

2024 APR 23 AM 12:00

FILED
OFFICE OF THE CITY CLERK
OAKLAND

APPROVED AS TO FORM AND LEGALITY


CITY ATTORNEY (APR 23 2024 12:29 PM)

CITY ATTORNEY'S OFFICE

OAKLAND CITY COUNCIL

RESOLUTION NO. 90209 C.M.S.

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A SUPERSEDING FREEWAY AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR STATE HIGHWAY ROUTE 880 (I-880) CONSISTENT WITH THE IMPROVEMENTS DELIVERED BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION AND CALIFORNIA DEPARTMENT OF TRANSPORTATION'S OAKLAND ALAMEDA ACCESS PROJECT

WHEREAS, the California Department of Transportation (Caltrans) has collaborated with the Alameda County Transportation Commission (ACTC), the project sponsor, and the City of Oakland (City) on the design of the Oakland Alameda Access Project (OAAP); and

WHEREAS, the Oakland Alameda Access Project's improvements will simplify I-880 freeway access; better connect the cities of Oakland and Alameda; and improve safety and reduce vehicle traffic on local streets in Chinatown, Jack London District, and Downtown; and

WHEREAS, the OAAP's improvements will change the ramp terminus for the Northbound I-880 Jackson Street on-ramp with the construction of a horseshoe connector between Posey Tube and Jackson Street, a widening of the Northbound I-880 Oak Street off-ramp, and removal of Northbound I-880 Broadway off-ramp; and

WHEREAS, the OAAP's improvements are recommended in the Oakland Downtown Transportation & Parking Plan (2016), Let's Bike Oakland Plan (2019), and the Final Draft Downtown Oakland Specific Plan (2024); and

WHEREAS, a Freeway Agreement between Caltrans and the City was executed on February 26, 1980, covering the portion of I-880 between Oak Street to Martin Luther King Jr. Way; and

WHEREAS, Caltrans has requested that the City execute a superseding Freeway Agreement between Caltrans and the City describing the changes in access to and from the I-880 freeway from City streets consistent with the completion of the OAAP; and

WHEREAS, Caltrans requires that the superseding Freeway Agreement between Caltrans and the City of Oakland be executed before the OAAP can satisfy requirements for a construction contract advertisement; and

WHEREAS, State Route 260 (SR 260) was previously understood to be a conventional highway and needs to be corrected and recorded as a freeway; and

WHEREAS, Caltrans has also requested that the superseding Freeway Agreement to be executed between Caltrans and the City also serve as the original Freeway Agreement for the portion of SR 260 in the City between SR 260 PM R1.4L and SR 260 PM R1.9L, and between SR 260 PM R1.3R and SR 260 PM R1.9R; and

WHEREAS, a Freeway Maintenance Agreement between Caltrans and the City was executed on August 23, 1991, outlining the City's responsibilities to perform particular maintenance functions on the State highways within the City; and

WHEREAS, Caltrans will request that the City execute an amended Freeway Maintenance Agreement, between Caltrans and the City, documenting to be agreed upon maintenance responsibilities that are anticipated to address new project elements of the Oakland Alameda Access Project along I-880 and SR 260, after the superseding Freeway Agreement has been executed between the Caltrans and the City; and

WHEREAS, the City Charter Article 504 (l) authorizes the City Administrator to negotiate agreements for joint governmental actions, subject to Council approval; now, therefore, be it

RESOLVED: That the City Administrator is authorized to execute a superseding Freeway Agreement with Caltrans covering the area of the OAAP in the City.

IN COUNCIL, OAKLAND, CALIFORNIA,

PASSED BY THE FOLLOWING VOTE: **MAY 07 2024**

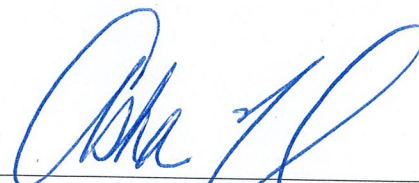
AYES – FIFE, GALLO, JENKINS, KALB, KAPLAN, RAMACHANDRAN, REID, and
PRESIDENT FORTUNATO BAS 

NOES – 

ABSENT – 

ABSTENTION – 

ATTEST:



ASHA REED

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