

REPORT SECTION: OAKLAND’S POTHoles: A BUMPY ROAD AND INADEQUATE OVERSIGHT

TABLE 1: Grand Jury Findings

Grand Jury Finding	City’s Response (Agree/Disagree)	Explanation (if applicable)
Finding 25-1: Potholes and other street pavement failures have been a prevalent problem in the City of Oakland for many years.	Agree with the finding	While potholes and pavement degradation are an ongoing challenge faced by all large urban jurisdictions, the City continues to apply industry best practices in maintenance prioritization and public safety risk mitigation.
Finding 25-2: The City of Oakland needed to repair over 53,000 potholes or similar pavement failures in the most recent 2023-2024 Fiscal Year.	Agree with the finding	While potholes and pavement degradation are an ongoing challenge faced by all large urban jurisdictions, the City continues to apply industry best practices in maintenance prioritization and public safety risk mitigation.
Finding 25-3: Historically, liability claims and lawsuits from potholes and pavement failure have cost the City of Oakland millions of dollars.	Agree with the finding	While potholes and pavement degradation are an ongoing challenge faced by all large urban jurisdictions, the City continues to apply industry best practices in maintenance prioritization and public safety risk mitigation.
Finding 25-4: Complete repaving of streets costs the City of Oakland approximately \$1 million per mile.	Disagree partially with the finding	This figure is a rounded estimate that is helpful for the general public to understand the relative cost of pavement rehabilitation. The true cost per mile would depend on the number of travel lanes on a roadway, the type of pavement treatment, and other work that may be required, such as improvements to existing non-compliant curb ramps. As of summer 2025, local streets pavement rehabilitation projects (two travel lanes, mill and overlay

		treatment, and significant curb ramp improvements) are costing approximately \$1.3M per mile.
Finding 25-5: The City of Oakland has not met its goals for significant repaving under its 2022 Five-Year Paving Plan (5YP), with no foreseeable date for completion.	Disagree partially with the finding	The City continues to advance the goals of the Five-Year Paving Plan (5YP) consistent with available funding and operational capacity. Fluctuations in bond market timing and project delivery resources have affected the phasing schedule, but the City remains committed to plan completion.
Finding 25-6: Without money from the sale of authorized Measure U bonds, the City of Oakland will not be able to undertake significant additional street repaving.	Agree with the finding	The City is currently preparing to issue the next tranche of Measure U bonds in November or December 2025. The City continues to explore all eligible funding sources, including state and federal transportation programs, to supplement bond proceeds.
Finding 25-7: High employee vacancy rates and the delays in approval of hiring slowed the City of Oakland's in-house street repaving and repairs.	Agree with the finding	The City Administrator's Office is committed to working with the Human Resources Management Department and Oakland Department of Transportation to prioritize hiring critical positions, including Maintenance Workers and related classifications, which perform in-house street repaving and repairs. The City acknowledges staffing challenges affecting multiple municipal functions, including public works and transportation.
Finding 25-8: The City of Oakland's Local Business Enterprise and Small Local Business Enterprise programs	Partially agree with the finding	The City acknowledges its Local and Small Local Business Enterprise programs influence bid participation, however, these programs are legally

limit the competition for Oakland's Department of Transportation contracts for paving and street work, causing Oakland to not receive multiple bids, which could result in lower costs.		mandated equity tools designed to expand contracting opportunities for Oakland-based firms. The City continually reviews program design to balance inclusion and competition.
Finding 25-9: The City of Oakland's Department of Transportation lacks adequate control over change orders on paving and street projects, including failure to first identify approved funding.	Disagree with the finding	The City maintains and enforces detailed change order procedures that include multi-level fiscal and managerial review consistent with the City Charter and industry standards. All funding sources are confirmed prior to authorization.
Finding 25-10: The City of Oakland has not conducted any audits under Measure KK or Measure U, as required by the measures.	Disagree with the finding	The City's annual financial audits conducted by external auditors have included all Measure KK and Measure U funds as part of the City's Comprehensive Annual Financial Report. In addition, the City is initiating a stand-alone, measure-specific audit to enhance transparency.
Finding 25-11: The City of Oakland's I-Bond Oversight Committee has not met regularly since at least December 2022, as required.	Disagree with the finding	The Committee met on April 25, 2025. Neither the measure language nor implementing ordinance prescribes a fixed meeting frequency, but staff will continue to encourage regular convening.
Finding 25-12: The City of Oakland (Mayor) has failed to fill the current vacancies on the I-Bond Oversight Committee.	Partially disagree with the finding	Since taking office in May 2025, the Mayor has been working to fill all board and commission vacancies inherited from the previous administration, including the I-Bond Oversight Committee.

<p>Finding 25-13: The I-Bond Oversight Committee has not provided regular or annual reports on Measure KK to the Oakland City Council since September 2022, nor on Measure U since its approval in November 2022.</p>	<p>Agree with the finding</p>	<p>The Finance Department will coordinate with the departments that oversee the operations under the Bond, to ensure a report is produced and presented to the Committee as soon as practicable.</p>
<p>Finding 25-14: The website for the City of Oakland’s I-Bond Oversight Committee lacks complete information including most committee reports, and not all agendas, minutes, or recordings.</p>	<p>Agree with the finding</p>	<p>In addition to filling current vacancies, the Mayor and City Administration are reviewing the staffing for the I-Bond Oversight Committee to ensure it has adequate administrative support.</p>
<p>Finding 25-15: The City of Oakland’s I-Bond Oversight Committee failed to conduct a self-evaluation, as required by its bylaws.</p>	<p>Agree with the finding</p>	<p>City staff are developing a structured meeting calendar and reporting framework, including self-evaluations, to facilitate the Committee’s effective operation in compliance with its bylaws.</p>
<p>Finding 25-16: The City of Oakland has failed to ensure that the I-Bond Oversight Committee has been fulfilling its duties, including meeting regularly, reporting as needed, and conducting self-evaluations as required.</p>	<p>Agree with the finding</p>	<p>As noted above, City staff are developing a structured meeting calendar and reporting framework, including self-evaluations, to facilitate the Committee’s effective operation in compliance with its bylaws.</p>

TABLE 2: GRAND JURY RECOMMENATIONS

Grand Jury Recommendation	City's Response	Action Plan and Responsible Parties/Depts	Timeline/ Target Date
<p>Recommendation 25-1: The City of Oakland must make hiring of Department of Transportation positions a priority to ensure paving and pothole/street repairs continue, making certain that any departmental approval delays be addressed.</p>	<p>Implementation will occur subject to collective bargaining requirements, civil service rules, and available budget authority.</p>	<p>Oakland faces high priority vacancies across all departments, including the Department of Transportation. The City Administrator's Office works with relevant departments, including Human Resources, to prioritize Citywide hiring needs.</p>	
<p>Recommendation 25-2: The City of Oakland/Oakland Department of Transportation must complete implementation of the new change order control process from its change order manual.</p>	<p>Existing controls already meet applicable administrative and fiscal standards; therefore, additional implementation is not warranted at this time. The City will continue periodic review to ensure process effectiveness.</p>	<p>Existing change order procedures employ multiple levels of project controls and are similar for both OakDOT and OPW construction contracts.</p>	
<p>Recommendation 25-3: The City of Oakland/Oakland Department of Transportation must ensure that all change orders identify funding prior to approval for any street paving or other road repair project.</p>	<p>Existing controls already meet applicable administrative and fiscal standards; therefore, additional implementation is not warranted at this time. The City will continue periodic review to ensure process effectiveness.</p>	<p>Existing change order procedures employ multiple levels of project controls and are similar for both OakDOT and OPW construction contracts.</p>	
<p>Recommendation 25-4: The City of Oakland (Mayor) must promptly fill all vacancies on the I-Bond Oversight Committee.</p>	<p>Appointments are expected to be completed in accordance with standard commission</p>	<p>The Mayor's Office is working to fill all board and commission vacancies inherited from the previous administration,</p>	

	vetting and Council confirmation timelines.	including the I-Bond Oversight Committee.	
Recommendation 25-5: The City of Oakland must ensure that an audit of Measure KK's expenditures is immediately conducted and reported to the city council.	<p>The City will coordinate with its external auditor to ensure that dedicated Measure KK and Measure U audits are incorporated into the FY 2024-25 audit cycle in accordance with professional auditing standards.</p> <p>In addition, see the City Auditor's Response to the Grand Jury Report (<i>Attachment C</i>).</p>	<p>The expenditure of Measure U and KK have been audited as a component to the City's overall Financial Audit. However, the City has agreed to conduct a specific measure financial audit and has included funds for this purpose in the recently approved external audit contract. The financial audit will be conducted in conjunction with FY 2024-25 year-end closing.</p>	<p>Financial audits related to FY 2024-25 will likely be heard early in calendar year 2026.</p>
Recommendation 25-6: The City of Oakland must ensure that an external independent audit of Measure U's expenditures is immediately conducted.	<p>The City will coordinate with its external auditor to ensure that dedicated Measure KK and Measure U audits are incorporated into the FY 2024-25 audit cycle in accordance with professional auditing standards.</p>	<p>The expenditure of Measure U and KK have been audited as a component to the City's overall Financial Audit. However, the City has agreed to conduct a specific measure financial audit and has included funds for this purpose in the recently approved external audit contract. The financial audit will be conducted in conjunction with FY 2024-25 year-end closing.</p>	<p>Financial audits related to FY 2024-25 will likely be heard early in calendar year 2026.</p>
Recommendation 25-7: The City of Oakland must take a more proactive role in the status of the I-Bond	<p>City staff are developing a structured meeting calendar and reporting framework to</p>	<p>Staff are working on a plan to develop consistent meetings and work product for</p>	<p>Staff are planning to ask the Committee to convene in the</p>

Oversight Committee, ensuring they meet regularly and perform their oversight duties.	facilitate the Committee's effective operation in compliance with its bylaws.	consideration by the I-Bond Oversight Committee.	first quarter (Q1) of calendar year 2026.
Recommendation 25-8: The City of Oakland must ensure that the I-Bond Oversight Committee website is complete and transparent, and includes all committee reports, agendas, minutes, and recordings, as well as all Measure KK reports from Oakland's Finance Department.	Website updates will be completed consistent with the City's records retention and accessibility standards.	Staff are working to update the I-Bond Oversight Committee website.	Staff plan to complete such updates in advance of the Committee's Q1 calendar year 2026 meeting.

REPORT SECTION: "OAKLAND'S POOR STEWARDSHIP OF MEASURE Q JEOPARDIZES ITS EFFECTIVENESS"

TABLE 3: Grand Jury Findings

Grand Jury Finding	City's Response (Agree/Disagree)	Explanation (if applicable)
<p>Finding 25-17: The Oakland City Council added the "extreme fiscal necessity" clause to Measure Q without open discussion and public debate.</p>	<p>Disagree with the finding</p>	<p>Measure Q ballot measure was discussed by the City Council at open public meeting prior to placement on the ballot.</p>
<p>Finding 25-18: The Measure Q ballot language passed by voters in March 2020 did not define what constitutes an extreme fiscal necessity.</p>	<p>Agree with the finding</p>	
<p>Finding 25-19: The declaration of extreme fiscal necessity allowed the Oakland City Council to divert funds intended for additional park services</p>	<p>Agree with the finding</p>	<p>As approved by the voters, Measure Q provides that the City Council may suspend the maintenance of effort provisions within the measure by resolution in order to meet urgent and changing needs in the event of extreme fiscal necessity.</p> <p>The declaration of an event of extreme fiscal necessity is adopted by resolution at an open and noticed meeting of the City Council.</p> <p>The extreme fiscal necessity declaration specifically allows Oakland City Council to use funds intended for additional park services to instead fund existing park services.</p>
<p>Finding 25-20: In its last disclosure of the maintenance of effort calculations, the City of Oakland reported a</p>	<p>Agree with the finding</p>	

decrease in Measure Q funding for new park services from 45% to 32%.		
Finding 25-21: To date, community park stakeholders and Oakland city staff still do not agree on a definition of “extreme fiscal necessity.”	Agree with the finding	In July 2024, the Oakland City Council adopted Resolution No. 90327 CMS which, among other things, sought to clarify the definition of extreme fiscal necessity. The City has met and will continue to meet with stakeholders on this issue.
Finding 25-22: Measure Q requires biennial reports, and the Oakland City Auditor did not conduct the second biennial audit covering FY 2022-2023 and FY 2023-2024.	See the City Auditor’s Response to the Grand Jury Report (<i>Attachment C</i>)	
Finding 25-23: Measure Q was not included in the Oakland City Auditor’s FY 2024-2025 workplan.	See the City Auditor’s Response to the Grand Jury Report (<i>Attachment C</i>)	
Finding 25-24: As recommended and funded in Measure Q, no independent financial audit has been conducted.	Partially Disagree with the finding	Section 5.C of the Act states that “An independent audit <u>may</u> be performed annually...” (underlining added). Prior to FY 2025 the City elected not to conduct an independent audit of Measure Q as (1) the City Auditor’s mandated biennial audit was anticipated to provide more meaningful input for policymakers and (2) Measure Q expenditures are audited as part of the annual citywide audit. More recently the City agreed to conduct a financial audit of Measure Q and has included funds for this purpose in the recently approved external audit contract.
Finding 25-25: Oakland’s Parks and Recreation Advisory Commission complies with the reporting requirements in Ordinance No. 13622 (an	Agree with the finding	

<p>ordinance updating the duties of the commission).</p>		
<p>Finding 25-26: Oakland’s Commission on Homelessness has not met its oversight mandate of Measure Q including the preparation of annual reports as required by Ordinance No. 13584 (an ordinance updating the duties of the commission).</p>	<p>Agree with the finding</p>	<p>Measure Q provides: “The City Council shall assign to one or more existing Boards or Commissions, the responsibility for citizen oversight of the measure. The Board or Commission or Boards and Commissions shall review reports related to the expenditure of revenue collected by the City from the special tax imposed by this Ordinance and provide reports to the City Council <i>when requested,...</i>” [emphasis added]. The only mandatory annual report that applies to the Commission without a specific request is the requirement that the Commission publish an annual report regarding how and to what extent the City Council and Mayor have implemented the Chapter (Vacant Property Tax Chapter 4.56)</p>
<p>Finding 25-27: The City of Oakland has not prepared annual reports documenting revenues, expenditures and the status of projects funded by Measure Q as required by California Government Code 50075.3.</p>	<p>Agree with the finding</p>	<p>The City’s Quarterly Revenue and Expenditure reports and other financial documents include details on the status of revenues, expenditures and projects funded by Measure Q. In addition, the Finance Department will provide a standalone report regarding the expenditures from Measure Q and other local measures in order to communicate compliance with CA Government Code 50075.3. The first report will be published in February or March 2026.</p>

<p>Finding 25-28: It is difficult to observe Oakland’s Parks and Recreation Advisory Commission meetings recorded on Zoom due to poor broadcast capabilities. (The Commission on Homelessness meetings recorded on KTOP are broadcast with better video and audio than PRAC meetings.)</p>	<p>Partially agree with the finding</p>	<p>Parks and Recreation Advisory Commission (PRAC) meetings are held at the Lakeside Park Garden Center at 666 Bellevue Avenue in Oakland and may be attended by the public in-person or online via Zoom webinar. The recordings of each meeting, as well as meeting minutes, are subsequently uploaded to the PRAC’s website. Staff acknowledge that factors such as the meeting room’s acoustics and recording equipment used can impact the quality of the meeting recording’s sound and the City will explore options to address these factors and improve the quality of recordings.</p>
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TABLE 4: Grand Jury Recommendations

Grand Jury Recommendation	City’s Response	Action Plan and Responsible Parties/Depts	Timeline/ Target Date
<p>Recommendation 25-9: The Oakland City Council should hold public hearings prior to declaring an extreme fiscal necessity to allow transparency and public debate.</p>	<p>The recommendation will not be implemented.</p>	<p>When necessary, the declaration of extreme fiscal necessity is adopted by Council resolution at an open and noticed meeting of the City Council and, as such, is subject to public comment. Any future consideration of a declaration of extreme fiscal necessity will comply with the City’s existing noticing requirements under the Brown Act and the City’s Sunshine Ordinance. Public comment will be heard and received as legally required.</p>	<p>The next time where such declaration could be issued or renewed is in May or June of 2026.</p>
<p>Recommendation 25-10: The City of Oakland should develop maintenance of effort metrics and calculations that</p>	<p>The recommendation has been implemented.</p>	<p>The City will continue to report reconciliation against the maintenance of effort</p>	<p>The City includes reconciliation against the maintenance of effort</p>

<p>are published and available to the public for Measure Q and other applicable tax measures.</p>	<p>The City of Oakland publishes reconciliation against the maintenance of effort requirements for Local Measures including Measure Q in the Biennial Budget Books, most recently the Fiscal Year (FY) 2025-27 Budget Book. The maintenance of effort requirements for Measure Q stipulate that for as long as the parcel tax is in effect, the City must maintain service levels at the equivalent or greater than the service levels as to those provided in the FY 2019-21 Adopted Policy Budget for FY 2019-20. Per the Parks Measure Q language, "The City Council may temporarily suspend the provision of Section 4 by resolution to meet urgent and changing needs in the event of extreme fiscal necessity".</p>	<p>requirements for Measure Q and other Local Measures.</p>	<p>requirements for Local Measures in each Biennial Budget Book, which is published annually. The next reconciliation will be included in the FY 2025-26 Midcycle Budget.</p>
<p>Recommendation 25-11: The Oakland City Auditor's workplan for FY 2025-2026 must include the required second audit covering FY 2022-2023, FY 2023-2024, and FY 2024-2025.</p>	<p>See the City Auditor's Response to the Grand Jury Report (Attachment C)</p>		

<p>Recommendation 25-12: The Oakland City Auditor’s workplans beyond FY 2025-2026 must include biennial audits in workplans for the life of Measure Q until FY 2039-2040, as required by Measure Q.</p>	<p>See the City Auditor’s Response to the Grand Jury Report (Attachment C)</p>		
<p>Recommendation 25-13: The City of Oakland should conduct the recommended independent financial audit of Measure Q within the next six months, with funding allowed by the measure.</p>	<p>The recommendation has not yet been implemented.</p>	<p>The City has agreed to conduct a financial audit of Measure Q and has included funds for this purpose in the recently approved external audit contract (Resolution No. 90700 CMS).</p> <p>The financial audit will be conducted in conjunction with FY 2024-25 year-end closing.</p>	<p>Financial audits related to FY 2024-25 will likely be heard early in calendar year 2026.</p>
<p>Recommendation 25-14: To comply with state requirements for special parcel tax measures and to provide transparency to voters, the Oakland City Council must ensure that annual reports documenting revenues, expenditures, and the status of projects are completed in a timely manner.</p>	<p>The recommendation will be implemented.</p>	<p>The Finance Department will provide a standalone report regarding the expenditures from Measure Q and other local measures in order to communicate compliance with CA Government Code 50075.3.</p>	<p>The first report will be published in February or March 2026.</p>
<p>Recommendation 25-15: The Oakland City Council must ensure that the Commission on Homelessness complies with its</p>	<p>The recommendation will be implemented.</p>	<p>The Ordinance provides, “Additionally, the Commission shall be requested to publish reports regarding the following:… information, if available,</p>	

<p>Measure Q oversight responsibilities as required by city ordinances.</p>		<p>concerning the impacts of programs funded by the Vacant Property Tax (2018 Measure W) and 2020 Measure Q homelessness funds subject to Commission oversight on the occurrence of homelessness and illegal dumping in the City.”</p> <p>The Commission has formed an ad hoc committee for the purpose of preparing its mandatory annual report and is coordinating with City staff to schedule the report to a future meeting.</p>	
<p>Recommendation 25-16: In addition to Zoom, Oakland’s Parks and Recreation Advisory Commission meetings should be conducted at city hall, and broadcast and recorded on KTOP.</p>	<p>The recommendation will not be implemented.</p>	<p>Oakland Municipal Code 2.20.160B requires certain boards, commissions, and other local bodies to make visual and audio recordings of every open meeting, while others are required to audio tape each open meeting and <i>may</i> make a visual recording. The enabling legislation which established the PRAC does not require its meetings to be broadcast live on KTOP. Currently, there are over 30 active boards and commissions in the City and due to limited staffing and scheduling constraints, KTOP does not have the capacity to broadcast all</p>	

		<p>board and commission meetings and therefore must prioritize those with legislative requirements. Members of the public may continue to attend meetings in person at the Lakeside Park Garden Center at 666 Bellevue Avenue in Oakland in addition to online via Zoom webinar. The recordings of each meeting, as well as meeting minutes, are uploaded to the PRAC's website after each meeting.</p>	
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REPORT SECTION: “ADDING INSULT TO INJURY: OAKLAND ISSUES PARKING TICKETS TO STOLEN VEHICLES”

TABLE 5: Grand Jury Findings

Grand Jury Finding	City’s Response (Agree/Disagree)	Explanation (if applicable)
Finding 25-29: City of Oakland parking control technicians have the technology on their existing handheld devices that enables them to search some vehicle databases.	Agree with the finding	
Finding 25-30: The City of Oakland will save staff time and taxpayer dollars by avoiding issuing and ultimately dismissing tickets on illegally parked stolen vehicles.	Partially agrees with the finding	As noted in response to Finding 25-32 below, almost all citations issued by OakDOT are to vehicles that are not stolen. According to staff’s assessment, the cost to procure and implement a new system as well as execute a memorandum of understanding with the California Department of Justice as required by law, outweigh the benefits of pursuing a solution to an issue that occurs in less than 1% of cases.
Finding 25-31: When a ticket is issued to a parked stolen vehicle, victims of crime suffer additional hardship by needing to take affirmative steps to dismiss a parking ticket.	Agree with the finding	The City will review its citation appeals/dismissal process to identify and implement changes which help to simplify the process and make it as accessible as possible.
Finding 25-32: DMV provides information on stolen vehicles to OakDOT and any OakDOT staff can be trained to access	Partially disagree with the finding	99.8% of the time, OakDOT is issuing citations to vehicles that are not stolen. This is already taking place and is one of the reasons why there are so few citations issued to stolen vehicles. It is

this information without involving OPD or DOJ.		impractical for OakDOT Parking technicians to crosscheck every single license plate with the DMV database before issuing a citation.
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TABLE 6: Grand Jury Recommendations

Grand Jury Recommendation	City's Response	Action Plan and Responsible Parties/Depts	Timeline/ Target Date
<p>Recommendation 25-17: The City of Oakland must implement technology to avoid issuing parking tickets to vehicles that have been reported as stolen to law enforcement.</p>	<p>The recommendation will not be implemented.</p>	<p>Although OakDOT is procuring a next generation citation management system, its implementation alone does not give the City access to stolen vehicle data. A special arrangement between OakDOT, OPD and the California Dept. of Justice (CA DOJ) would be required (subject to City Council approval) to grant OakDOT staff access to CA DOJ stolen vehicle data. Currently, this is only being done by the Los Angeles Department of Transportation and San Francisco Metropolitan Transportation Commission; no other agency in California sources DOJ data to personnel outside of law enforcement agencies. As noted above, the cost and level of effort required to pursue a formal memorandum of understanding (MOU) with CA DOJ exceed the benefits of pursuing a solution to address an issue that occurs in less than 1% of</p>	<p>The new citation management system contract is expected to be implemented in the first quarter (Q1) of 2026. Currently there is no timeline/target date for establishing an OPD/CA DOJ/OakDOT MOU.</p>

		<p>cases. According to staff's assessment, executing an MOU would ultimately cost the City hundreds of thousands in hours of staff and attorney time required to meet and negotiate terms with CA DOJ, prepare all required documentation (subject to City Attorney review), and bring the proposed MOU to the Oakland City Council for approval. Should the City Council decide to exercise its authority to direct staff to renegotiate or amend certain aspects of the MOU, this would further extend the timeline and costs associated with this process. Inter-agency agreements typically take about six months, at minimum, to negotiate and execute.</p>	
<p>Recommendation 25-18: The City of Oakland must ensure that any new technology implemented to identify stolen vehicles is updated at least daily.</p>	<p>The recommendation will not be implemented.</p>	<p>The next generation citation management OakDOT is currently procuring is capable of sharing daily updated data, however for the reasons detailed above, the City does not plan to pursue a memorandum of understanding with CA DOJ.</p>	
<p>Recommendation 25-19: All City of Oakland Department of Transportation parking enforcement staff should be trained on the use of stolen vehicle databases available from the CA Department of Motor Vehicles.</p>	<p>The recommendation has been partially implemented.</p>	<p>Parking Enforcement Technicians are trained to assess illegally parked vehicles and report egregious violations which may include evidence such as a jacked-out ignition, open door and/or running but unoccupied vehicle which indicate that the vehicle may be stolen. Parking Enforcement Technicians are expected to contact the Parking</p>	

		Enforcement (PE) Dispatcher to verify whether or not the vehicle is stolen. It is the PE Dispatcher who should be trained on the DMV database, not all PE technicians. The PE Dispatch function was suspended in January; efforts are underway to restore that function, but no specific timeframe is currently available.	
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REPORT SECTION: “OAKLAND’S WILDFIRE PREPAREDNESS: GOOD VEGETATION MANAGEMENT, BUT EMERGENCY ACCESS NEEDS IMPROVEMENT”

TABLE 7: Grand Jury Findings

Grand Jury Finding	City’s Response (Agree/Disagree)	Explanation (if applicable)
Finding 25-33: The Oakland Fire Department has met its goal of conducting annual wildfire inspections of virtually all private properties in the Oakland Hills area designated as the Very High Fire Hazard Severity Zone.	Agree with the finding	In the Very High Fire Hazard Severity zone of the Oakland Hills, Fire Prevention Bureau (FPB) Fire Code Inspectors carry out Vegetation Management inspections, while engine company personnel inspect residential lots. Annually, staff conduct approx. 25,000 inspections. The City’s recent adoption of the Vegetation Management Plan will assist in inspections and management of public property as well, while also making the City eligible for additional funding for these services through both Measure MM and outside grants, which will contribute to vegetation management on and near private properties as well.
Finding 25-34: The Oakland Fire Department’s annual wildfire prevention inspections of private properties in the Oakland Hills finds a high level of compliance on the part of property owners.	Agree with the finding	The robust inspection program coupled with effective community outreach efforts results in compliance rates that exceed 90%. Currently (2025), FPB's compliance rate is 93%.
Finding 25-35: For city-owned properties, the Oakland City Council does not presently allocate sufficient resources for	Agree with the finding	In May 2024, the Oakland City Council formally adopted a 10-year Vegetation Management Plan (VMP). In November 2024, residents in the Oakland Hills voted overwhelmingly in favor of passing a special wildfire prevention tax

<p>vegetation management to remove or mitigate fire risks.</p>		<p>(Measure MM) to generate nearly \$3 million annually to fund critical annual work included in the VMP for the next 20 years. This work includes managing fuel loads and vegetation on City-owned properties and along roadways and medians. As such, the City has recently added these successful efforts to access funding that will significantly increase City resources to address additional vegetation management and mitigate fire risks.</p>
<p>Finding 25-36: At the time of this report, the Oakland City Council has not yet developed an implementation plan for Measure MM, although the measure becomes effective on July 1, 2025.</p>	<p>Disagree with the finding</p>	<p>Measure MM provides that the Ordinance shall go into effect ten (10) days after the vote is declared by the City Council. The City Council adopted the resolution declaring the results of the November 4, 2024 election, including the vote on Measure MM, on December 17, 2024 and Measure MM became effective ten (10) days thereafter.</p> <p>The Wildfire Prevention Commission was established by the Oakland City Council on June 3rd, 2025, to provide for the required public oversight and meet the statutory requirements of Measure MM.</p> <p>Measure MM provides that the special tax will be levied beginning in fiscal year (FY) 2025-2026, which commenced on July 1, 2025. Implementation funding for expected revenues from Measure MM are included in the Oakland FY 2025-2027 Budget, adopted by Council on June 11, 2025, and which is now currently in effect.</p>

		Commission members for the Wildfire Prevention Commission were appointed by Mayor Barbara Lee and confirmed by the City Council on July 15, 2025.
Finding 25-37: Oakland's Department of Transportation lacks adequate enforcement of parking restrictions in the Oakland Hills which hinders the ability of emergency services to navigate narrow streets to ensure a timely response to emergencies.	Disagree with the finding	The Oakland Department of Transportation (OakDOT) Parking Enforcement (PE) unit has the resources to patrol beats throughout the city, including in the Oakland Hills neighborhoods. Parking Control Technicians (PCT) conduct spot checks and respond to requests for enforcement from the community. On red flag days, special patrols are sent to enforce any violations found on the network of narrow streets in the hills that have been improved with "no parking anytime" regulations. As part of the City's FY 2025-2027 Budget, additional PE staff will be added to the swing and graveyard shifts in the first quarter (Q1) of calendar year 2026, giving OakDOT the capacity to patrol the Oakland Hills regularly night and day as needed to promote compliance.
Finding 25-38: The Oakland City Council has not done an adequate job of educating Oakland Hills residents about emergency evacuation routes.	Partially disagree with the finding, given the City Council and City staff consistently educate the public on this topic, although there is always opportunities to enhance this education. The City (i.e. the City Administrator and/or any City Department or subdivision under their purview) may coordinate with the Council Offices to share educational resources and training	The City disagrees that the Oakland City Council has not done an adequate job of educating the Oakland Hills residents about emergency evacuation routes. The City Council and staff have thoroughly discussed the topic of evacuation routes at several hearings involving the Oakland Hills and approval of the following City legislation, including the adoption of: (1) the Vegetation Management Plan, (2) the City's S-9 Combining Zone (an area where access is restricted by narrow roadways and lack of multiple ingress and egress points), and (3) the

	<p>opportunities with residents, but educating Oakland Hills residents about emergency evacuation routes is primarily the responsibility of the City and Oakland Fire Department. That stated, the City Council still routinely discusses the issue when the Oakland Hills area is discussed at Council meetings.</p>	<p>Accessory Dwelling Unit (ADU) legislation, which restricts certain ADUs on properties within the City's S-9 Combining Zone. While more work is needed to consistently and effectively educate residents in the Very High Fire Hazard Severity Zone (VHFHSZ) about emergency evacuation routes, the topic of evacuation routes in the Oakland Hills is routinely a consideration when the City Council considers the approval of legislation impacting the Oakland Hills. In addition, the Oakland Fire Department (OFD) and Emergency Management Services Division (EMSD) have initiated outreach efforts in FYs 2024 and 2025 to date including: community meetings, 21 Personal Emergency Preparedness (PEP) Trainings, and 10 outreach events. Finally, the City has developed a public-facing webpage on evacuation routes and preparedness, entitled "Evacuations and Knowing Where to Go," which informs the public of the most feasible evacuation routes through "Know Your Zone" (a mapping software) and other publicly available information. Please refer to the following link: https://www.oaklandca.gov/Public-Safety-Streets/Ready-Oakland/Stay-Informed/Evacuations-and-Knowing-Where-to-Go.</p> <p>While the City Council and City staff are always looking for new ways to educate the public and develop creative ways to address fire danger and education of evacuation routes, both the</p>
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		Council and staff ensure that it remains a consistent topic of discussion when engaging the public on issues impacting the Oakland Hills area.
Finding 25-39: Public education about evacuation routes, and availability of emergency warning systems (such as AC Alert), are critical to improving public safety in Oakland, especially in areas with high wildfire risk.	Agree with the finding	The City agrees that public education paired with strong, layered notifications such as AC Alert, Wireless Emergency Alerts (WEA), and other systems is critical to public safety. Since 2020, EMSD has conducted an aggressive public education campaign for AC Alert and other notification systems. To date, Opt-In sign-ups have increased by 45%. In addition, as mentioned, the City maintains a webpage that educates the public as to the zone where their residence or place of business is located, along with the most appropriate evacuation route. Please refer to the following link: https://www.oaklandca.gov/Public-Safety-Streets/Ready-Oakland/Stay-Informed/Evacuations-and-Knowing-Where-to-Go .

TABLE 8: GRAND JURY RECOMMENDATIONS

Grand Jury Recommendation	City's Response	Action Plan and Responsible Parties/Depts	Timeline/ Target Date
Recommendation 25-20: The Oakland Fire Department must monitor the vegetation management inspection process to ensure that all private and public areas remain in full	The recommendation has been implemented	A QA/QC process has been implemented that includes core sampling of field inspections for review by Fire Prevention Bureau (FPB) staff and Battalion Chiefs. Work is currently underway to utilize Accela (the City's enterprise	

<p>compliance with applicable fire safety regulations.</p>		<p>software used to manage permitting, licensing, and inspections) to automate the assignment process and thus prevent gaps and oversights that can occur with a manual process.</p>	
<p>Recommendation 25-21: Within six months, the Oakland City Council must review the progress of the new Measure MM oversight commission in order to ensure that it is in compliance with the requirements of Measure MM, operating with full transparency, and fulfilling its purpose under Measure MM as intended.</p>	<p>The recommendation has been implemented</p>	<p>The oversight body, the Wildfire Prevention Commission, held its initial meeting on August 27th, 2025, and has established a monthly meeting schedule to perform its role.</p>	
<p>Recommendation 25-22: Within six months, the Oakland City Council should make public its plans for the use of additional Measure MM funding to inspect and prioritize vegetation management.</p>	<p>The recommendation will be implemented, but not within six months.</p>	<p>As part of the next budget development process for the FY 2025-2026 Midcycle Budget, the City will include recommendations to the City Council for the proposed use of additional Measure MM funding.</p>	<p>June 2026</p>
<p>Recommendation 25-23: Oakland's Department of Transportation must enforce parking restrictions in the areas covered by Measure MM at all times to ensure emergency vehicles have full access to all roads.</p>	<p>The recommendation has been partially implemented and will be fully implemented by Spring 2026.</p>	<p>OakDOT's PE unit is currently resourced to provide enforcement services throughout the city during most hours of the day with daytime, evening and graveyard shifts. This capacity is limited evenings and overnight. However, City Council approved additional staffing resources that will come online in spring 2026 that will give PE the ability to enforce parking regulations during all shifts, including a supervisor resource</p>	<p>Spring 2026</p>

		dedicated to the evening shift and rover technicians on the graveyard shift.	
<p>Recommendation 25-24: The Oakland City Council should evaluate limiting parking to one side of the street in the Oakland Hills areas with a high fire risk where narrow roadways impede emergency vehicle ingress or resident egress, taking into consideration risk assessment and community consultation.</p>	<p>To clarify, the Oakland Municipal Code (OMC) includes provisions which authorize the City Council, or City staff, to establish “no parking” zones. The City Council can adopt resolutions to designate “no parking” (OMC 10.28.250), or, for narrow streets the City Traffic Engineer can designate these streets as “no parking” (10.28.080).</p> <p>The recommendation has not yet been implemented, but will be implemented in the future.</p> <p>The City recognizes the importance of maintaining emergency access in narrow, high-risk fire zones, such as in the S-9 Combining Zone, and supports evaluating parking restrictions where roadway width and topography create access constraints.</p>	<p>Since 2015, OakDOT and OFD have collaborated to establish a protocol for fire engine companies and community members to work directly with City planners to address ingress and egress issues that impede emergency response and access. OFD will continue to work with OakDOT, the Planning and Building Department, the community, and elected officials to understand existing parking conditions and development constraints on proposed evacuation routes and identify opportunities to prioritize parking restrictions and restrict development where appropriate. Community engagement for this work is resource-intensive as there can be strong resistance from some residents to parking restrictions.</p>	<p>This work is always underway and ongoing as part of OFD's, OakDOT's, and the Oakland Planning and Building Department's evacuation planning efforts. The City's Wildfire Prevention Working Group routinely meets to develop additional policies to address fire risk and evacuation route education.</p>

<p>Recommendation 25-25: The Oakland City Council must implement or expand public education programs to inform residents about emergency evacuation routes, fire safety procedures, and communication tools, such as AC Alert.</p>	<p>The City of Oakland recognizes the importance of robust public education to ensure community readiness in wildfire-prone areas. In June 2021, the City of Oakland in coordination with Alameda County, implemented Genasys Protect along with a public education campaign to educate residents on emergency evacuations and the importance of knowing your evacuation zone. OFD EMSD has been working on updating evacuation routes in High and Very High Fire Hazard Severity Zones.</p>	<p>The OFD Emergency Management Services Division (EMSD) has been working with the community and stakeholders to update the evacuation routes through a rigorous community engagement process. The updated routes will be posted on the City website at the following link: https://www.oaklandca.gov/Public-Safety-Streets/Ready-Oakland/Stay-Informed/Evacuations-and-Knowing-Where-to-Go</p> <p>EMSD will also lead efforts to expand public education programs, focusing on residents in the Very High Fire Hazard Severity Zone (VHFHSZ). Additionally, EMSD will continue to educate Oakland residents through Personal Emergency Preparedness training, with a plan to increase offerings in 2026.</p>	<p>Finalize evacuation routes: calendar year (CY) 2026</p> <p>Increase outreach: CY 2026 and ongoing, since the education efforts never cease.</p>
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