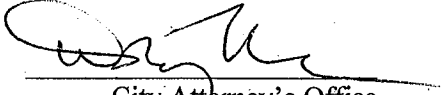


FILED
OFFICE OF THE CITY CLERK
OAKLAND

2020 JAN 16 PM 3:36

Approved as to Form and Legality


City Attorney's Office

OAKLAND CITY COUNCIL

RESOLUTION NO. 88014 C.M.S.

INTRODUCED BY MAYOR SCHAAF, COUNCIL PRESIDENT KAPLAN, AND
COUNCILMEMBER KALB

**RESOLUTION IN SUPPORT OF A DEDICATED BUS AND CARPOOL LANE
ON THE SAN FRANCISCO-OAKLAND BAY BRIDGE AND BUS/CARPOOL
LANES ON HIGHWAYS 580 AND 80**

WHEREAS, in 2006 the City of Oakland, through its “Transit First Policy” (Resolution No. 73036 C.M.S.) acknowledged the benefits and value for the public health and welfare of reducing vehicle miles traveled and improving opportunities for sustainable transportation by walking, bicycling, and public transportation; and

WHEREAS, in 2016 the City of Oakland’s Department of Transportation Strategic Plan prioritizes planning and implementing fast frequent and reliable transit; and

WHEREAS, in 2018 the City of Oakland’s Department of Race and Equity’s Equity Indicators Report documents that 10% of Oaklanders do not have access to a car and 18.7% of Black Oaklanders do not have access to a car; and

WHEREAS, AC Transit’s total annual ridership in June 2019 totaled 53.04 million annual riders, reflecting a 2.5% increase year-over year; and

WHEREAS, AC Transit’s Transbay ridership has grown 21% since 2014 and 47% since 2012 ; and

WHEREAS, AC Transit’s Transbay service represents 10% of total annual ridership; and

WHEREAS AC Transit serves an average of 15,500 daily passengers on Transbay service routes; and

WHEREAS, the Metropolitan Transportation Commission’s 2015 Core Capacity Study documents transit-only lanes, high-occupancy vehicle lanes and I-80 Bridge approach improvements as short-term prerequisite improvements to address projected peak-period transbay congestion; and

WHEREAS, the Metropolitan Transportation Commission's 2016 Bay Bridge Forward, a \$40 million investment package to reduce congestion along the I-80 Bay Bridge, includes converting a shoulder of West Grand Avenue on-ramp in Oakland to a bus/high-occupancy vehicle (HOV) lane to enable buses and HOVs direct access to the toll plaza; and

WHEREAS, carpooling can reduce congestion by reducing the total number of cars used to transport people and can increase capacity of congested corridors; now, therefore, be it

RESOLVED: That the Mayor of Oakland and the Oakland City Council express their strong support for dedicated transit lanes and carpool lanes along the I-80 Bay Bridge and highways 580 and 80 corridors to support improved transit service on the Bay Bridge and reduce delays while increasing service; and be it

FURTHER RESOLVED: That they express their support for improvements that prioritize transit and high-occupancy vehicle access to the Bay Bridge along West Grand Avenue and the Interstate 880 and 580 freeways through dedicated transit lanes, carpool lanes, and express lanes; and be it

FURTHER RESOLVED: That they express their support for roadway improvements that reduce congestion and air-quality impacts to disadvantaged Oakland residents.

FURTHER RESOLVED: That the Oakland City Council requests that the City Administrator transmit a copy of this Resolution to CalTrans, ACTC, and MTC/BATA.

IN COUNCIL, OAKLAND, CALIFORNIA, **FEB 0 4 2020**

PASSED BY THE FOLLOWING VOTE:

AYES - FORTUNATO BAS, ~~WILLIAMS~~, GIBSON MCELHANEY, KALB, REID, TAYLOR, THAO AND PRESIDENT KAPLAN - 7

NOES - 0

ABSENT - 1 Gallo

ABSTENTION - 0

ATTEST:



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