



AGENDA REPORT


TO: Jestin D. Johnson
City Administrator

FROM: Josh Rowan
Director, Oakland Department
of Transportation

SUBJECT: Accept and Appropriate Fiscal Year
2025-26 External Funds

DATE: June 3, 2025

City Administrator Approval


Jestin Johnson (May 16, 2025 08:30 PDT)

Date: May 16, 2025

RECOMMENDATION

Staff Recommends That City Council Adopt The Following Pieces Of Legislation:

- 1) A Resolution Authorizing the City Administrator To: (1) Apply For, Accept, And Appropriate Ten Million Thirty-Three Thousand (\$10,033,000) In Housing Incentive Pool Funding Assigned to the Metropolitan Transportation Commission (MTC), (2) Commit Matching Funds In An Amount Up To Eleven Million, Five-Hundred Seventy-Nine Thousand, Thirty-Five Dollars (\$11,579,035); (3) State Assurance To Complete the Laurel Access To Mills, Maxwell Park, And Seminary (LAMMPS) Phase II and Phase III Project; (4) Certify Compliance With State Housing Laws; And Adopting Appropriate California Environmental Quality Act Findings
- 2) A Resolution Authorizing The City Administrator To: (1) Accept And Appropriate Three Hundred Thousand Dollars (\$300,000) From The Metropolitan Transportation Commission's Transit Oriented Communities (TOC) Grant Program; (2) Commit To Take Steps Toward Achieving Compliance With The Metropolitan Transportation Commission's TOC Policy As A Condition For The Metropolitan Transportation Commission To Allocate Regional Discretionary Funding To The Oakland Transportation Demand Management (TDM) And Parking Update Project; And Adopting Appropriate California Environmental Quality Act Findings
- 3) A Resolution Authorizing The City Administrator To: (1) Accept And Appropriate Six Million Dollars (\$6,000,000) In Alameda County Transportation Commission Administered Funding For: (A) The MLK Jr Way Complete Streets Project, (B) Chinatown 9th Street Complete Streets Project, And (C) Speed Camera Program Implementation; (2) Commit Up To Twelve Million Two Hundred Eighty-Seven Thousand Dollars (\$12,287,000) Of Matching Funds; And (3) Make Assurances To Complete The Projects; And Adopting Appropriate California Environmental Quality Act Findings
- 4) A Resolution Authorizing The City Administrator To Apply For, Accept, And Appropriate Up To Four Hundred And Eighteen Thousand Seven Hundred Eighty-Seven Dollars (\$418,787)

In Fiscal Year 2025-26 State Transportation Development Act Article 3 (TDA) Funds To Fund Comstock Stair Path Rehabilitation And CityRacks Bicycle Parking Program Phase 17; And Adopting Appropriate California Environmental Quality Act Findings

- 5) A Resolution Adopting A List Of Projects For Fiscal Year 2025-26 Funded By SB1: The Road Repair And Accountability Act Of 2017 (Road Maintenance And Rehabilitation Account Funds); And Adopting Appropriate California Environmental Quality Act Findings

EXECUTIVE SUMMARY

Approval of these proposed resolutions would fulfill routine requirements for the City of Oakland Department of Transportation (OakDOT) to accept and appropriate approximately \$28 million of external funds in Fiscal Year 2025-2026 from the Alameda County Transportation Commission (ACTC), Metropolitan Transportation Commission (MTC), and California Transportation Commission (CTC). The funding sources from each of these agencies are detailed in the Background/Legislative History section.

The awarded external funds will support OakDOT's delivery of priority projects from the Oakland Capital Improvement Program, including The Laurel Access To Mills, Maxwell Park, And Seminary (LAMMPS) Phase II And Phase III Project, MLK Jr Way Complete Streets Project, Chinatown 9th Street Complete Streets Project, Speed Camera Program Implementation, Comstock Stair Path Rehabilitation, CityRacks Bicycle Parking Program Phase 17, and Citywide Street Resurfacing. Grant funds for the Oakland Transportation Demand Management (TDM) and Parking Update Project will also support OakDOT's capacity for TDM staffing and operations.

BACKGROUND / LEGISLATIVE HISTORY

Through the City of Oakland Fiscal Year 2023-25 budget process, the City Council approved Resolution No. [89804 C.M.S.](#) granting authorization to apply for, accept, and appropriate grant funding for identified priority projects in the City's Capital Improvement Program without additional Council action. Adoption of the resolutions proposed in this Agenda Report will fulfill additional grant administration requirements to accept funding in Fiscal Year 2025-26 from MTC, ACTC, and CTC as detailed below.

MTC Housing Incentive Pool (HIP)

Established by MTC in October 2018, the HIP Program intends to promote the production and preservation of affordable housing by providing transportation grants on a per-unit basis to the 15 jurisdictions that issued certificates of occupancy for the greatest number of eligible housing units over the five calendar years 2018 through 2022. Local jurisdictions and County Transportation Agencies (CTAs) had the opportunity to review housing data used to determine HIP awards, with input due by the end of January 2024. Program award amounts for the top 15 jurisdictions were approved by MTC in March 2024, which included an award of \$10,033,000 to the City of Oakland, representing 14% of total HIP funding awarded across the San Francisco Bay Area.

In order to allocate HIP funding to specific projects, the City was required to submit at least two applications/letters of interest to MTC by December 31, 2024. The City submitted applications for the LAMMPS Phase II and III project and for the MLK Jr Way Complete Streets project. MTC staff have recommended awarding the full \$10,033,000 HIP grant to the LAMMPS Phase II and III project, which MTC is scheduled to consider approving at the April 9, 2025, Programming and Allocations Committee meeting and April 23, 2025, Commission meeting.

The proposed Resolution (1) will serve as a resolution of local support to accept and appropriate the HIP funding for the LAMMPS Phase II and III project as well as provide certification of the City's compliance with state housing laws (i.e., Surplus Land Act, laws related to ADUs and JADUs, and Density Bonus Law).

MTC Transit-Oriented Communities (TOC) Grants

In September 2024, MTC released a \$60 million coordinated call for projects to support local implementation of MTC's TOC Policy and Climate Program. In collaboration with the City's Planning and Building Department, OakDOT subsequently submitted a funding application for \$300,000 under the TOC Planning Parking Management grant category for the Oakland TDM and Parking Update Project.

OakDOT's application was approved for funding at the February 14, 2025, MTC Planning Committee meeting. The proposed Resolution (2) will serve as a resolution of local support required by MTC to accept the funds by June 30, 2025.

ACTC Comprehensive Investment Plan

ACTC has programming and allocation authority for regional and local transportation fund programs, including countywide discretionary grants. Every two years, ACTC adopts an updated Comprehensive Investment Plan, which consolidates programming and allocation for funds sources under ACTC's purview (including Measure BB, Measure F, and County Transportation Fund for Clean Air).

In September 2024, ACTC released its 2026 Comprehensive Investment Plan call for projects for \$100 million in combined ACTC-administered discretionary funding sources. Per the ACTC guidelines, each jurisdiction was limited to submitting three applications at a maximum of \$2,000,000 per project.

In October 2024, OakDOT submitted three grant proposals for: (1) MLK Jr Way Complete Streets Project, (2) Chinatown 9th Street Corridor Project, and (3) Speed Camera Program Implementation Project. The ACTC Commission is scheduled to consider approving grant awards on May 22, 2025. If awarded, the proposed resolution (3) will authorize OakDOT to accept and appropriate a total of \$6,000,000 in regional funds.

State of California Transportation Development Act Article 3 (TDA)

TDA Article 3 has an annual formula funding program, derived from the State of California quarter-cent transportation sales tax, which is distributed on a per capita basis to jurisdictions statewide. Article 3 specifically reserves a portion of these funds for bicycle and pedestrian projects. The City has received over ten million dollars in TDA funding over the last 25 years.

MTC administers TDA fund distribution for the San Francisco Bay Area and imposes certain requirements on fund recipients. To accept TDA Article 3 funds, the City must propose projects and determine that: (a) there are no legal impediments or other factors that would affect the City's ability to deliver the project(s); (b) sufficient staff resources and funding are available to complete the projects; and (c) there are no environmental or right-of-way issues that would jeopardize fund obligation deadlines. To claim TDA funds, these findings must be adopted by the City Council and are included as Exhibit A to the resolution. An additional requirement is that projects must be reviewed by the City's Bicyclist and Pedestrian Advisory Commission (BPAC).

Approval of Resolution (4) will allow the City to complete its Fiscal Year 2025-26 applications for TDA Article 3 funding before the grant deadline of June 13, 2025. For Fiscal Year 2025-26, the funding distribution estimate for the City of Oakland is \$418,787. OakDOT staff presented the preliminary grant proposals for Comstock Way Rehabilitation and CityRacks Bicycle Parking Program Phase 17 to the City's BPAC at the March 20, 2025, Committee meeting.

State of California Road Maintenance and Rehabilitation Account (RMRA)

On April 28, 2017, Governor Jerry Brown signed SB 1, the RMRA, into law to address significant multi-modal transportation funding shortfalls statewide and preserve basic road maintenance, rehabilitation, and critical safety needs on state highways and local streets. SB 1 increased per gallon fuel excise taxes, diesel fuel sales taxes, vehicle registration fees, and regularly adjusts these tax increases based on inflation. The RMRA distributes funds to eligible cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

This is the ninth year in which the City is receiving SB 1 RMRA funding. SB 1 requires cities and counties to submit documentation annually to show that RMRA funds were specifically expended for eligible local streets and roads purposes, and also requires the submission of a list of projects proposed to be funded with RMRA in the upcoming fiscal year. For the previous eight years, the City has successfully received approval from the CTC for the City's annually adopted RMRA project lists (Resolution Nos. [90217 C.M.S.](#), [89764 C.M.S.](#), [89215 C.M.S.](#), [88684 C.M.S.](#), [88122 C.M.S.](#), [87651 C.M.S.](#), [87159 C.M.S.](#), and [86917 C.M.S.](#)).

Approval of Resolution (5) will adopt OakDOT's proposed list of projects (detailed in the *Analysis and Policy Alternatives* section) to be funded by RMRA and allow the City to receive approximately \$11,364,411 in RMRA funding in Fiscal Year 2025-26.

ANALYSIS AND POLICY ALTERNATIVES

In total, OakDOT is requesting approval for allocation of approximately \$28 million across three MTC grants (HIP, TOC Planning and Implementation, and Climate Program Implementation), three ACTC grants, two TDA grants, and annual RMRA revenue. This funding will support the implementation of the City's Capital Improvement Program and promote equitable and safe transportation as follows:

LAMMPS Phase II and Phase III Project

The Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) Phase 2 and 3 Project in East Oakland will build 1.4 miles of comprehensive safety and multimodal improvements on two major arterials. This Project would take action on this community feedback and address the gaps in the bicycle and pedestrian networks by continuing Phase 1's off-street shared-use pathway for walking and biking along MacArthur Boulevard, taking it from Richards Road to Seminary Avenue (Phase 2), and then up Seminary Avenue from MacArthur Boulevard to Sunnymere Avenue (Phase 3). The result would be 1.4 new miles of off-street Class 1 pathway (1.7 miles including Phase 1). The Project will also close sidewalk gaps on the residential side of both corridors, narrow both roadways, close slip lanes, install transit amenities, remove one vehicle lane on northbound Seminary, and install pedestrian refuge islands, high-visibility crosswalks, and new traffic signals.

Oakland TDM And Parking Update

This project will help the City of Oakland achieve compliance with TOC Policy Parking Management requirements through: (1) review and analysis of existing off-street parking requirements and identification of any inconsistencies with the TOC Policy requirements; (2) review of Oakland's existing TDM policies and requirements for development project conditions of approval; (3) review of OakDOT's TDM plan monitoring process; and (4) community and stakeholder engagement to develop a City Council Ordinance to implement any recommendations.

MLK Jr Way Complete Streets Project

The Martin Luther King Jr Way Complete Streets Project will provide bicycle, pedestrian, transit, and traffic calming improvements on MLK Jr Way between 47th Street and the City border at 61st Street. Key components of the project include reducing the street from 6 to 4 travel lanes, separated bike lanes between 52nd Street and 61st Street, 10 bus boarding islands at all AC Transit bus stops, and new pedestrian crossing signals (i.e., Pedestrian Hybrid Beacons) at four intersections. This Class IV bike lane will be constructed with [wheel stops](#) (i.e., narrow concrete barriers), which dramatically reduces the cost of the Project compared to using concrete islands. The Project will also shorten crossing distances, reduce pedestrian exposure to vehicles, create a new crosswalk at 51st Street, and will install 4 PHBs at 51st Street, Arlington Street (Line 12 bus stop), 58th Street (connection to Sojourner Truth senior housing), and 61st Street (connection to Line 12 bus stop).

Chinatown 9th Street Corridor Project

The ACTC grant will fund 100% of the designs for a 1-mile corridor on 9th Street from Castro Street to Fallon Street. The Downtown Oakland Specific Plan and Lake Merritt Station Area Plan call for improvements on 9th Street, including lane reductions, infrastructure to promote safe walking and biking, and elements that support and highlight the cultural contexts in these neighborhoods. OakDOT is currently engaged in a planning and concept design effort related to 9th Street as part of the Chinatown Complete Streets Planning process (CCSP). Current initial designs developed as part of that effort focus on traffic calming and a lane reduction throughout the corridor, and may include added bike lanes, angled parking, widened sidewalks, and potentially pedestrian "flex" spaces which may be used for vending, sidewalk cafes, or other purposes.

Speed Camera Program Implementation Project

The City of Oakland will deploy 18 Speed Safety Camera Systems across the City, with cameras positioned to enforce both approaches of traffic on two-way roadways. Camera systems are planned to commence operation in 2025 and be in place for at least five years. All camera systems will adhere to the specifications outlined in California Assembly Bill (AB) 645. Systems will be deployed at the following 18 locations across the City of Oakland:

1. MLK Jr. Way b/t 42nd and 43rd St
2. Claremont Ave b/t Hillegass and College Ave
3. W Grand Ave b/t Chestnut and Linden St
4. San Pablo Ave b/t Athens and Sycamore St
5. Broadway b/t 26th and 27th St
6. 7th St b/t Adeline and Linden St
7. 7th St b/t Broadway and Franklin St
8. Bancroft b/t 65th and 66th Ave
9. 73rd Ave b/t Fresno St and Krause Ave
10. Hegenberger Rd b/t Spencer and Hawley St
11. Bancroft Ave b/t 86th and Auseon Ave
12. 98th Ave b/t Blake Dr and Gould St
13. 98th Ave b/t Cherry and Birch St
14. Foothill Blvd b/t 19th and 20th Ave
15. Foothill Blvd b/t Irving and 24th Ave
16. Fruitvale Ave b/t Galindo and Logan St
17. International Blvd b/t 40th and 41st Ave
18. MacArthur Blvd b/t Green Acre Rd and Enos Ave

The City will oversee speed-related data collection and evaluation at each site, installation (and the relocation/removal) of camera systems, operations and maintenance of camera equipment and software, staff training, and management of data and records from camera systems. The City shall oversee, maintain control, and have the final decision over all enforcement activities, including the determination of when and whether a citation should be issued for a speeding violation detected by the camera systems.

Transportation Development Act Article 3 (TDA)

The FY 2025-26 TDA funding would be used to complete the rehabilitation of one stair path project and Citywide Bicycle Parking:

- A. **Comstock Way Rehabilitation:** This project will rehabilitate the existing concrete steps and install Americans with Disabilities Act (ADA)-compliant handrails along both sides of the path between East 23rd and East 24th Streets, beginning at 14th Avenue and ascending to 17th Avenue. This project is located in a high equity priority neighborhood based on the OakDOT Geographic Equity Toolbox.
- B. **CityRacks Bicycle Parking Program Phase 17:** This program will continue installation of publicly-accessible bike parking racks in response to requests from the public and staff. TDA funding will allow the City to install approximately 100 new bicycle parking racks; and/or if new eLocker and corral sites are requested and found

feasible, funding could be used to purchase and install eLockers and corrals, and the number of bike racks would decrease. Requests located in higher priority neighborhoods and particularly in Central/Deep East Oakland will be prioritized.

Construction of bicycle and pedestrian facilities is consistent with the goals of the City's General Plan, Bicycle Plan, Pedestrian Plan and the Citywide Capital Improvement Program. The selection of projects is also consistent with the Council-adopted criteria set forth in Resolution No. [87376 C.M.S.](#), adopted September 20, 2018. This year, projects/programs were prioritized for funding based on [OakDOT's Geographic Equity Toolbox](#), readiness for implementation, funding needs, stair paths existing utilization, and staff's ability to deliver timely.

Road Maintenance and Rehabilitation Account (RMRA)

Under CTC's requirements, RMRA funds shall be prioritized for expenditure on basic road maintenance and rehabilitation projects and on critical safety projects. Consistent with the City's approach in previous years, the primary proposed use of RMRA funds in FY 2025-26 is for citywide street maintenance activities (including maintenance of streets, sidewalks, curb ramps, and bridges). In FY 2025-26, RMRA funds are also proposed to provide matching funds for street lighting, traffic signal operations, grant-funded streetscape projects, and high priority traffic calming improvements (see proposed project list in **Tables 1 and 2**).

By maintaining the state of repair of City streets and sidewalks, supporting essential operations of City lighting and traffic control devices, and implementing capital improvements via traffic safety and streetscape projects, the proposed project list will help advance the following Citywide priorities: holistic community safety and vibrant, sustainable infrastructure.

FISCAL IMPACT

Acceptance of these grants and external funding will help the City fill funding gaps in its capital budget. For the capital improvements listed above, maintenance of signing and striping work is expected to be minimal and will not significantly increase maintenance costs. The project with an operations component, Speed Camera Program Implementation, is not anticipated to increase maintenance costs.

Adoption of the proposed resolutions will authorize the appropriation of the following grant funds as follows:

- LAMMPS Phase II and Phase III: \$10,033,000 into MTC Reimbursable Program Grants Fund (2163), Project (1007351)
- TDM and Parking Update: \$300,000 into MTC Reimbursable Program Grants Fund (2163), Project (New)
- MLK Jr Way Complete Streets: \$2,000,000 into ACTC Reimbursable Grants Fund (2214), Project (1006266)
- Chinatown 9th Street Corridor: \$2,000,000 into ACTC Reimbursable Grants Fund (2214), Project (New)
- Speed Camera Program Implementation: \$2,000,000 into ACTC Reimbursable Grants Fund (2214), Project (1007571)

- Comstock Way Rehabilitation: \$343,787 into TDA Fund (2162), Project (1007558)
- CityRacks Bicycle Parking Program Phase 17: \$75,000 into TDA Fund (2162), Project (1000707)

The totals of grant funding and local match by project is shown below. The *Local Match Required* column identifies the additional local match to be allocated. With the exception of the Chinatown 9th Street Corridor project, these local funds are not anticipated to be allocated during the upcoming proposed biennial budget (FY 2025-27). The local match for the Chinatown 9th Street Corridor project will be allocated from the Community Transportation Plans & Project Development CIP Program (Project 1003346) or the Transportation Grant Matching CIP Program (Project 1001512). Future Measure U funds (53XX) tentatively planned for the FY 2027-28 budget are assumed to be available for specific projects indicated below; allocating these funds would reduce available funds for other transportation capital projects. (These funds have been authorized but not yet issued by the City.)

Project Title	Project Number	Total Project Phase Cost	Proposed Grant Award	Local Match Required	Existing Local Match Secured
ACTC Comprehensive Investment Plan					
MLK Jr Way Complete Streets	1006266	\$12,220,000	\$2,000,000	\$10,033,000 (Fund 53XX)****	\$187,000*
Chinatown 9 th Street Corridor	New	\$2,677,000	\$2,000,000	\$667,000 (Fund 2215/2218/2219)	\$0
Speed Camera Program Implementation	1007571	\$3,400,000	\$2,000,000	\$700,000 (Fund 2416)	\$700,000**
MTC Housing Incentive Pool					
LAMMPS Phase II and III	1007351	\$21,612,035	\$10,033,000	\$2,708,909 (Fund 53XX)****	\$8,870,126***
MTC TOC					
TDM Program Update	New	\$300,000	\$300,000	\$0	\$0
TDA Article 3					
Comstock Stair Path	1007558	\$343,787	\$343,787	\$0	\$0
CityRacks 17	1000707	\$75,000	\$75,000	\$0	\$0

*\$187,000 Transportation Fund for Clean Air grant award (Fund 2214)

**\$700,000 in Measure BB Bike & Pedestrian (Fund 2219) appropriated through FY 2024-25 midcycle budget

***\$8,695,126 Affordable Housing & Sustainable Communities grant award (Fund 2159), \$175,000 Transportation Fund for Clean Air grant award (Fund 2214)

****In the event that bond funds are unavailable or a bond issuance is delayed, local match may be allocated from Measure BB (Fund 2218/2219) or Gas Tax funding sources (Fund 2230/2232).

In addition to the grant funds listed above, proposed Resolution (5) will enable the City to collect an estimated \$11,364,411 in RMRA gas tax revenue funding in FY 2025-26. The proposed projects in **Table 1** and **Table 2** will be funded in-part or solely with FY 2025-26 RMRA revenues that shall be allocated in Fund (2232); Organization (TBD); Project (TBD). There is no local match required for this funding source. Without RMRA funding, maintaining local streets, operating lighting and traffic control devices, and preserving filled, critical positions would require the City to use other funding sources such as Measure BB Transportation Sales Tax. Using RMRA funds to augment existing funds extends the City's ability to finance needed maintenance and operations. Implementation of these projects will have a net positive fiscal impact on the City by funding infrastructure rehabilitation and reducing future maintenance backlog.

Table 1: Proposed Project List; RMRA FY 2025-26

Project Title	Project Description	Location	Estimated Useful Life	Estimated Project Schedule
Local Street Maintenance	Operations of City streets and sidewalks including curb ramp reconstruction, maintenance, potholing, patching, concrete repair, bridge repair, emergency repair, etc.	Citywide, based on cyclical maintenance program and service requests	Minimum: 1 year Maximum: 30 years	Start: July 2025 End: June 2026
Lighting/ Electrical Operations	Operations of street lighting and traffic control devices within City right of way	Citywide	1 year	Start: July 2025 End: June 2026
Complete Streets Capital Grant Matching	Local match for grant-funded streetscape projects. For a full list of Oakland streetscape projects, please visit: Complete Streets Capital Program	The following locations identified are subject to change: 14 th Avenue from East 12 th Street to East 27 th Street, Fruitvale Avenue from East 12 th Street to Alameda Avenue, and Lakeside Drive/Lake Merritt Boulevard from Madison Street to East 12 th Street	Minimum: 5 years Maximum: 30 years	Start: July 2025 End: June 2027

Table 2: Proposed Relisted Project List; RMRA FY 2025-26

Project Title	Project Description	Location	Estimated Useful Life	Estimated Project Schedule
High Priority Traffic Calming	Preliminary engineering and construction for quick-build, high-priority traffic safety projects	Improvements identified Citywide. For detailed project location and schedule info, please visit: https://www.oaklandca.gov/projects/status-of-city-councils-traffic-safety-earmark-discretionary-projects	Minimum: 1 year Maximum: 10 years	FY 2021-2026 (re-listed) For detailed project location and schedule info, please visit: https://www.oaklandca.gov/projects/status-of-city-councils-traffic-safety-earmark-discretionary-projects

Approval of this resolution will also authorize the City Administrator to periodically transfer funds between the Oakland Department of Transportation and the Oakland Public Works to efficiently work together to fulfill service requests. This added efficiency is important to completing maintenance activities in a timely manner, as fulfilling service requests often requires the transfer of RMRA funds between departments to collaboratively complete the work.

PUBLIC OUTREACH / INTEREST

LAMMPS Phase II and Phase III

Community collaboration is at the heart of the LAMMPS Projects, which came directly from residents concerned about safety and accessibility on MacArthur Boulevard. In 2005, residents began working with the City of Oakland, the District 6 Councilmember, Mayor Jean Quan, and Mills College to identify solutions, leading to the Caltrans-funded LAMMPS Community-Based Transportation Plan for MacArthur Boulevard (2011). The City of Oakland has been implementing this community-driven Plan as funding allows, starting with LAMMPS Phase 1, which was completed in 2020.

The deep connections the City made with residents through the development of the Community-Based Transportation Plan continue via ongoing outreach for individual project phases. During initial design for LAMMPS Phase 2 in 2022, staff presented at six community meetings (including local Neighborhood Councils), met with Northeastern University staff, and worked with the District 6 Council office. After residents in the Mills Garden neighborhood raised concerns about speeding on Seminary Avenue, OakDOT decided to prioritize design work on Phase 3 of this Project. For LAMMPS Phase 3, outreach has included presentations at five community meetings, four meetings with Northeastern University, discussions with Burckhalter Elementary School, outreach to a dozen small businesses on Seminary Avenue, and an online survey that garnered 400 responses. The outcome of the survey was overwhelming support for a Class I pathway on Seminary Avenue, which was then incorporated into the plans.

The Project has the enthusiastic support of Northeastern University, whose campus borders the Project corridor and whose main entrance at Richards Road is the intersection of this Project with LAMMPS Phase 1. Northeastern (then Mills College) has been deeply involved in each phase of the LAMMPS projects, starting with a major role in the LAMMPS Community-Based Transportation Plan.

Oakland TDM And Parking Update Project

This project aligns with the City's General Plan update, currently in progress. The Oakland General Plan Update process has two phases. Phase 1 began in November 2021 and concluded in October 2023 when the City adopted the Housing, Environmental Justice, and Safety Elements. Phase 2 is starting in 2024 and will focus on the Land Use and Transportation Element (LUTE), Open Space, Conservation, and Recreation (OSCAR) Element, Noise Element, and the Infrastructure and Capital Facilities Element. Staff are seeking to update its TDM program in order to respond to feedback from Oakland residents regarding transportation and land use goals, particularly updating the City's parking minimum and maximum requirements, as well as its TDM requirements for new and existing developments.

MLK Jr Way Complete Streets Paving

In Winter 2022, OakDOT engaged the public in outreach regarding traffic safety on MLK Jr Way along with planned repaving. OakDOT mailed informational postcards to 2,500 addresses surrounding the project area with a link to a survey on high-level priorities for MLK Jr Way in February 2022 and received 631 responses. The demographics of survey respondents were representative of those in the immediate neighborhood. The majority of respondents supported slowing down traffic on the roadway and installing pedestrian safety measures to facilitate

crossing the street. Staff distributed a follow-up survey to the same residents and stakeholders in Fall 2022 regarding modal priorities which confirmed that residents' top priority was to install separated bike lanes on the street as recommended by the 2019 "Let's Bike Oakland!" Bicycle Plan. OakDOT staff met individually with business owners and advocates along the corridor to conduct site walks and discuss issues such as cut-through traffic, and presented the project to Neighborhood Council 10Y (Longfellow/Santa Fe) in March 2022, 11X (North Oakland) in July 2023, the North Oakland Senior Center in September 2023. OakDOT has been working with UCSF Benioff Children's Hospital, AC Transit, and the City of Berkeley throughout the planning process, and has had their review of key milestones, including 15% and 35% plans. OakDOT also participated in a UCSF-led design charrette in March 2022 for a parallel planning process for improving Helen MacGregor Plaza at MLK Jr Way and 52nd/53rd Street, as the Project will remove the slip lane extending from MLK Jr Way at 53rd Street into West Street, and convert this segment into a calmed, one-way street.

Chinatown 9th Street Corridor

The improvements proposed for the Chinatown 9th Street Corridor were determined in partnership with residents, business owners, and other stakeholders via community engagement and preliminary design work through the Chinatown Complete Streets Plan (CCSP), which began in January 2023 and concluded in March 2025. Community engagement was primarily organized by the East Bay Asian Local Development Corporation (EBALDC), a Chinatown-based CBO. In 2023: EBALDC led an online and paper survey with 230 respondents, five neighbor group discussions, a site walk attended by 40 residents, and the creation of a Technical Advisory Committee (TAC) consisting of key Chinatown community members. In 2024: 9th Street and other corridors were discussed via two focus groups targeting seniors and families, door-to-door business canvassing, and continued outreach. Senior residents, visitors, and other stakeholders requested narrowed roadways, and 40% of survey respondents chose widened, better illuminated sidewalks as a top need. They also asked for improvements for safer biking and walking, including pedestrian-only spaces, bike lanes, bulbouts, shortened crosswalks with more crossing time, and pedestrian scrambles. Six businesses called for more and better-maintained sidewalk space for vending, pedestrian travel, and community activities. Many stakeholders reported that sidewalks in Chinatown are narrow and congested with vendors, customers, and pedestrians, making travel difficult for all, and especially for people with wheelchairs, walkers, or shopping carts. They asked for wider sidewalks, or potentially pedestrian-priority reserved "flex" spaces, spaces built out with planter boxes, bollards, or other semi-permanent materials to accommodate sidewalk vending, pedestrian overflow, or other public uses. Businesses, residents, and visitors spoke about feeling unsafe on 9th Street outside of peak hours, which they felt could be improved by lighting, landscaping, and street art.

Finally, there exists a long history of requests to convert Downtown and Chinatown streets from one- to two-way. The CCSP is performing preliminary analysis of a road diet with two-way conversion of 9th St. If determined to be feasible, the two-way conversion could significantly contribute to the needs identified in the CCSP and other Plans by slowing the roadway, improving access to local destinations, and creating opportunities for traffic calming, parking and loading, or pedestrian and bicyclist amenities. Upcoming outreach in 2024 includes an EBALDC-hosted community block party with a tactical urbanism demonstration on 9th Street.

The TAC and community will continue to be engaged throughout the CCSP and 9th St project implementation.

Speed Camera Program Implementation

The development of AB 645 and prior bills related to automated speed enforcement included extensive public outreach and engagement with the public and stakeholders concerned with traffic violence throughout California. Oakland specific outreach included consultation with the Bicyclist and Pedestrian Advisory Commission, the Privacy Advisory Commission, and various advocacy groups.

To meet the provisions of AB 645, Oakland is required to “consult and work collaboratively with relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups.” Throughout the remainder of 2024, OakDOT staff will engage groups meeting these criteria through one-on-one meetings. Staff also plan to present at publicly noticed meetings such as the Privacy Advisory Commission, the Bicyclist and Pedestrian Advisory Commission, the Commission on Aging and Disability, etc. Thus far, OakDOT staff have conducted 19 meetings with City Councilmembers, advisory commissions and committees, department heads, and community-based organizations.

OakDOT is also required to implement a public information campaign about Speed Safety Camera Systems, a minimum of 60-days prior to program rollout. The City will be jointly developing marketing materials with other AB-645 pilot cities, focusing on those in the Bay Area (i.e.; San Francisco and San Jose). Finally, OakDOT is required to complete several steps prior to March 1 of the fifth year in which the system has been implemented, including data on program implementation, a summary of costs and revenues, and a racial and economic equity impact analysis developed in collaboration with local stakeholder groups. This analysis will inform the potential continuation and/or expansion of the program beyond the fifth year.

Transportation Development Act Article 3 (TDA)

Each year, the list of proposed projects undergoes public review by the City’s Bicyclist and Pedestrian Advisory Commission (BPAC) through regular meetings to receive input on the proposals and to meet the grant requirements. These meetings are noticed and open to the public. For FY 2025-26, the BPAC meeting for this item took place on March 20, 2025. In addition, the entire Stair/Path Program has gone through public outreach in the past. The bicycle parking program has and continues to respond to public requests for bike parking via a publicly-accessible online form on the City website.

Road Maintenance and Rehabilitation Account (RMRA)

OakDOT maintains a list of prioritized street maintenance needs and collects community requests through OAK311 to ensure that RMRA funding is spent on the highest priority projects. Maintenance and rehabilitation of local streets is a recurring community priority that has been raised by residents throughout the community engagement processes for the FY 2019-21, FY 2021-23, and FY 2023-25 CIPs, wherein OakDOT received more than 70 community requests for street maintenance and rehabilitation projects through the CIP public project intake process. RMRA funding supports the fulfillment of such maintenance requests received through 311 and through the CIP.

COORDINATION

Implementation of these projects will be coordinated with internal departments, community stakeholders, and partner agencies, including AC Transit, ACTC, Caltrans, the East Bay Regional Park District, and BART. The Office of the City Attorney and Budget Bureau were also consulted in the preparation of this report.

SUSTAINABLE OPPORTUNITIES

Economic: Making walking, biking, and transit service safer, affordable, and more reliable through investments in capital improvements and improved traffic management can improve Oaklanders' access to jobs and other economic opportunities.

Environmental: Walking and biking are energy efficient, zero emission forms of transportation. Accessible pedestrian infrastructure and increased active transportation supports the City's goal to reduce greenhouse gas emissions and supports climate equity. Increased transit use can also reduce emissions and improve air quality when substituted for drive-alone vehicle trips.

Race & Equity: The funded projects will provide accessibility and safety benefits for all road users, but with an emphasis on pedestrians, bicyclists, and transit users.

LAMMPS Phase II and Phase III

- The LAMMPS Phase 2 and 3 improvements on MacArthur Boulevard and Seminary Avenue connect to the High Priority Equity neighborhoods of Frick and Millsmont, bringing direct benefit to these communities whose access to Northeastern University, the Laurel District, and Downtown Oakland has been blocked by high-speed streets and a lack of connected and accessible walking and biking infrastructure.
- These improvements will also benefit residents in other High/Highest Priority Equity census tracts to the east and south (see Figure 1), connecting to the future 119-unit mixed-use, affordable housing development, Liberation Park Residences and Market Hall, at Foothill Boulevard and 73rd Avenue.

Oakland TDM and Parking Update Project

- Black, Latino and low-income Oaklanders are disproportionately burdened by transportation costs and rely on alternative modes of transportation such as public transit, walking and biking. This Project will position OakDOT staff to better incorporate equity into their work by developing transportation and land use policies that will, in the long-term, reduce transportation costs. TDM program updates will guide new developments towards prioritizing non-motorized modes that also reduce transportation costs for Oaklanders.

The MLK Jr Way Complete Streets Project

- Per the City of Oakland's Geographic Equity Toolbox is primarily located within a "Medium Priority" neighborhood at its southern end from 47th St to 52nd St.

- The Project is also book-ended by one “High Priority” Equity Priority Community (EPC) to the South: census tract 4014, a Highest Priority EPC along MLK Jr Way between W Grand Avenue and 35th Street/I-580.
- Calming traffic on this high-speed corridor and providing enhanced bicycling and walking infrastructure is essential to allowing these EPC residents to access these destinations, such as Ashby or MacArthur BART stations, local businesses, and institutions such as UCSF Benioff Children’s Hospital, Eritrean Orthodox Tewahedo Church, and the North Oakland Senior Center.

The Chinatown 9th Street Corridor Project

- Every Census tract that 9th Street serves is considered a Highest-priority Equity Priority Community (EPC). This Project, and the CCSP more generally, considers the needs of these EPCs, especially those of EPC residents and businesses.
- The space reclaimed from excess motor vehicle lanes is slated to be allocated to widened sidewalks or other pedestrian spaces (identified by 40% of survey respondents), bike infrastructure (45% of survey respondents), or a potential pedestrian-priority “flex space” that can be used for community activities and businesses.
- The resulting slower, calmer streets create an environment that is more accessible to seniors, pedestrians, and bicyclists, and serve the EPCs around 9th Street.
- The project furthers affordability for businesses and visitors by reclaiming underutilized space and activating it for businesses, customers, and pedestrians in the form of widened sidewalks or potentially the creation of pedestrian-priority “flex space” along the curb.

The Speed Safety Camera Program

- AB 645 includes several provisions related to equity, including:
 - Small fines that start at 11 mph over the speed limit (\$50) and offer a 50-80% fine reduction if unable to pay (vs. hundreds for traditional speeding tickets)
 - Citations are non-moving violations, meaning no points on a driver’s license or impacts to insurance.
 - Removing interactions between police and the community at traffic stops that have the potential to escalate.
 - Opportunities for community service in lieu of fines.
 - Community involvement in drafting a "Use Policy & Equity Analysis" that includes criteria to select locations.
 - Only authorizes the use of photographs (no video) that capture only the rear of the license plate, not the windshield or face of the driver. Prohibits the use of facial recognition software.
 - Footage may only be retained for 5 days if no violation is issued, or 60 days if a violation is issued.

Transportation Development Act Article 3 (TDA)

- The Stairs and Paths project and the bicycle parking program improve accessibility and safety for people who depend on non-motorized transportation and public transit to access jobs, services and recreational facilities. Walking and biking are inexpensive and broadly accessible forms of transportation.

- As described above, CIP projects/programs were prioritized for TDA funding based on OakDOT's Geographic Equity Toolbox, readiness for implementation, funding needs, existing utilization, and staff's ability to deliver timely. The result of this prioritization was a stair path located in a high equity priority neighborhood and the citywide bike parking program which prioritizes location selection and implementation based on priority neighborhoods and other equity considerations.

Road Maintenance and Rehabilitation Account (RMRA)

- RMRA funds are distributed throughout the city and benefit all Oaklanders. Both the 5-Year Paving Plan and CIP prioritize locations based on equity indices such as the Geographic Equity Toolbox priority neighborhoods and high-injury network data. Maintaining fair infrastructure conditions is an essential service, particularly in high priority equity communities that are disproportionately impacted by poor pavement condition, deteriorating or non-existent sidewalks and curb ramps, and traffic violence.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The proposed actions are categorically exempt under CEQA Guidelines Sections 15301, 15302, and 15304, as these projects consist of: (Class 1) the operation, repair, and minor alternation to existing public facilities, (Class 2) replacement or reconstruction of existing structures and facilities, and (Class 4) minor alternations to land, including landscaping and the creation of new facilities within the right of way. The proposed Resolutions authorize the City Administrator to file a Notice of Exemption for the relevant projects listed in this report.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That City Council Adopt The Following Pieces Of Legislation:

- 1) A Resolution Authorizing the City Administrator To: (1) Apply For, Accept, And Appropriate Ten Million Thirty-Three Thousand (\$10,033,000) In Housing Incentive Pool Funding Assigned to the Metropolitan Transportation Commission (MTC), (2) Commit Matching Funds In An Amount Up To Eleven Million, Five-Hundred Seventy-Nine Thousand, Thirty-Five Dollars (\$11,579,035); (3) State Assurance To Complete the Laurel Access To Mills, Maxwell Park, And Seminary (LAMMPS) Phase II and Phase III Project; (4) Certify Compliance With State Housing Laws; And Adopting Appropriate California Environmental Quality Act Findings
- 2) A Resolution Authorizing The City Administrator To: (1) Accept And Appropriate Three Hundred Thousand Dollars (\$300,000) From The Metropolitan Transportation Commission's Transit Oriented Communities (TOC) Grant Program; (2) Commit To Take Steps Toward Achieving Compliance With The Metropolitan Transportation Commission's TOC Policy As A Condition For The Metropolitan Transportation Commission To Allocate Regional Discretionary Funding To The Oakland Transportation Demand Management (TDM) And

Parking Update Project; And Adopting Appropriate California Environmental Quality Act Findings

- 3) A Resolution Authorizing The City Administrator To: (1) Accept And Appropriate Six Million Dollars (\$6,000,000) In Alameda County Transportation Commission Administered Funding For: (A) The MLK Jr Way Complete Streets Project, (B) Chinatown 9th Street Complete Streets Project, And (C) Speed Camera Program Implementation; (2) Commit Up To Twelve Million Two Hundred Eighty-Seven Thousand Dollars (\$12,287,000) Of Matching Funds; And (3) Make Assurances To Complete The Projects; And Adopting Appropriate California Environmental Quality Act Findings
- 4) A Resolution Authorizing The City Administrator To Apply For, Accept, And Appropriate Up To Four Hundred And Eighteen Thousand Seven Hundred Eighty-Seven Dollars (\$418,787) In Fiscal Year 2025-26 State Transportation Development Act Article 3 (TDA) Funds To Fund Comstock Stair Path Rehabilitation And CityRacks Bicycle Parking Program Phase 17; And Adopting Appropriate California Environmental Quality Act Findings
- 5) A Resolution Adopting A List Of Projects For Fiscal Year 2025-26 Funded By SB1: The Road Repair And Accountability Act Of 2017 (Road Maintenance And Rehabilitation Account Funds); And Adopting Appropriate California Environmental Quality Act Findings

For questions regarding this report, please contact Craig Raphael, Funding Program Manager, at craphael@oaklandca.gov.

Respectfully submitted,



Josh Rowan (May 13, 2025 17:11 PDT)

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