans funding criteria, and submitted the following three projects, pending approval by the City of the individual Resolutions authorizing the appropriate City match. These three projects were selected due to the combination of new development in the area (housing, educational facilities and business development projects) with a lack of community planning around infrastructure and community-friendly transportation amenities; in the case of International Boulevard, a targeted community outreach effort is well-timed to coincide with the rezoning of this mixed-use transportation corridor. Specifics on these three grants are provided in the Project Description section of this report.

KEY ISSUES AND IMPACTS

Details of each grant's key issues and impacts include:

1. 81st Avenue is an area which will benefit from a community planning process that includes businesses, employees and residents, groups which are often underrepresented in planning and development projects. The 10,000 residents of the area are primarily low-income, and suffer from conflicts in physically accessing the area's new public investments of affordable housing, school and a library, due to the heavy truck and commercial traffic. In addition, the local economy would be improved if the 1,800 employees in the area had safer street conditions, especially because there is not secure access to the local Coliseum BART Station.
2. The Peralta Street corridor is in close proximity to the Port of Oakland and numerous freeways, and the area's low-income community of 6,000 residents has suffered from poor air quality and from the impacts of trucks and Port-bound traffic. These residents will benefit from the grant's inclusive community planning process, which will include businesses, employees and residents, with the goal of identifying the best ways to reroute trucks out of the neighborhood, and to specify streetscape improvements. City services would be expanded by .25 FTE, as the grant budget calls for project management by a CEDA land use and transportation planner.
3. Staff from the Strategic Planning Department is beginning to craft citywide zoning regulations based on the General Plan designations of Neighborhood Center and Community Commercial; these new zones can be tailored to the neighborhoods of International Boulevard with the community involvement anticipated in the grant application. Staff foresees no issues or impacts associated with including more public participation in the crafting of specific zoning regulations for these areas.

Quality of Life: Staff expects that the three Caltrans grants requested in this agenda report will fund beneficial planning projects which, if built and implemented, would improve the quality of life for the communities that live and work around International Boulevard, 81st Avenue, and Peralta Street. If the three planning efforts are supported by Council and awarded Caltrans funding, staff anticipates active public participation in each of the planning projects, facilitated by the City's non-profit partners, TALC (International Boulevard), Urban Ecology (81st Avenue) and the West Oakland Project Area Committee (Peralta Street), plus other established organizations. Staff believes the expected degree of public participation in the three planning processes also enhances the quality of life in these communities.

Environmental: the requirements of the California Environmental Quality Act of 1970 ("CEQA"), the CEQA Guidelines as prescribed by the Secretary of Resources, and the

Item: _____
CED Committee
March 11, 2008

provisions of the Environmental Review Regulations of the City of Oakland will be satisfied, and the requirements of the National Environmental Policy Act ("NEPA") must be addressed prior to funding.

PROJECT DESCRIPTION

1. **81st Avenue corridor of East Oakland:** A grant request for \$175,000, to produce a Business and Residential Community Activity Circulation Plan. This grant is focused on the industrial-residential edges of this important employment corridor in East Oakland, while seeking to lessen potential environmental impacts of such activities on the neighborhood relative to commercial transportation and traffic. The opportunity builds off existing funding obtained by staff from the U.S. Department of Commerce Economic Development Administration, to study infrastructure in three industrial districts within Central and East Oakland. The Plan will seek to:

1. Lessen commercial traffic conflicts, with increased passenger vehicles en route to the new Woodland School and 81st Avenue Library.
2. Improve routes for employees and residents from the Coliseum BART Station to the neighborhood and business district.
3. Coordinate neighborhood planning with the rehabilitation of the Tassafaronga housing complex and the new development proposed for 81st Avenue by the Oakland Housing Authority.
4. Encourage better understanding of the avenues in this neighborhood as "Jobsheds" for neighborhood residents.

The project area is 77th Avenue to 85th Avenue (Industrial Sub-area 6), but is centered on 81st Avenue- between Rudsdale Street, through the industrial arterial, to San Leandro Street. The Coliseum BART Station is within one half mile of the corridor.

The stakeholders include the Oakland Unified School District, Woodlands Elementary School and the future 81st Avenue Public/School Library, the Oakland Housing Authority, BART, area employers and commercial property owners. Letters of support for this grant are included as Attachment A of this report.

2. **Prescott Neighborhood of West Oakland:** A grant request for \$175,000, to produce the Peralta Street Corridor Program. This project will focus on the issues of environmental health, circulation conflicts between residents and industry, transportation challenges and improvement of park access for pedestrians and cyclists in the Peralta Street corridor (7th Street to West Grand Avenue, centered around 18th Street and Peralta). The Plan will seek to:

1. Calm truck impact at Peralta and 14th, 16th and 18th Streets.

Item: _____
CED Committee
March 11, 2008

2. Define an east/west park-to-park/library crossing route for 18th Street, from Raimondi Park (Campbell) through Poplar Street to the east.
3. Identify mitigations for the truck traffic in the area and specifically define ways to prevent non-local trucks from entering the Prescott neighborhood.
4. Analyze removal of the abandoned rail spurs, as well as unnecessary stub streets, caused during the redevelopment of the streets after the removal of the Cypress Freeway.

The stakeholders will include the West Oakland Commerce Association (WOCA), the West Oakland Project Area (redevelopment) Committee (WOPAC), West Oakland Environmental Indicators Project, and neighborhood developers (Holliday Development, HFH Development, Madison Park REIT) as well as local businesses (Horizon Beverage, Roadway Express, Gary Steel). Letters of support for this grant are included as Attachment B of this report.

3. International Boulevard Corridor: Grant request of \$245,000 to produce a Transit Oriented Development Plan. International, also known as East 14th Street and State Route 185, is a four lane thoroughfare which runs southeast through Oakland, from First to 107th Avenues, and is the "Main Street" for the neighborhoods of Eastlake, San Antonio, Fruitvale and Elmhurst. These areas, among other neighborhoods, are the focus of this grant application because anticipated changes, such as a thousand anticipated units of new housing, and the proposed Bus Rapid Transit (BRT) system, should turn this major automotive thoroughfare into a vibrant, mixed-use corridor in years to come. An unprecedented community outreach planning effort, in partnership with TALC, and other local stakeholders, will inform the Planning Commission about community preferences in design, bulk and height along the corridor. Staff will be crafting new zoning regulations for these areas, to match the General Plan designations of Neighborhood Center Commercial, Urban Residential and Community Commercial.

Stakeholders, such as the East Bay Asian Youth Center, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), are eager to participate in this planning effort, and their letters of support are included as Attachment C of this report.

SUSTAINABLE OPPORTUNITIES

If the three grant requests are awarded funding by Caltrans, they will each produce plans, which, if implemented, will offer the following opportunities:

Economic: 81st Avenue and Peralta Street plans will resolve current conflicts and unsafe conditions between commercial trucks and local residents. Staff expects that resolving these conflicts will bring economic gains to the neighborhoods, as pedestrians, bicyclists or drivers of private automobiles are more comfortable doing their shopping and civic activities there. The

Item: _____
CED Committee
March 11, 2008

International Boulevard plan will specifically target areas within close proximity to transit hubs for renewed commercial vitality, in the form of mapping new zoning districts that align with the General Plan designations of Neighborhood Center Commercial, Community Commercial and Urban Residential. These new zoning districts, along with new urban design recommendations, are expected to encourage a robust mix of commercial and high density residential activities.

Environmental: The goals of the 81st Avenue and Peralta Street grants are to reroute, and thus reduce, diesel truck traffic through these neighborhoods. If this proposed reduction were to take place, the environmental benefits to residents could include improved air quality and the promotion of pedestrian and bicycle access to parks and civic institutions. The International Boulevard grant will craft land use regulations which intensify new housing and jobs near transit, with the intention of reducing private automobile use in the City, an environmental benefit for all residents.

Social Equity: Each grant program includes residents in planning efforts to a degree not seen since the 1998 deliberations which produced the Land Use and Transportation Element (LUTE). Each grant program features the involvement of an established non-profit organization or Project Area Advisory Committee, ensuring the contribution of a unique set of stakeholders. The two Environmental Justice grants would contribute significant planning resources to resolving the long standing issues of truck traffic in areas with residential and civic activities.

DISABILITY AND SENIOR CITIZEN ACCESS

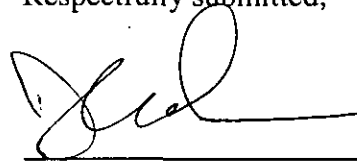
This report and resolutions only recommend approval of accepting Caltrans grants funds, and do not raise any issues directly impacting disability and senior citizen access.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends City Council approve Resolutions which authorize staff to apply, accept and appropriate Caltrans grants funds for the FY 2008-2009 funding round:

1. Peralta Street Corridor (grant request of \$175,000)
2. 81st Avenue Business Residential Corridor (grant request of \$175,000)
3. International Blvd. Transit-Oriented Development Plan (grant request of \$245,000)

Respectfully submitted,



DAN LINDHEIM
Director, Community and Economic
Development Agency

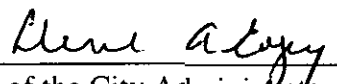
Reviewed by:

Eric Angstadt, Interim Strategic Planning Manager

Prepared by:

Devan Reiff, AICP, Planner II
Strategic Planning, CEDA

APPROVED AND FORWARDED TO THE
CED COMMITTEE:


Office of the City Administrator

Item: _____
CED Committee
March 11, 2008



DEVELOPMENT DEPARTMENT
 1805 Harrison Street
 Oakland, California 94612
 (510) 587-2141
 (510) 587-2145 (FAX)

January 9, 2008

Mr. Gregory Hunter
 Director Redevelopment and Economic Development
 250 Frank Ogawa Plaza, Suite 3315
 Oakland, CA 94612

**RE: Support for City Grant Application – Caltrans Environmental Justice
 Transportation Planning Grant 81st Avenue Corridor**

Dear Mr. Hunter:

The Oakland Housing Authority (Authority) strongly supports the City's submittal of a \$175,000 Caltrans Environmental Justice transportation planning grant for the 81st Avenue Business and Residential Corridor in east Oakland (Planning Grant). As you know the Authority has undertaken the mixed-finance re-development of Tassafaronga Village, an 87-unit severely distressed public housing development, along with two adjacent, vacant, formerly industrial parcels. The Tassafaronga Village revitalization project ("Tassafaronga Project") is located in the middle of the Planning Grant project area on a 7 acre urban in-fill development site. The Tassafaronga Project will result in the demolition of 15 residential buildings containing 87 public housing units. The revitalized development will provide a total of 157 new rental units – an increase of 70 units – within the following building types: 77 town homes; 60 apartments; and 20 loft units within a rehabilitated former manufacturing building.

The unit affordability and bedroom mix of the revitalized development will be as follows:

Unit Affordability		Bedroom Mix	
≤20% of AMI	18	studio	7
≤30% of AMI	31	1 bedroom	16
≤35% of AMI	13	2 bedroom	62
≤50% of AMI	30	3 bedroom	56
≤60% of AMI	65	4 bedroom	16
Total	157	Total	157

The Tassafaronga Project also includes the construction of 22 for-sale townhomes, priced at affordable levels, by Habitat for Humanity of the East Bay ("Habitat").

URBAN ECOLOGY



ATTACHMENT A

January 10, 2008

Gregory Hunter
Director of Redevelopment and Economic Development
250 Frank Ogawa Plaza, Fifth Floor
Oakland CA 94612

RE: 81st Avenue Business and Residential Corridor Community Plan

Dear Mr. Hunter:

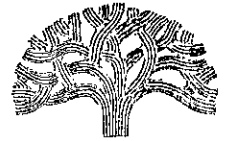
Urban Ecology (UE) is writing in support of the 81st Avenue Business and Residential Corridor Community Plan working with City of Oakland Community and Economic Development Agency. UE expresses a desire to be the subcontractor for this project working with the City of Oakland Community and Economic Development Agency.

Urban Ecology has been working on a conceptual plan for the East Bay Greenway; a multi-use bicycle and pedestrian path running underneath the BART easement from 18th Avenue in Oakland to the Hayward BART station. As part of this research for the Greenway, UE has done a mapping of the San Leandro Street section indicated in the 81st Avenue plan, has met with community members in the area, and is familiar with and interested in the plan neighborhood.

Urban Ecology would be happy to be a part of the 81st Avenue Plan. Don Neuwirth, Executive Director of Urban Ecology will be leading the process and Kali Futnani, UE Community Designer and Planner will be the project manager.

Sincerely,

Don Neuwirth
Executive Director



CITY HALL • 1 FRANK H. OGAWA PLAZA • OAKLAND, CALIFORNIA 94612

NANCY J. NADEL
Councilmember
District 3

(510) 238-7003
FAX (510) 238-6129
TDD (510) 238-7413

Gregory Hunter
Director of Redevelopment and Economic Development
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

January 10, 2008

**Re: Support of City Grant Application – Caltrans Environmental Justice Planning
Grant for West Oakland’s Peralta Street Corridor**

Dear Mr. Hunter,

I wanted you to be aware that I strongly support this grant application. Peralta Street neighbors have been asking for traffic calming measures for many years and we have not had the funding to do the analysis required. In addition, there are trucking operations and other incompatible uses in the neighborhood that require planning for re-accommodation. There are schools (public and private) and community health resources (Prescott-Joseph Center Asthma Outreach Program) along this corridor. It is important that we plan for a safe and healthy community.

Thank you for your department’s efforts in applying for this grant.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nancy J. Nadel', written in a cursive style.

Nancy J. Nadel

ATTACHMENT B



WEST OAKLAND COMMERCE ASSOCIATION
P.O. BOX 23612 OAKLAND, CALIFORNIA 94623
(510) 272-WOCA (9622) FAX (925) 943-7259
Visit www.woca.biz

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Mr. Gregory Hunter
Director Redevelopment and Economic Development
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

December 7, 2007

Re: Support of City Grant Application – Caltrans Environmental Justice Planning Grant for West Oakland: Peralta St. Corridor

Dear Mr. Hunter,

The West Oakland Commerce Association requests your support for the City's submittal of an \$150,000 Caltrans Environmental Justice transportation planning grant for the Peralta Street corridor (14th St. to West Grand) in West Oakland. The Peralta Biz subcommittee of WOCA has been working on the improvement of Ernie Raimondi Park, tree planting, and other West Oakland street infrastructure improvement projects for several years. Our subcommittee has spent countless hours considering ways to resolve the residential - industrial - Port of Oakland transportation and circulation conflicts in West Oakland. WOCA sees the Peralta St. Corridor project as a continuation of our effort to find a solution to this problem. The proposed grant will provide planning funds to mitigate the negative impacts of trucking in the neighborhood (12th to West Grand), and ameliorate the negative presence of multiple spur streets (remnants of former under freeway land that have been created after the demolition of the former Cypress Freeway and the creation of the newly-landscaped Mandela Parkway).

There are several reasons why this EJ grant has a compelling case for funding:

1. Currently there are several large truck-oriented businesses west of Peralta St. and south of West Grand near Ernie Raimondi Park and within the Peralta St. Corridor neighborhood. The City's West Oakland Truck Route is to keep trucks out of the Peralta St. Corridor. Nonetheless large trucks are readily apparent in this neighborhood. WOCA supports the continuance of these existing businesses, but with reduced impact to the residential neighborhoods. It is important to steer those trucks northward on Wood Street (via 24th Street and Mandela Parkway) for access to West Grand, in order to improve the quality of life in the adjacent Prescott neighborhood to the south.
2. Several new housing developments, which provide over 1,500 units of new housing, are either in construction or planning in adjacent neighborhoods, next to the Peralta St. Corridor. These projects include the Pacific Cannery Lofts, Zephyr Gate, Build Housing, the Central Station, and 16th and Campbell (Madison Park REIT). The proposed

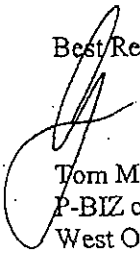
ATTACHMENT B

streetscape improvement will benefit the existing neighborhood, and also support the success of these new projects, which will provide a critical "mixed-income" balance to the existing low-income neighborhood (thereby encouraging more retail amenities for the current population).

3. Ernie Raimondi Park, which is situated between 18th & 20th Sts. along the Peralta St. Corridor, is the most heavily used soccer park in Oakland. This park also provides playing fields for Pop Warner football as well as McClymonds High School baseball. A \$3.5 million renovation to improve the park is currently underway. AC Transit bus routes are being realigned to provide better access to the park. The 18th St. main entrance to the park along Peralta is in a state of major disrepair, with no sidewalks and abandoned rail road spurs. The Streetscape Grant will support that project and provide a way for West Oakland residents and visitors to more readily access the park via Peralta and 18th Street. In addition, 18th St is a major cross circulation street for West Oakland, starting from the Uptown District at Broadway on the east and connecting the West Oakland Library, De Fernery Park, Ralph Bunche School, and Ernie Raimondi Park on the west.

WOCA in association with the West Oakland Project Area Committee has worked continuously for many years to improve the quality of life in West Oakland. We see this as another opportunity to further this effort. This Caltrans EJ grant will enable us to plan a well designed series of landscape, lighting and traffic calming measures to support all of the goals listed above. Please give your support to this critical project in West Oakland.

Best Regards,



Tom McCoy
P-BIZ committee chair
West Oakland Commerce Association

cc: Stefanie Parrott, WOPAC
Larry Rice WOPAC
Nancy Nadel, Council member
Norman Hooks, WOCA
Brian Beveridge, West Oakland Environmental Indicators Project



ATTACHMENT C

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
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Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

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Cities of San Mateo County

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Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

December 21, 2007

Claudia Cappio
Director of Economic Development
250 Frank H. Ogawa Plaza, Ste. #2114
Oakland, California 94612-2031

RE: Caltrans Community Based Transportation Planning Grant

Dear Ms. Cappio,


MTC supports the City of Oakland's application for a Caltrans Community Based Transportation Planning Grant for International Boulevard. The International Boulevard Corridor Land Use Planning effort will bring together local government, regional land use and transit agencies and community based organizations to develop a land use plan for the International Boulevard corridor.

International Blvd. is part of a corridor that has been identified as a priority development area (PDA) for increased development by the Association of Bay Area Governments (ABAG). Therefore, this portion of our region is of high importance not just to the local residents, but to the region as a whole as we strive to plan more effectively in the local current struggle to slow global warming.

A community based transportation plan will help ensure community participation in creating a corridor that best meets the community's needs, while maximizing its role as a regional location. Though we are a regional body, MTC strongly supports these types of local planning efforts, and looks forward to seeing what kind of plans the community will identify for transit and transportation infrastructure, building design guidelines, and land use preferences that can come out of such a process.

We look forward to working with the City of Oakland in this process, and will leverage our support in any way we can.

Regards,


Doug Kinsey
Director, Planning

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



January 2, 2008

Dan Lindheim, Interim Director
Community and Economic Development Agency
City of Oakland
250 Frank Ogawa Plaza, Suite 5313
Oakland, CA 94612

Re: Support for the City of Oakland's application for a Caltrans Community Based Transportation Planning Grant

Dear Mr. Lindheim,

The Association of Bay Area Government's supports the City of Oakland's application for a Caltrans Community-Based Transportation Planning grant. Your application describes a collaborative planning process, one that will bring the city, community groups and regional land use and transit agencies together to develop a mutually shared plan. The described process is a progressive and positive approach toward local land use planning. The final result should be a plan that is truly owned by the city, the people who live in the city and the regional agencies and transit operators who have a vested interest in the success of East 14th/International Boulevard.

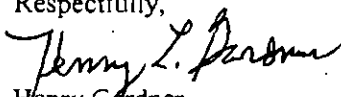
The region's interest in East 14th/International Boulevard stems from its role as a regionally significant multi-modal transportation corridor. The corridor also has significant infill potential. According to our policy-based projections, neighborhoods along East 14th/International Boulevard are projected to grow by an additional 30,000 units. Recent analysis of your current local plans shows even more potential, with nearly 88,000 more units that could potentially be built.

East 14th/International Boulevard's significance to both Oakland and the region was further confirmed via the state-funded regional blueprint FOCUS program. The City of Oakland nominated East 14th/International Blvd as a regional priority area. That nomination was accepted and adopted by ABAG's Executive Board on November 15, 2007. With this designation, the corridor is now both a local and regional priority development area.

As a priority development area, Oakland is eligible to receive regional resources, both planning and (when available) capital infrastructure improvements. Resources also include technical assistance, such as photo-simulations. As further demonstration of our support for your efforts, we would like to offer "priority status" to the East 14th corridor for photo simulation services, upon award of the Caltrans Community Based Transportation Planning Grant.

We are encouraged by the cities interest in collaborative local land use planning and look forward to participating and assisting in this effort. Good luck and be well.

Respectfully,


Henry Gardner
Executive Director





Alameda-Contra Costa Transit District

Rick Fernandez, General Manager

January 9, 2008

Mr. Dan Lindheim
Interim Director of Economic Development
250 Frank Ogawa Plaza, Suite 2114
Oakland, CA 94612-2031

Re: Caltrans Community Based Transportation Plan

Dear Mr. Lindheim,

AC Transit supports the City of Oakland's proposal for a Caltrans Community Based Transportation Planning grant for International Boulevard. Early community participation can strengthen the efforts by the City to develop a comprehensive land use plan for International Boulevard.

International Boulevard is served by AC Transit's busiest bus line – the 1/1R. AC Transit is also developing plans for a Bus Rapid Transit system in this corridor that will provide high quality service that is both fast and reliable. The key to successful transit is the appropriate land use planning and effective coordination between the transit agency, city and community. The community-based transportation plan will ensure that the public can shape the outcome of planning process.

We look forward to working with the City in support of this effort.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick Fernandez', written in a cursive style.

Rick Fernandez
General Manager

RF/clt

January 11, 2008

Dan Lindheim, Interim Director
Community and Economic Development Agency
City of Oakland
250 Frank Ogawa Plaza, Suite 5313
Oakland, CA 94612

Regarding: Support for the City of Oakland's application for a CBTP Grant from Caltrans

Dear Mr. Lindheim,

The Transportation and Land Use Coalition (TALC) strongly supports the City of Oakland's application for a Caltrans Community-Based Transportation Planning grant. The International Blvd. Corridor Land Use Planning effort will bring together local government, regional land use and transit agencies with community based organizations to develop guidelines for steering future redevelopment efforts along International Blvd. corridor.

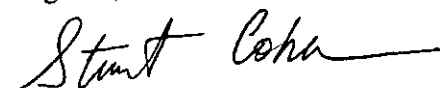
TALC is a partnership of over 110 groups working for a sustainable and socially just Bay Area. We envision a region with healthy, vibrant, walkable communities that provide all residents with transportation choices and affordable housing. TALC analyzes county and regional policies, works with community groups to develop alternatives, and coordinates grassroots campaigns. We also coordinate the Great Communities Collaborative, a partnership of community foundations, regional nonprofit organizations, and local community groups dedicated to supporting public participation in planning for transit-oriented development in the Bay Area.

Along the International Blvd. corridor, we have created deep relationships with numerous community groups through community education and outreach on several issues, particularly including AC Transit's proposed Bus Rapid Transit. Some of the community outreach we have conducted along the corridor has been completed under contract to AC Transit or the Alameda County Congestion Management Agency.

As a partner in the city's proposal, TALC will maximize community participation by conducting outreach to over 130 different community based organizations in East Oakland. We will also coordinate and facilitate several of the proposed community workshops. In addition, we will use our role in the Great Communities Collaborative to steer resources – financial as well as technical – to ensure that community-based organizations can participate effectively in the process.

We encourage Caltrans to invest in inclusive planning for this key transportation corridor.

Regards,



Stuart Cohen
Executive Director



SAN ANTONIO COMMUNITY DEVELOPMENT CORPORATION
2228 East 15th Street
Oakland, CA 94606

San Antonio District House

January 9, 2008

Dan Lindheim, Interim Director
Community and Economic Development Agency
City of Oakland
250 Frank Ogawa Plaza, Suite 5313
Oakland, CA 94612

Regarding: Support for the City of Oakland's Application for a Community-Based
Transportation Planning Grant from Caltrans.

Dear Mr. Lindheim,

I am writing on behalf of the San Antonio Neighborhood Network (SANN) to express our enthusiastic support for the City of Oakland's application for a Community-Based Transportation Planning Grant for a community planning process along the International Boulevard corridor.

SANN is comprised of nonprofit organizations, including the San Antonio Community Development Corporation, East Bay Asian Local Development Corporation, Lao Family Community Development Corporation, Central Legal De La Raza, East Side Arts Alliance, Urban Strategies Council and the Unity Council, who operate some of their programs under the its umbrella.

SANN has hired community residents to serve as Community Builders responsible for outreach and referral services to the neighborhood residents, faith based organizations and the business community. Additionally, the Community Builders recruit residents to become engaged, empowering themselves to be voices of the neighborhood in revitalization efforts.

SANN and its partners are particularly supportive of this proposal because it demonstrates an exceptional commitment to engage community residents in land use planning processes. This corridor, with its proposal for a new bus rapid transit system (BRT) and its potential for future growth, is one of the most important places in the region for conducting the proposed community planning process.

SANN has organized and sponsored public workshops in the past to give residents the tools and knowledge enabling effective participation in planning processes to ensure that the resulting plans truly reflect the community's values. Our community's efforts have resulted in the 23rd Avenue Community Action Plan that we hope to integrate into the overall plan for the corridor. Our experience encourages us to anticipate contributing to future organizing efforts to maximize community involvement in the International Boulevard planning process.

Finally, this process has significant potential to leverage additional investment, both private and philanthropic, for community development along the corridor.

We urge Caltrans to award grant funding to the City of Oakland's International Blvd. Community Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Davenport", with a long horizontal flourish extending to the right.

Don Little Cloud Davenport
Executive Director
San Antonio Community Development Corporation, Inc.



January 9, 2008

Dan Lindheim
 Interim Director
 Community & Economic Development Agency
 City of Oakland
 250 Frank Ogawa Plaza, Suite 5313
 Oakland, California 94612

Dedicated
 to inspiring
 and empowering
 young people to be
 life-long builders
 of a just and caring
 multi-cultural
 society

Re: Caltrans Community Based Transportation Planning Grant

Dear Mr. Lindheim,

Please accept this letter as confirmation of the East Bay Asian Youth Center's (EBAYC) full support of the City of Oakland's grant application to the Caltrans Community-Based Transportation Planning program.

The International Boulevard Corridor Land Use Planning effort will bring together local government, regional land use and transit agencies, and community organizations to develop a land use plan for the International Blvd. corridor.

EBAYC has been deeply involved with community planning efforts along International Boulevard in the Eastlake and San Antonio neighborhood areas. Our on-going organizing efforts among neighborhood families have led to several housing, transportation, transit, and streetscape improvements.

We believe a broad-based community-driven planning process for the entire International Boulevard corridor offers an once-in-a-lifetime opportunity for East Oakland residents to help craft a sensible and resident-responsive Transit-Oriented Development Plan for the corridor.

EBAYC fully supports the City of Oakland's community planning efforts for the International Boulevard Corridor, and hopes Caltrans will do the same.

Sincerely,

David Kakishiba
 Executive Director

MAIN OFFICE

2025 East 12th Street
 Oakland, CA 94606
 510.533.1092
 510.533.6825 fax
 email: ebayc@ebayc.org

BERKELEY OFFICE

1950 Carleton St. DI
 Berkeley, CA 94704
 510.849.4898
 510.849.4553 fax
 email: rise@cbayc.org

THE SAN FRANCISCO FOUNDATION

The Community Foundation of the Bay Area

January 11, 2008

Dan Lindheim,
Interim Director
Community and Economic Development Agency
City of Oakland
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

Regarding: Support for the City of Oakland's application for a Community-Based Transportation Planning Grant from Caltrans.

Dear Mr. Lindheim,

The San Francisco Foundation (TSFF) enthusiastically supports the City of Oakland's application for a Caltrans Community-Based Transportation Planning grant. The International Blvd. Corridor land use planning effort will bring together local government, regional land use and transit agencies with community-based organizations to develop a Transit-Oriented Development plan for the International Blvd. corridor.

Land using planning such as what is proposed for the International Blvd. corridor is fundamental to the Foundation's Bay Area Livable Communities Initiative (BALCI). BALCI was established in 2006 with the purpose of helping create vibrant, socially equitable, and environmentally sustainable communities throughout the Bay Area. TSFF strongly believes that bringing together regional stakeholders, local decision makers and citizens is essential if plans for redevelopment are to truly reflect community needs and earn resident support.

Through BALCI, TSFF works with the Oakland-based Transportation and Land Use Coalition (TALC) and other Bay Area community groups on the Great Communities Collaborative. Specifically, we provide grant support and direct staff assistance to the members of the Collaborative, including regional nonprofits as well as community-based organizations. The overall goal of the Collaborative is to ensure that half of all new homes built by 2030 are in walkable neighborhoods located near transit. Future redevelopment along the International Blvd. corridor offers tremendous opportunity to meet this goal, particularly with the advent of Bus Rapid Transit. TALC has already helped create awareness among community-based organizations and residents about the opportunities transit oriented development might hold for neighborhoods along the International Blvd. corridor. With TALC's knowledge of citizen groups, they are in a unique position to help TSFF and the rest of our Great Communities Collaborative colleagues ensure that community-based organizations have the funds and technical assistance necessary to meaningfully participate in the planning process.

The San Francisco Foundation stands ready to support community participation in the City of Oakland's efforts, and hopes Caltrans will do the same.

Regards,



Jeremy Madsen
Environment Program Initiatives Coordinator

2008 FEB 28 PM 4: 52

Approved as to Form and Legality


Deputy City Attorney

OAKLAND CITY COUNCIL

Resolution No. _____ C.M.S.

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE UP TO TWO HUNDRED AND FORTY FIVE THOUSAND DOLLARS (\$245,000) FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) COMMUNITY-BASED TRANSPORTATION PLANNING GRANT FUNDS FOR THE INTERNATIONAL BOULEVARD CORRIDOR TRANSIT-ORIENTED DEVELOPMENT PLAN FOR THE SAN ANTONIO, FRUITVALE AND ELMHURST NEIGHBORHOODS

WHEREAS, the City of Oakland ("City") wishes to submit an application to the California Department of Transportation ("Caltrans") for up to \$245,000 in funding for a Community-Based Transportation Planning Grant for the International Boulevard Corridor Transit-Oriented Development Plan, for the San Antonio, Fruitvale and Elmhurst neighborhoods ("Project"); and

WHEREAS, Caltrans grant procedures require applicants to certify by resolution the approval of the application, and the identification of a designated City representative who will sign acceptance of the grant if awarded; and

WHEREAS, the regulations for the Community-Based Transportation Planning Grant allows the City to name a sub-recipient of the grant, and in doing so, relieves the City from subsequent bidding requirements for third party contracts, per 46 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments; and

WHEREAS, the City has named as a sub-recipient of the grant the Transportation and Land Use Coalition ("TALC"), a certified 501(c)3 non-profit corporation, within the scope of work for the Project, due to TALC's unique position as a "partnership of 90 groups working for a sustainable and socially just Bay Area," and will collaborate with that organization for outreach to the residents and merchants of International Boulevard, particularly in the neighborhoods of San Antonio, Fruitvale, and Elmhurst; and

WHEREAS, the proposed Project meets the criteria of the Grant program to "support livable/sustainable community concepts, with a transportation or mobility objective and promote community identity and quality of life" through its scope of work to produce zoning changes, design concepts, streetscape improvements and

plans for potential infill sites along the International Boulevard corridor, produced with the active participation of the residents, institutions and the merchants in the neighborhoods of San Antonio, Fruitvale and Elmhurst; and

WHEREAS, the intended result of the proposed Project is to give the residents of the International Boulevard corridor an opportunity to guide redevelopment, and to plan for the streetscape improvements on the corridor; and

WHEREAS, the Project is supported by the Metropolitan Transportation Commission, the Association of Bay Area Governments, AC Transit, the East Bay Asian Youth Center and other local community-based organizations; and

WHEREAS, the requirements of the California Environmental Quality Act of 1970 ("CEQA"), the CEQA Guidelines as prescribed by the Secretary of Resources, and the provisions of the Environmental Review Regulations of the City of Oakland have been satisfied, and the requirements of the National Environmental Policy Act ("NEPA") must be addressed prior to funding; now, therefore, be it

RESOLVED: That the City Council hereby authorizes the City Administrator or her designee to execute and file an application to Caltrans for an amount up to \$245,000 in funding for a Community-Based Transportation Planning Grant for the *International Boulevard Corridor Transit-Oriented Development Plan*, for the San Antonio, Fruitvale and Elmhurst neighborhoods, to accept such funding if awarded, and to appropriate such funding for requisite planning activities associated with the Project to California Department of Transportation Grant Fund (to accept such funding if awarded, and to appropriate such funding for requisite planning activities associated with the Project to California Department of Transportation Fund (2140), Administrative & Planning Services Org (92210), project to be determined; and be it

FURTHER RESOLVED: That should additional funds be received for the Project, the City Administrator, or her designee, is hereby authorized to accept and allocate the same for the purposes described above; and be it

FURTHER RESOLVED: That, if awarded, the City will include the Project as a formal work element in the City's overall work program; and be it

FURTHER RESOLVED: That there is no legal impediment to the City making applications for the funds; and be it

FURTHER RESOLVED, that there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the City to deliver such a Project; and be it

FURTHER RESOLVED: That a copy of this resolution will be transmitted to Caltrans in conjunction with the filing of the Grant application; and be it

FURTHER RESOLVED: That all documents shall be reviewed and approved by the Office of the City Attorney prior to execution, and all copies will be placed on file with the Office of the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND
PRESIDENT DE LA FUENTE

NOES -

ABSENT -

ABSTENTION -

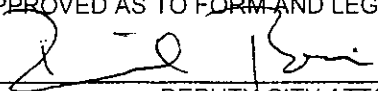
ATTEST:

LATONDA SIMMONS
City Clerk and Clerk of the Council of
the City of Oakland, California

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2000 FEB 28 PM 4:53

APPROVED AS TO FORM AND LEGALITY:


DEPUTY CITY ATTORNEY

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE GRANT FUNDING UP TO ONE HUNDRED SEVENTY FIVE THOUSAND DOLLARS (\$175,000) FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) ENVIRONMENTAL JUSTICE TRANSPORTATION PLANNING GRANT FOR THE 81ST AVENUE BUSINESS AND RESIDENTIAL COMMUNITY PLAN

WHEREAS, the City of Oakland ("City") wishes to submit an application to the California Department of Transportation ("Caltrans") for up to \$175,000 in funding for an Environmental Justice Transportation Planning Grant for the 81ST Avenue Business and Residential Community Plan, known also as Industrial Sub-Area 6 and surrounding neighborhood in East Oakland; and

WHEREAS, Caltrans grant procedures require applicants to certify by resolution the approval of the application, and the identification of a designated City representative who will sign acceptance of the grant if awarded; and

WHEREAS, the City of Oakland is eligible to apply directly for funding; and

WHEREAS, the regulations for the Environmental Justice: Context-Sensitive Planning Grant programs allows the City to name a sub-contractor and thereby not be subject to subsequent bidding requirements for third party contracts per 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments; and

WHEREAS, the City of Oakland has named Urban Ecology, a certified 501 (c) (3) as a sub-contractor within the Scope of Work for the 81ST Avenue Corridor Business and Residential Community Plan, due to the organization's specialized expertise in community planning, land use and transportation planning, and will partner with that organization for technical assistance and community planning outreach support for the duration of the grant; and

WHEREAS, the area known within a half-mile radius of the 81ST Avenue Corridor is an area of need that meets the criteria of the program including definition as a planning area that is in need of continued economic revitalization, an area of low-

income population as well as an area with a significant employee population who are in need of safe street conditions, and area which is proximate to but without a safe access to the nearby BART Station; and is an area which will benefit from a community planning process that includes businesses, employees and residents of the areas, are often underrepresented in planning and development projects; and

WHEREAS, the outcome of this planning grant will improve the mobility, access safety and opportunities in the City of Oakland for affordable housing and economic development, including access to jobs; and

WHEREAS, the requirements of the California Environmental Quality Act of 1970 ("CEQA") the CEQA Guidelines as prescribed by the Secretary of Resources, and the provisions of the Environmental Review Regulations of the City of Oakland will be satisfied, and the requirements of the National Environmental Policy Act ("NEPA") must be addressed prior to funding; now therefore be it

RESOLVED: That the City Council hereby authorizes the City Administrator or her designee to execute and file an application to Caltrans for an amount up \$175,000 in funding for an Environmental Justice Transportation Planning Grant for the 81ST Avenue Business and Residential Community Plan, to accept such funding if awarded, and to appropriate such funding for requisite planning activities associated with the Project to California Department of Transportation Fund (2140), Administrative & Planning Services Org (92210), project to be determined; and be it

FURTHER RESOLVED: That should additional funds be received for the project, the City Administrator, or her designee, is hereby authorized to accept and allocate the same for the purposes described above; and be it

FURTHER RESOLVED: That, if awarded, the City will include the project as a formal work element in the City's overall work program; and be it

FURTHER RESOLVED: That there is no legal impediment to the City making applications for the funds; and be it

FURTHER RESOLVED: That there is no pending or threatened litigation that might in any way adversely affect the proposed project, or the ability of the City to deliver such a project; and be it

FURTHER RESOLVED: That all documents shall be reviewed and approved as to form and legality by the City Attorney's Office prior to execution, and copies will be placed on file with the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 2008

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND
PRESIDENT DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

ATTEST: _____
LATONDA SIMMONS
City Clerk and Clerk of the Council
of the City of Oakland, California

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2008 FEB 28 PM 4:53

APPROVED AS TO FORM AND LEGALITY:


DEPUTY CITY ATTORNEY

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE GRANT FUNDING UP TO ONE HUNDRED SEVENTY FIVE THOUSAND DOLLARS (\$175,000) FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) ENVIRONMENTAL JUSTICE TRANSPORTATION PLANNING GRANT FOR THE PRESCOTT NEIGHBORHOOD PERALTA STREET CORRIDOR PLAN IN WEST OAKLAND

WHEREAS, the City of Oakland ("City") wishes to submit an application to the California Department of Transportation ("Caltrans") for up to \$175,000 in funding for an Environmental Justice Transportation Planning Grant for the Prescott Neighborhood Peralta Street Corridor Plan in West Oakland; and

WHEREAS, Caltrans grant procedures require applicants to certify by resolution the approval of the application, and the identification of a designated City representative who will sign acceptance of the grant if awarded; and,

WHEREAS, the City of Oakland is eligible to apply directly for funding; and

WHEREAS, the intended result of the Prescott Neighborhood Peralta Corridor Plan is to give the residents and businesses and employees of the area an opportunity to collaboratively plan for quality commercial and passenger vehicle, pedestrian and cyclist improvements to this corridor; and

WHEREAS, the Peralta Street corridor is an area of need that meets the criteria of the program including definition as a planning area that is in need of continued economic revitalization, and which has a concentration of low-income residents; is an area that is in close proximity to the Port of Oakland and numerous freeways and which has suffered from poor air quality, impacts of trucks and Port-bound traffic; and is an area which will benefit from a community planning process that includes businesses, employees and residents of the areas; and

WHEREAS, the project has received the endorsement of the West Oakland Redevelopment Project Area Committee; and

WHEREAS, the requirements of the California Environmental Quality Act of 1970 ("CEQA") the CEQA Guidelines as prescribed by the Secretary of Resources, and the provisions of the Environmental Review Regulations of the City of Oakland will be

satisfied, and the requirements of the National Environmental Policy Act ("NEPA") must be addressed prior to funding; now therefore be it

RESOLVED: That the City Council hereby authorizes the City Administrator or her designee to execute and file an application to Caltrans for an amount up to \$175,000 in funding for an Environmental Justice Transportation Planning Grant for the Prescott Neighborhood Peralta Street Corridor Plan in West Oakland, to accept such funding if awarded, and to appropriate such funding for requisite planning activities associated with the Project to California Department of Transportation Fund (2140), Administrative & Planning Services Org (92210), project to be determined; and be it

FURTHER RESOLVED: That should additional funds be received for the project, the City Administrator, or her designee, is hereby authorized to accept and allocate the same for the purposes described above; and be it

FURTHER RESOLVED: That, if awarded, the City will include the project as a formal work element in the City's overall work program; and be it

FURTHER RESOLVED: That there is no legal impediment to the City making applications for the funds; and be it

FURTHER RESOLVED: That there is no pending or threatened litigation that might in any way adversely affect the proposed project, or the ability of the City to deliver such a project; and be it

FURTHER RESOLVED: That all documents shall be reviewed and approved as to form and legality by the City Attorney's Office prior to execution, and copies will be placed on file with the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 2008

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND
PRESIDENT DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

ATTEST: _____
LATONDA SIMMONS
City Clerk and Clerk of the Council
of the City of Oakland, California