



CITY OF OAKLAND

AGENDA REPORT

TO: Jestin D. Johnson
City Administrator

FROM: Josh Rowan
Director, Oakland Department
of Transportation

SUBJECT: 42nd and High Street I-880 Access
Improvements Resolution of Local
Support

DATE: October 14, 2025

City Administrator Approval


Jestin Johnson (Oct 16, 2025 16:55:05 PDT)

Date: 10/16/2025

RECOMMENDATION

Staff Recommends That City Council Adopt A Resolution: 1) Authorizing The City Administrator To Submit An Application With The Metropolitan Transportation Commission (MTC) For Regional Discretionary Funding In The Amount Of Two Million Two Hundred Fifty-Six Thousand Dollars (\$2,256,000); 2) Accepting and Appropriating Two Million Two Hundred Fifty-Six Thousand Dollars (\$2,256,000) From MTC For The 42nd And High Street I-880 Access Improvements Project; 3) Commit Matching Funds In An Amount Up To Twelve Million Three Hundred Thousand Dollars (\$12,300,000); 4) Stating Assurances To Complete The 42nd And High Street I-880 Access Improvements Project; And 5) Adopting Appropriate California Environmental Quality Act Findings.

EXECUTIVE SUMMARY

Approval of the proposed resolution would fulfill requirements for the City of Oakland Department of Transportation (OakDOT) to accept and appropriate \$2.256 million of external funds in Fiscal Year 2025-2026 from the Metropolitan Transportation Commission (MTC). The funding source is detailed in the Background/Legislative History section. The awarded external funds will support OakDOT's delivery of the I-880/42nd and High Street Access Improvements project from the Oakland Capital Improvement Program (CIP).

BACKGROUND / LEGISLATIVE HISTORY

Through the City of Oakland Fiscal Year 2025-2027 budget process, Resolution No. 90827 C.M.S. authorized the Department of Transportation 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 resolution proposed in this Agenda Report will fulfill

additional grant administration requirements to accept funding in Fiscal Year 2025-26 from MTC as detailed below.

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other State and federal funding sources administered by the California Transportation Commission (CTC). The 2026 STIP covers Fiscal Years 2026-27 through 2030-31. Alameda County's share of the CTC-adopted 2026 STIP Fund Estimate includes \$10.256 million available for programming to projects.

With the 2026 STIP Fund Estimate, ACTC has recommended that the City of Oakland receive \$2.256 million for the I-880/42nd High Street Access Improvements project. The proposed resolution will serve as a resolution of local support required by MTC to accept and appropriate STIP funds.

ANALYSIS AND POLICY ALTERNATIVES

OakDOT is requesting approval for allocation of \$2.256 million in STIP funding to support the implementation of the City's Capital Improvement Program. This project is a major street improvement that will extend 42nd Avenue from the existing southbound I-880 offramp to Alameda Avenue and extend Jensen Street from High Street to Alameda Avenue. The project also includes roadway improvements such as installation of a traffic signal at the new intersection of Alameda Avenue and 42nd Avenue, upgrades to traffic signals at High Street, Oakport Street, Coliseum Way, and the southbound section of the 42nd Avenue/I-880 off-ramp, and pedestrian and bicyclist safety improvements and pavement overlays. The project will complement a recently completed Caltrans retrofit project on the I-880 and High Street corridors. It will improve traffic circulation along High Street, I-880 off/on-ramps, and Alameda Avenue. The project is anticipated to begin construction in 2029 and conclude construction in 2031. All efforts will be made to minimize traffic disruption during construction through standard procedures including a traffic control plan. Adoption of the proposed resolution will also allow the City to advance Citywide priorities as follows:

1. **Housing, Economic, and Cultural Security:** Walking is a cost-effective alternative to automobiles, which many Oaklanders cannot afford to access. This project will improve pedestrian access and increase the potential for economic development in the neighborhood by improved circulation and access.
2. **Vibrant and Sustainable Infrastructure:** This project will improve transportation conditions, make the 42nd Avenue and High Street easier to navigate, reduce traffic congestion, and enhance connectivity among surface streets and I-880.
3. **Holistic Community Safety:** The project improvements will enhance the efficiency and affordability of the transportation network.
4. **Responsive, Trustworthy Government:** This project will deliver on a long-standing commitment from the City to improve transportation and circulation around the 42nd Avenue and High Street area.

FISCAL IMPACT

The current cost estimate for the construction phase of the I-880/42nd High Street Access Improvements project is \$14.556 million. Approval of the proposed resolution would accept and appropriate \$2.256 million of external funds from the MTC in a grant fund and project to be determined. In addition to the proposed grant award, the city is obligated to provide a local match of \$12.23M. This local match has already been secured as follows: \$10 million in grant funds from the ACTC Capital Investment Plan (ACTC CIP) as indicated in [86894 C.M.S.](#), and \$2.3 million from city local matching funds identified in Oakland's CIP. Grant funding and local match totals are listed below.

Project Title	Project Number	Total Project Phase Cost	Proposed Grant Award	Local Match
I-880/42nd High Street Access Improvements	1003983	\$14,556,000	\$2,256,000	\$10,000,000 – already awarded ACTC CIP grant funds, Project 1003983, Fund 2214 \$2.3M from Complete Streets Capital Program – Project 1003348, Funds 2214, 2218, 2230, 2232 5342

PUBLIC OUTREACH / INTEREST

Multiple meetings were held with the local community and local businesses in Council District 5 during the project's planning, design, and right-of-way acquisition phases. The local community and schools were involved and informed in coordination with the District 5 Council Office during all three phases. Further outreach will occur during the project's advertisement and construction phases.

COORDINATION

Significant coordination has occurred to date between Caltrans, the City of Alameda, Alameda County, and the City. The purpose of the coordination was to obtain concurrence for the environmental impact report, final design elements, and construction staging to minimize the traffic impact during construction. During the design and property acquisition phases, there were significant coordination with the City's Real Estate Department, the City Attorney's Office, the City's Budget Office, Caltrans, utility companies, Home Depot, the District 5 Council Office, local communities, and area businesses. This report and resolution have been reviewed and approved by the City Attorney's Office and the Budget Office.

SUSTAINABLE OPPORTUNITIES

Economic: The project proposes to construct two new street segments with sidewalks and traffic signals, as well as pedestrian safety devices that will improve the experience of both pedestrians and bicyclists. It will also provide new connections to the estuary waterfront and area businesses. These street improvements will encourage more walking and bicycling, which may increase local economic activities.

Environmental: Walking and biking are energy efficient, zero emission form of transportation. Accessible pedestrian infrastructure and increased active transportation supports the City's goal to reduce greenhouse gas emissions and supports climate equity. The project will improve circulation and increase non-motorized traffic activities, resulting in a reduction of carbon footprint by lowering the rate of emissions.

Race & Equity: The project will provide accessibility and safety benefits for all modes of transportation. However, as walking and biking are inexpensive and broadly accessible forms of transportation, the pedestrian and bicycle access improvements will especially benefit youth, seniors, people with low-income, and people who do not own personal vehicles.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The National Environmental Policy Act (NEPA) and CEQA documents were [prepared and approved](#) during an earlier phase of the project, and the project, as it currently exists, already has appropriate environmental determinations.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That City Council Adopt A Resolution: 1) Authorizing The City Administrator To Submit An Application With The Metropolitan Transportation Commission (MTC) For Regional Discretionary Funding In The Amount Of Two Million Two Hundred Fifty-Six Thousand Dollars (\$2,256,000); 2) Accepting and Appropriating Two Million Two Hundred Fifty-Six Thousand Dollars (\$2,256,000) From MTC For The 42nd And High Street I-880 Access Improvements Project; 3) Commit Matching Funds In An Amount Up To Twelve Million Three Hundred Thousand Dollars (\$12,300,000); 4) Stating Assurances To Complete The 42nd And High Street I-880 Access Improvements Project; And 5) 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 (Oct 15, 2025 16:31:34 PDT)

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