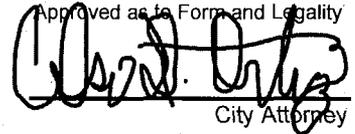


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OFFICE OF THE CITY CLERK
OAKLAND

21 DEC 23 PM 2:41

Approved as to Form and Legality

City Attorney

OAKLAND CITY COUNCIL

RESOLUTION No. 88975 C.M.S.

Introduced by Councilmember _____

RESOLUTION: ESTABLISHING A FIVE-YEAR PRIORITIZATION PLAN FOR THE CITY OF OAKLAND'S COMPLETE STREETS PAVING PROGRAM (2022-2027) AND ADOPTING CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") EXEMPTION FINDINGS

WHEREAS, the City of Oakland's street infrastructure is considered a significant asset that impacts the quality of life for those who live and work in Oakland; and

WHEREAS, the City of Oakland is proposing a five-year plan for rehabilitating its streets (2022 Five-Year Prioritization Plan) as further described in this Resolution; and

WHEREAS, based on the 2016 Infrastructure Bond Ordinance (City Resolution No. 86445 C.M.S.) and the 2018 Capital Improvement Program Prioritization Process (City Resolution No. 87376 C.M.S.), the City of Oakland prioritizes paving investment based on equity and traffic safety factors as well as street condition; and

WHEREAS, the City of Oakland uses the Pavement Management Program (PMP) of the Metropolitan Transportation Commission (MTC) StreetSaver® pavement management Software to track the condition of its streets; and

WHEREAS, the City of Oakland completed a citywide pavement distress survey documenting the Pavement Condition Index (PCI) in the summer of 2021 to update its PMP database; and

WHEREAS, the City of Oakland is required by MTC to maintain and update a PMP in order to remain eligible for federal street rehabilitation funding; and

WHEREAS, the anticipated annual funding level for street rehabilitation for the City's Five-Year Pavement Prioritization Plan is estimated to be approximately \$300 million over the next five years; and

WHEREAS, reflecting prioritization metrics of safety and street condition, \$75 million over the next five years are dedicated to rehabilitation and preventative maintenance of major streets, and \$225 million over the next five years are dedicated to rehabilitation of local streets; and

WHEREAS, reflecting prioritization metrics of equity and street condition, 76% of local streets funding is programmed based on equal weighting of the citywide share of underserved populations by planning area and the citywide share of worst local streets by planning area; and

WHEREAS, reflecting the economic benefits of utility cost-share on full-width repaving, 10% of local streets funding is reserved for coordinating with utility companies on curb-to-curb paving of local streets; and

WHEREAS, 5% of local streets funding will be divided by the eight City Council seats and made available for local streets paving at the discretion of the sitting Councilmember using a prioritization and selection process solely at the Councilmember's discretion; and

WHEREAS, reflecting the need to build out and enhance neighborhood bike routes and achieve improvements in *Let's Bike Oakland*, the 2019 adopted citywide bicycle plan, 5% of local streets funding is reserved for repaving neighborhood bikeways; and

WHEREAS, in order to proactively extend the useful life of local streets already in good condition, 4% of local streets funding is reserved for preventative maintenance on local streets in good condition and to be distributed citywide; and

WHEREAS, the list of local streets prioritized by each Councilmember in this discretionary set-aside will be provided to the Department of Transportation by January 15, 2022; and

WHEREAS, to encourage improved contract equity outcomes, the City's Five-Year Pavement Prioritization Plan will solicit one pavement construction contract per year that is limited to joint venture bidders; and

WHEREAS, the City's Five-Year Pavement Prioritization Plan will continue to follow the Americans with Disabilities Act (ADA) Title II requirements detailed in a joint technical assistance guidance (Technical Assistance) released by the United States Department of Justice (DOJ) and the Federal Highway Administration (FHWA) in June of 2013; and

WHEREAS, the City's Five-Year Pavement Prioritization Plan will continue to follow the "Complete Streets" design standards which is reflected in City Resolution No. 13153 C.M.S dated February 19, 2013; and

WHEREAS, the City's Pavement Program coordinates and screens all proposed streets for conflicts with sewer, storm drainage, gas, water, electrical, cable, and fiber optic replacement projects to ensure that all underground rehabilitation work occurs prior to scheduled street rehabilitation projects; and

WHEREAS, the streets currently selected for the City's Five-Year Pavement Prioritization Plan are provided in Attachment A; and

WHEREAS, the proposed Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15301(c) (Existing Facilities, Highways and Streets) because the proposed project would rehabilitate and maintain existing streets and would not result in additional vehicle travel lanes and which provides a basis for CEQA compliance; now be it

RESOLVED, that in order to optimize resources to the extent possible, the City Council of the City of Oakland adopts the use of the PCI-based PMP to prioritize major streets for rehabilitation; and be it

FURTHER RESOLVED, that the City Council of the City of Oakland adopts the use of equity metrics, based on equal weighting of the citywide share of underserved populations by planning area and the citywide share of worst local streets by planning area, to prioritize 76% of the local streets program for rehabilitation; and be it

FURTHER RESOLVED, that the City Council of the City of Oakland authorizes 4% of the local streets program budget for preventative maintenance on local streets citywide, 5% for local streets paving on neighborhood bicycle routes, 5% for rehabilitation on local streets to be determined at City Council discretion, and 10% for cost-share opportunities in coordination with utility construction projects, and be it

FURTHER RESOLVED, that the Council finds and determines that the proposed Project is exempt from CEQA pursuant to CEQA Guidelines Section 15301(c) (Existing Facilities, Highways and Streets) which provides a basis for CEQA compliance; and be it

FURTHER RESOLVED, that this Resolution complies with CEQA and the City Administrator or designee shall file a Notice of Determination/Exemption with with the Clerk of the County of Alameda on the projects named in this resolution; and be it

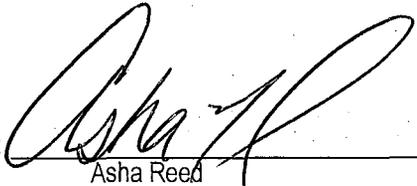
FURTHER RESOLVED, that a copy of this Resolution shall be filed with the City Clerk's Office.

IN COUNCIL, OAKLAND, CALIFORNIA, DEC 21 2021

PASSED BY THE FOLLOWING VOTE:

AYES – FIFE, GALLO, KALB, KAPLAN, REID, TAYLOR, THAO and PRESIDENT FORTUNATO BAS - 8

NOES - 0
ABSENT - 0
ABSTENTION - 0

ATTEST: 
Asha Reed
City Clerk and Clerk of the Council
of the City of Oakland, California