

**CITY OF OAKLAND
COUNCIL AGENDA REPORT**

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: February 24, 2005

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RE: **INFORMATIONAL REPORT ON WASHINGTON D.C. VISIT FEBRUARY 2, 2005 TO
LOBBY FOR FEDERAL FUNDING FOR TRANSPORTATION PROJECTS IN OAKLAND**

SUMMARY


On February 2, 2005 Councilmember Larry Reid -- who chairs the Alameda County Congestion Management Agency (CMA) -- and Public Works Agency staff Shanna O'Hare joined the CMA Vice Chair and Executive Director on a one-day lobbying trip to Washington D.C. The purpose of this visit was to meet with Alameda County's congressional delegation to lobby on behalf of transportation earmark requests. Congress recently signaled its intent to reauthorize the 6-year federal surface transportation program -- known as "TEA 21" which expired October 1, 2003. Although the process to reauthorize TEA 21 began last year, it was tabled due to the presidential election and Iraq War. The CMA and Oakland are both looking for federal transportation earmarks to be included in the legislation reauthorizing TEA 21.

Attached are summary sheets of three earmark requests submitted by Oakland in early 2004 when Congress initiated discussions on reauthorizing TEA 21. Congresswoman Lee recently asked that we update the earmarks authorized by Council on January 25, 2004 and resubmit these requests. They include:

- \$10 million for Transit Village Access at four BART stations;
- \$5 million for I-880 Operational Improvements @ 29th Avenue
- \$1.8 million for Oakland's Integrated Transportation Management Center (TMC) and Emergency Operations Center (EOC).

Staff will present a recap of the February 2 visit at the February 24 Rules Committee meeting and provide an update on the status of our three earmarks.

Respectfully submitted,

for 
RAUL GODINEZ II, P.E.
Director, Public Works Agency

Reviewed by:
Michael Neary
Assistant Director, Design & Construction Dept

Prepared by:
Shanna O'Hare
Senior Transportation Planner

APPROVED AND FORWARDED TO THE
RULES & LEGISLATION COMMITTEE


OFFICE OF THE CITY ADMINISTRATOR

Item: _____
Rules & Legislation Committee
2/24/05

\$10 M Earmark Funding Request

Transit Village Intermodal Access (Oakland, California)

This project consists of three main elements to improve Transit Village access at four Bay Area Rapid Transit (BART) Stations:

- 1) Pedestrian and bicycle oriented streetscape improvements;
- 2) BART entrance plaza enhancements; and
- 3) Intermodal bus and shuttle facilities

The Problem

Lack of safe and convenient access for pedestrians, bicyclists, and buses to Oakland's Bay Area Rapid Transit (BART) TOD projects, impedes the development of Transit Villages at BART stations. It also reduces the potential to shift people from cars to alternative modes of transportation. Barriers, such as dark tunnels under freeways or railroad tracks, serve as a disincentive for all but autos. Similarly lack of adequate sidewalks, street crossings, and poor lighting, make access for pedestrians and bicyclists uninviting.

The Solution

This project will provide pedestrian and bicycle oriented streetscape improvements, as well as intermodal bus and shuttle facilities at four Transit Village developments in Oakland – at the Coliseum, MacArthur, West Oakland, and Fruitvale BART stations.

Total Project Cost: \$20.3M. The \$10M federal earmark will be matched with \$10.3M of previously committed funds for these Transit Village access projects.

\$5M Earmark Funding Request

I-880 FREEWAY SAFETY IMPROVEMENTS (High St to I-980, City of Oakland, CA)

This project consists of three main elements:

- 1) Reconfiguration of the I-880 29th Avenue On and Off Ramps;
- 2) Modification of ramp access streets, including landscape enhancements; and
- 3) Noise mitigation for residences adjacent to the freeway.

The Problem

The northbound I-880 off-ramp at 29h Avenue is very short and does not meet current design standards. This results in a queue spillback that causes sudden speed changes on the mainline freeway, creating slowdowns and congestion. *It also contributes to an **accident rate that is twice the state average.***

The Solution

This project will provide additional storage and deceleration distances to the freeway off-ramp. Thus, it will eliminate or minimize queue spillback and resultant speed changes to the mainline freeway, thereby improving operations and safety. Modifications to access streets will improve traffic circulation for freeway access and egress. Finally, the mitigating soundwalls will reduce noise impacts to residences and an elementary school in the Jingletown neighborhood.

Total Project Cost: \$15M. The \$5M federal earmark will be matched with \$10M of voter-approved Regional Measure 2 bridge toll funds.

\$1.8M Earmark Funding Request

Integrated Transportation Management Center (TMC) and Emergency Operating Center (EOC) (City of Oakland, CA)

This project consists of three main elements:

- 1) Closed Circuit Television (CCTV) to monitor traffic;
- 2) A communications link between Oakland's TMC and EOC; and
- 3) Bus Transit priority at intersections.

The Problem

Various incidents on major city streets often cause significant traffic back-ups. Similarly, planned events at the Oakland Coliseum and peak travel periods result in major congestion for travelers bound for the Oakland International Airport. This congestion negatively impacts the ability of police and fire to respond to emergencies. It also delays AC Transit buses throughout the city.

The Solution

This project will provide traffic monitoring capabilities via CCTV and will integrate Oakland's TMC with the Police and Fire Department's EOC. Staff will monitor city streets and key security locations, such as the Oakland International Airport, Oakland Coliseum Complex, Port of Oakland, and downtown Oakland – home to numerous federal, state, regional and local government buildings. A communications link between the TMC and EOC will allow coordinated traffic management and emergency response functions. The transit priority future will reduce intersection delays for AC Transit buses.

Total Project Cost: \$5M. The \$1.8M federal earmark will be matched with \$4.2M of funding previously committed to this project.