



CITY OF OAKLAND

# AGENDA REPORT

**TO:** Jestin D. Johnson  
City Administrator

**FROM:** Josh Rowan  
Director, Oakland  
Department of  
Transportation

**SUBJECT:** Accept and Appropriate Fiscal Year  
2026-27 External Funds

**DATE:** May 4, 2026

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City Administrator Approval

  
Jestin Johnson (May 12, 2026 09:09:24 PDT)

Date: May 12, 2026

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## **RECOMMENDATION**

### **Staff Recommends That The City Council Adopt The Following Pieces of Legislation:**

- 1) A Resolution Authorizing the City Administrator To Apply For, Accept, And Appropriate Up To Seven Hundred And Fifty-Six Thousand Three Hundred And Sixty-Four Dollars (\$756,364) In Fiscal Year 2026-27 State Transportation Development Act Article 3 (TDA) Funds To Fund The Comstock Way Stair Path Rehabilitation, East 23rd Street Stair Path Rehabilitation, Longridge Road To Rosemount Road Stair Path Rehabilitation, Bicycle Signage Program, And CityRacks Bicycle Parking Program Phase 18; And Adopting Appropriate California Environmental Quality Act Findings
- 2) A Resolution Adopting A List Of Projects For Fiscal Year 2026-27 Funded By SB 1: 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 the proposed resolutions would fulfill annual requirements for the City of Oakland Department of Transportation (OakDOT) to accept and allocate approximately \$13 million of external funds in Fiscal Year 2026-2027 from the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC).

The awarded external funds will support OakDOT's delivery of priority projects from the Oakland Capital Improvement Program, including Stairs & Path rehabilitation, Neighborhood Traffic Calming & Speed Bumps, Bicycle & Pedestrian programming, and Citywide Street Resurfacing.

## **BACKGROUND / LEGISLATIVE HISTORY**

### **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 projects; (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 Committee (BPAC).

Approval of Resolution (1) will allow the City to complete its Fiscal Year 2026-27 applications for TDA Article 3 funding before the grant deadline of June 5<sup>th</sup>, 2026. For Fiscal Year 2026-27, the funding distribution estimate for the City of Oakland is \$756,364. OakDOT staff presented the preliminary grant proposals for the Comstock Way Stair Path Rehabilitation, East 23rd Street Stair Path Rehabilitation, Longridge Road to Rosemount Road Stair Path Rehabilitation, Bicycle Signage Program, and CityRacks Bicycle Parking Program Phase 18 to the City's BPAC at the February 19th, 2026 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 taxes 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 tenth 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 nine years, the City has successfully received approval from the CTC for the City's annually adopted RMRA project lists (Resolution Nos. [90752 C.M.S.](#), [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 (2) would 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 allocate approximately \$12,153,495 in RMRA funding in Fiscal Year 2026-27.

## **ANALYSIS AND POLICY ALTERNATIVES**

In total, OakDOT is requesting approval for the allocation of approximately \$13 million across five 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:

### **Transportation Development Act Article 3 (TDA)**

FY 2026-27 TDA funding will be used to complete the rehabilitation of three stair paths, citywide bicycle signage, and citywide bicycle parking:

- A. **Comstock Way Stair Path Rehabilitation:** This project will replace the existing concrete stairs with ADA-compliant stairs and install ADA-compliant handrails along both sides of the path. The Stair Path begins at 14th Avenue and ascends to 17th Avenue between East 23rd and East 24th Streets.
- B. **East 23rd Street Stair Path Rehabilitation:** This project will replace the existing concrete stairs with ADA-compliant stairs and install ADA-compliant handrails along both sides of the path. The Stair Path begins at 14th Avenue and ascends to 17th Avenue, aligned with East 23rd Street.
- C. **Longridge Road to Rosemount Road Stair Path Rehabilitation:** This project will replace the existing concrete stairs with ADA-compliant stairs and install ADA-compliant handrails along both sides of the path. The Stair Path begins at Longridge Road and descends to Rosemount Road, terminating at the intersection with Northvale Road.
- D. **Bicycle Signage Program:** This program will continue the installation of bicycle signs across Oakland's bikeway network, per the City of Oakland's Bicycle Plan. The program focuses on the installation of bicycle guide signs but also includes bicycle warning and regulatory signs as well as the removal of older defunct signage. Signs are fabricated and installed by City staff or via coordination with capital projects. Bikeways east of Lake Merritt are being prioritized due to the greater number of proposed bikeways (over existing bikeways) in these neighborhoods.
- E. **CityRacks Bicycle Parking Program Phase 18:** This program will continue installation of publicly accessible bike parking racks in response to requests from the public and staff. Funding will allow the City to purchase and/or install approximately 150 bicycle parking spaces. The project may include new bike parking corrals and/or eLockers (and a corresponding smaller number of racks).

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 delivery timeline.

### **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 2026-27 is for citywide street maintenance activities (including maintenance of streets, sidewalks, curb ramps, and bridges). In FY 2026-27, RMRA funds are also proposed to provide matching funds for street lighting, traffic signal operations, grant-funded streetscape projects, speed bumps, 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.

### **RELATED PLANNING EFFORTS**

This agenda item is a routine item. The proposed resolutions would support the implementation of the City of Oakland Capital Improvement Program (CIP). The FY 2025-27 CIP was adopted by the City Council on June 11, 2025 (Resolution No. [90827 C.M.S.](#)).

### **FISCAL IMPACT**

Approval of the proposed resolutions will allow the City to accept and allocate approximately \$13M in regional and state funding, with no local match requirements.

Adoption of proposed Resolution (1) will authorize the appropriation of the following TDA grant funds as follows:

- Comstock Way Stair Path Rehabilitation: \$231,364 into TDA Fund (2162), Project (TBD)
- East 23<sup>rd</sup> Street Stair Path Rehabilitation: \$225,000 into TDA Fund (2162), Project (TBD)
- Longridge Road to Rosemount Road Stair Path Rehabilitation: \$100,000 into TDA Fund (2162), Project (TBD)
- Bicycle Signage Program: \$75,000 into TDA Fund (2162), Project (TBD)
- CityRacks Bicycle Parking Program Phase 18: \$125,000 into TDA Fund (2162), Project (TBD)

As required by SB 1, proposed Resolution (2) will adopt the City's Fiscal Year 2026-27 RMRA project list and authorize the use of estimated Fiscal Year 2026-27 RMRA revenues for eligible projects identified in that list, subject to appropriation and applicable RMRA requirements. The proposed projects in **Table 1** and **Table 2** will be funded in-part or solely with FY 2026-27 RMRA revenues that shall be appropriated in Fund (2232); Organization (TBD); Project (TBD) through the FY26-27 Midcycle Budget. 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 2026-27**

Project Title	Project Description	Location	Estimated Useful Life	Estimated Project Schedule
Local Street Maintenance	Operations of City streets and sidewalks including materials procurement and staffing for 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 2026 End: June 2027
Lighting/ Electrical Operations	Operations of street lighting and traffic control devices within City right of way	Citywide	1 year	Start: July 2026 End: June 2027
Speed Bump Program	Install speed bumps citywide annually in response to petitions received from the public. Oakland installs speed bumps on residential streets to encourage motorists to travel at safe speeds. For more info, please visit: <a href="#">Speed Bump Program</a>	The following locations identified are subject to be changed: 38th St between Shafter Ave & Opal St, 47th Ave between Ygnacio Ave & Melrose Ave, 87th Ave between D St & B St. For a complete list of speed bump applications with detailed project location and schedule info, please visit: <a href="#">Speed Bump Program</a>	20 years	Start: July 2026 End: June 2028

**Table 2: Proposed Relisted Project List; RMRA FY 2026-27**

Project Title	Project Description	Location	Estimated Useful Life	Estimated Project Schedule
High Priority Traffic Calming	Preliminary engineering and construction for quick-built, high-priority traffic safety projects	Improvements identified Citywide. For detailed project location and schedule info, please visit: <a href="#">Traffic Safety Earmark Projects</a>	Minimum: 1 year Maximum: 10 years	FY 2021-2028 (re-listed) For detailed project location and schedule info, please visit: <a href="#">Traffic Safety Earmark Projects</a>
Complete Streets Capital Grant Matching	Local match for grant-funded streetscape projects. For a full list of Oakland streetscape projects, please visit: <a href="#">Complete Streets Capital Program</a>	The following locations identified are subject to be changed: 14 <sup>th</sup> Avenue from East 12 <sup>th</sup> Street to East 27 <sup>th</sup> Street, Fruitvale Avenue from East 12 <sup>th</sup> Street to Alameda Avenue, and Lakeside Drive/Lake Merritt Boulevard from Madison Street to East 12 <sup>th</sup> Street	Minimum: 5 years Maximum: 30 years	Start: July 2026 End: June 2028

Approval of Resolution (2) 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**

### **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. These meetings are noticed and open to the public. For FY 2026-27, the BPAC meeting for this item took place on February 19th, 2026. In addition, the entire Stair/Path Program has gone through public outreach in the past. The bicycle parking program responds 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, FY 2023-25, and FY 2025-27 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**

This report and legislation have been reviewed by the Office of the City Attorney and the Budget Bureau.

## **RACE AND EQUITY**

### **Road Maintenance and Rehabilitation Account (RMRA)**

RMRA funds are distributed citywide and prioritized through the 5-Year Paving Plan and CIP. Both the 5-Year Paving Plan and CIP prioritize locations using equity-centered indices, including OakDOT's Geographic Equity Toolbox and High Injury Network. The CIP's evaluation framework, which utilizes nine Council-adopted prioritization factors, assigns the greatest weight to equity, health, and safety impacts. Maintaining fair infrastructure conditions will benefit high priority equity communities; especially youth, seniors, low-income residents, people with disabilities, and people who do not own personal vehicles, who are disproportionately impacted by poor pavement conditions, deteriorating or non-existent sidewalks and curb ramps, and traffic violence.

### **Transportation Development Act Article 3 (TDA)**

The Stair Paths projects and the bicycle signage and parking programs 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 relatively 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 delivery timeline. The recommended FY 2026-27 TDA projects include two stair paths located in high equity priority communities and citywide bike signage and parking programs, which undergo further geographic prioritization during implementation.

### **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

The City Council's actions are exempt from CEQA because they approve funding, applications, appropriations, and project lists and do not, by themselves, approve any final design, construction contract, or physical change to the environment. In addition, based on the information presently available, the identified projects are expected to qualify for one or more categorical exemptions under CEQA Guidelines Sections 15301, 15302, and/or 15304, including operation, repair, maintenance, and minor alteration of existing public facilities; replacement or reconstruction of existing facilities; and minor alterations to land within existing public rights-of-way. Prior to implementation of any project, the City shall confirm the applicable CEQA exemption or other CEQA clearance based on the project's final scope and design. The Environmental Review Officer, or designee, is authorized to file one or more Notices of Exemption for projects that qualify.

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**ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends That The City Council Adopt the Following Pieces of Legislation:

- 1) A Resolution Authorizing the City Administrator To Apply For, Accept, And Appropriate Up To Seven Hundred And Fifty-Six Thousand Three Hundred And Sixty-Four Dollars (\$756,364) In Fiscal Year 2026-27 State Transportation Development Act Article 3 (TDA) Funds To Fund The Comstock Way Stair Path Rehabilitation, East 23rd Street Stair Path Rehabilitation, Longridge Road To Rosemount Road Stair Path Rehabilitation, Bicycle Signage Program, And CityRacks Bicycle Parking Program Phase 18; And Adopting Appropriate California Environmental Quality Act Findings
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For questions regarding this report, please contact Yvonne Chan, Transportation Planner, at [ychan@oaklandca.gov](mailto:ychan@oaklandca.gov).

Respectfully submitted,



Josh Rowan (May 11, 2026 09:58:52 PDT)

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