

AGENDA REPORT

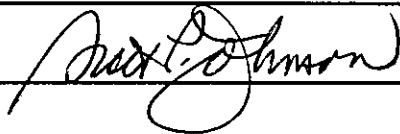
TO: DEANNA J. SANTANA
CITY ADMINISTRATOR

FROM: Brooke A. Levin
Interim Director, PWA

SUBJECT: AC Transit MOU and Cooperative
Agreement

DATE: July 31, 2013

Administrator
Approval



Date

9/11/13

COUNCIL DISTRICT: 1, 2, 3

RECOMMENDATION

Staff recommends that the City Council approve a resolution authorizing the City Administrator, or her designee, to execute a Memorandum of Understanding (MOU) and a Cooperative Agreement with the Alameda-Contra Costa Transit District (AC Transit) for the Line 51 Transit Performance Initiative Project (TPI).

OUTCOME

The estimated amount for the Cooperative Agreement is \$500,000.00, which includes City staff and other costs, including permits and miscellaneous expenses during the planning, design and construction phases of the project. There is no net cost associated with the MOU.

Approval of the resolution will allow the City Administrator or her designee, to finalize negotiations and execute a MOU and Cooperative Agreement with AC Transit for the Line 51 TPI project. The Cooperative Agreement will allow the City to recover staff costs incurred during the planning, design and construction phases. The estimated amount for the Cooperative Agreement is \$500,000.00, which includes City staff and other costs, including permits during the planning, design and construction phases of the project.

The MOU will spell out roles and responsibilities for AC Transit and the City, and outline the City's responsibility to operate and maintain the new traffic signal equipment and other improvements that will be built by the project.

BACKGROUND/LEGISLATIVE HISTORY

As part of the OneBayArea grant program, Metropolitan Transportation Commission (MTC) set aside \$30 million regionwide to fund service improvements on major transit corridors. In January 2012, MTC released a call for projects, focusing on four major urban transit operators:

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AC Transit, San Francisco Municipal Transportation Agency (SFMTA), SamTrans and Valley Transportation Authority (VTA). AC Transit submitted a request for grant funding for their Line 51, which runs from the City of Alameda, through the Posey Tube to Oakland Chinatown and then up Broadway and College Avenue in Oakland before continuing into Berkeley. The proposal, crafted jointly with the City of Oakland Transportation Services staff, included various features that would increase overall travel speed and improve the reliability of service. These included interconnection of traffic signals with fiber optic cable, new signal controllers, transit priority equipment and bus stop improvements and relocations.

The amount of the grant is \$10.5 million, with local match being provided by the City of Oakland through its recent installation of signal interconnect and fiber optic cable on Broadway between 5th and 27th Streets as part of the Intelligent Transportation Systems (ITS) strategic plan. This Broadway ITS project is separately a part of the City's Capital Improvement Program (CIP), which the City Council has funded in past City biennial budgets, since 2005.

ANALYSIS

AC Transit and Public Works, Transportation Services Division collaborated on the proposal to MTC for capital improvements that will improve service efficiency and reliability for the Line 51, AC Transit's highest ridership line. In Oakland, these improvements consist largely of traffic signal interconnect, using a state of the art fiber optic communication system to communicate between signals and to the newly constructed Traffic Management Center (TMC) in the City's Public Works office located in downtown Oakland. Other improvements include sidewalk widening at key high-pedestrian stop locations ("bus bulbs"), queue jump lanes, and bus stop relocations, all designed to improve transit service.

Since AC Transit is the recipient of the grant and the improvements will be owned, operated and maintained by the City, both a Cooperative Agreement and an MOU need to be negotiated and executed between the two agencies. City transportation staff is participating in the planning and design phases of the project, and will oversee the construction of the improvements, which is scheduled to take place in Summer 2014. The estimated amount for the Cooperative Agreement is \$500,000.00, which will offset staff and other miscellaneous costs for participating in the project implementation.

The MOU is the overarching document that will memorialize each agency's roles and responsibilities from planning and design, through construction, and then into operations and maintenance of the improvements once completed.

PUBLIC OUTREACH/INTEREST

To date, AC Transit has worked with MTC and the AC Transit board in disseminating information about the project to the public. Now that the project design stage is underway, AC

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Transit has begun a series of public outreach meetings in Berkeley and Alameda. In Oakland, AC Transit will host two community outreach meetings: one primarily focusing on Chinatown and lower Broadway, and the second focusing on upper Broadway and College Avenue/Rockridge. Meetings are not yet scheduled, but are anticipated to take place the Fall of 2013.

AC Transit staff and consultants will be present at the September 24, 2013 Public Works Committee meeting to further present the public outreach process, as well as to answer questions about the project.

COORDINATION

Public Works, Transportation Services Division consulted and coordinated with the City Attorney's office and Budget Office in the writing of this report and the content.

COST SUMMARY/IMPLICATIONS

1. COST OF PROJECT: \$17.6 million
Project Delivery \$2.3 million
Construction \$15.4 million
Grant Amount (from MTC): \$10.5 million
Local Match (Cities of Oakland & Alameda, match-in-kind ¹): \$2.8 million
Shortfall/Future Funding Needs: \$4.3 million (future TPI funding cycles)

The estimated amount for the Cooperative Agreement is \$500,000.00, which will cover City staff and other costs, including permits during the planning, design and construction phases of the project.

2. SOURCE OF FUNDING: Funds are provided by a regional MTC grant, through the Congestion Management and Air Quality (CMAQ) program.
3. FISCAL IMPACT: Neutral. City staff expenditures on the Line 51 TPI project will be offset by reimbursement from AC Transit.

FISCAL/POLICY ALIGNMENT

The agreement is aligned with the City's "Transit First" policy, supporting an effective and efficient transit system for Oakland, while at the same time leveraging outside resources, in this an MTC grant, to offset City transportation staff costs to support the Line 51 TPI project.

¹ provided through independent construction of traffic signal interconnect, Broadway, 5th to 27th Streets in Oakland and Webster Street in Alameda. The Broadway ITS project was funded in the 2007-09 and 2009-11 CIP budgets.

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new, interconnected equipment, thereby extending their useful life and reducing maintenance and operational costs.

SUSTAINABLE OPPORTUNITIES

Economic: Execution of a cooperative agreement and MOU supports the development of an efficient transit system, which is an essential part of the City's transportation infrastructure, especially for the downtown/Chinatown/Uptown/Rockridge commercial districts served by Line 51.

Environmental: The goals of the Line 51 TPI project are to improve transit reliability and efficiency, using tools such as traffic signal coordination interconnect, and transit priority equipment. These tools will allow for reduction of vehicular emissions for all motorized vehicles, and make transit a more attractive transportation option.

Social Equity: The City of Oakland has a Transit First policy that supports and encourages the use of transit, which is a socially equitable and sustainable mode of transportation.

CEQA/NEPA

AC Transit is the responsible agency for environmental clearance of this project. Preliminary determinations indicate that the project will qualify for exclusions or exemptions from both the California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) requirements.

For questions regarding this report, please contact Wladimir Wlassowsky, Transportation Service Division Manager, at 510-238-6383.

Respectfully submitted,



BROOKE A. LEVIN
Interim Director, Public Works Agency

Reviewed by:
Michael Neary, P.E., Assistant Director
Department of Engineering and Construction

Prepared by:
Wladimir Wlassowsky, P.E.
Transportation Services Division Manager

Attachment A – MTC Memorandum on the Transit Performance Initiative Program
AC Transit Staff Report on the Line 51A/B Project

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METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Select Committee on Transit Sustainability

DATE: April 11, 2012

FR: Deputy Executive Director, Policy

W.I. 1517

RE: Transit Performance Initiative (TPI) Program – Major Bus and Light Rail Corridors

The region's urban trunk network of major transit lines carries over half of the total ridership in the region and the network corresponds with areas where the region is forecasting significant growth. This network includes both bus and light rail operations on heavily traveled, congested urban corridors. Despite relatively slow operating speeds these routes nonetheless generate significant ridership. The TPI program is a pilot program to fund low-cost capital improvements that improve operations and customer experience in this network. The improvements being sought are those that can be implemented quickly, as they build on existing transit agency efforts to identify ways to improve service productivity.

As part of the OneBayArea Grant program, staff has proposed an initial commitment of \$30 million to fund service improvements on major bus and light rail corridors. On January 25, this committee authorized the release of a call for projects focusing the initial \$30 million on the largest bus and light rail systems with high ridership urban trunk routes: AC Transit, SFMTA, SamTrans, and VTA. Staff recommends funding five projects submitted in this initial round. If successful in demonstrating achievement of operational and ridership goals, similar investments would be recommended in the future.

Project Selection Process

MTC issued a call for projects in February and received five applications from three agencies with a total request of approximately \$34 million (summarized below). SamTrans is currently completing a Comprehensive Operational Analysis and indicated that they intend to submit projects for consideration in a future funding round.

MTC staff convened an evaluation team consisting of staff from MTC, the Livermore Amador Valley Transit Authority, and Transportation Management and Design, Inc. Submissions were evaluated based on project readiness and project management capacity with priority given to projects that could be implemented within 12-24 months of grant award and that had evidence of engineering and operational support from local jurisdictions. Additionally, cost-effectiveness and performance indicators like travel time savings and operating cost savings were considered with priority given to corridors with more frequent service.

Staff recommends funding elements of all five corridor projects for a total of \$27.7 million as shown in Table I. A local funding match of 11.5% is required. The recommended grant awards fund project elements that improve speed, reduce travel times, enhance customer experience, and

can be implemented quickly consistent with the program objectives. Together, these projects are estimated to save over \$4 million in annual operating costs and reduce travel time by 5-25% for the approximately 200,000 daily riders on these routes. Fact sheets for the recommended corridors are attached.

Table 1

Agency	Project	Total Cost	TPI request	Staff Recommendation
AC Transit	Line 51 Corridor Speed Protection and Restoration Project	\$13,315,624	\$10,515,624	\$10,515,624
SFMTA	Mission Mobility Maximization Project	\$13,210,000	\$11,694,813	\$7,016,395
	N-Judah Mobility Maximization Project	\$10,360,000	\$9,171,708	\$3,750,574
	Bus Stop Consolidation and Roadway Modifications (subject to environmental)			\$4,133,031
VTA	Light Rail Transit Signal Priority Improvements	\$1,792,813	\$1,587,177	\$1,587,176
	Stevens Creek – Limited 323 Transit Signal Priority Project	\$805,250	\$712,888	\$712,888
Total		\$39,483,687	\$33,682,210	\$27,715,688
Reserve for future TPI Round				\$2,284,312

For the AC Transit project and two VTA projects, staff recommends funding the entire TPI request. For the two SFMTA projects, staff recommends funding ready-to-go project elements that produce travel time savings including transit signal priority and dedicated lane treatments. Staff recognizes that both the Mission and N-Judah corridors are two of the highest ridership corridors in the region and both have potential for significant travel time improvements. However, project elements such as bus stop consolidation and roadway modifications that would produce significant travel time savings are not proposed within the timeframe of this funding round due to the environmental review schedule. Staff recommends programming \$4.1 million for additional Transit Effectiveness Project (TEP) improvements, currently under environmental review, and conditioning the release of these funds on companion bus and/or light rail stop consolidation implementation, consistent with the TEP. The immediate TPI grant, when combined with the TEP stop consolidation and engineering changes are estimated to result in travel time savings of approximately 20% in both corridors.

We recommend reserving roughly \$2.3 million for a funding round in summer 2013. Potential programming options for the reserve include a SamTrans project resulting from their Comprehensive Operational Analysis, additional projects or project elements from AC Transit, SFMTA and VTA, or seed funding for a future round with expanded eligibility. Staff would return in summer 2013 to provide an update on SFMTA's progress in meeting conditions and to request consideration of a new funding round.

Recommendation

Staff recommends the Committee refer the five projects shown in Table 1 to the Commission for approval as part of the Transit Sustainability Project final recommendations on April 25th and for final programming as part of the OneBayArea grant program in May 2012.

Ann Flemer

Attachments: Individual Project Fact Sheets

TPI Major Corridors

VTA Light Rail Transit Signal Priority Improvements

Recommended TPI Funding: \$1.6 M

Estimated Total Project Cost: \$1.8 M

Lead Implementing Agency/ Sponsor: VTA

Project Location: Santa Clara County's Light Rail Transit (LRT) system

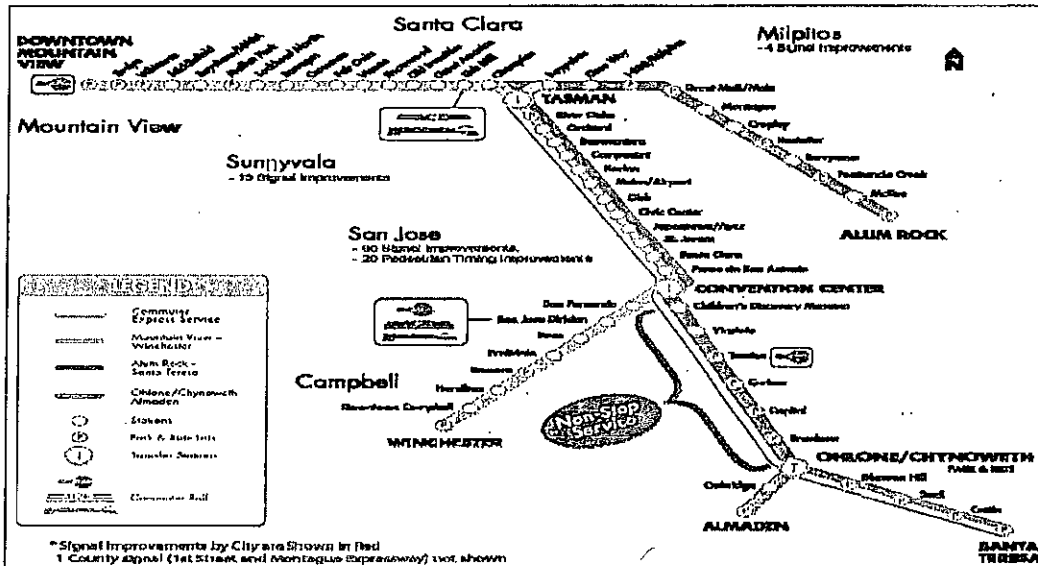
Project Description: Transit Signal Priority (TSP) for VTA's Light Rail System is currently limited by an inadequate detection system as it uses historical travel times and dwell times to schedule transit signal priority. This project will implement a real-time, reliable transit signal prioritization and light rail vehicle detection system that enables multiple city and county stakeholders to cooperate in providing live real-time train arrival management and prioritization.

Project Benefits: The new TSP system will result in:

- Estimated travel time savings - 5%
- Estimated reduction in annual revenue hours - 5%
- Estimated increase in ridership - 2.5%
- Estimated cost savings - \$1.6 - \$3.1 M annually
- Cascading benefits that improve speed, reduce auto trips and have positive air quality benefits.

Project Schedule: Environmental Clearance: August 2012
Project Completion: June 2013

Project Map:



TPI Major Corridors

Line 51 Corridor Speed Protection and Restoration Project

Recommended TPI Funding: \$10.5 M

Estimated Total Project Cost: \$13.3 M

Lead Implementing Agency/ Sponsor: AC Transit

Project Location: Along AC Transit lines 51A and 51B that operate along the Santa Clara, Broadway, College and University Corridors.

Project Description: The 51 Lines stretch from East Oakland/East Alameda to the 4th Street District in Berkeley's west side, serving some of the highest population densities, and employment centers in the east bay. The Line 51 has been plagued by low speeds and reliability challenges for many years. This project would provide key capital investments that represent a major investment in capital infrastructure needed to provide travel time relief. These investments include:

- Conduit and Hardware for Signal Interconnectivity,
- Signal Retiming,
- Signal Cabinet Upgrades to facilitate modernization,
- Signal Modifications,
- Queue Jump Lanes,
- Bus Bulbs,
- Stop Relocations.

Note: Costs for individual project elements in the original AC Transit application were refined based on the evaluation committee comments/questions and follow-up clarifications from AC Transit staff.

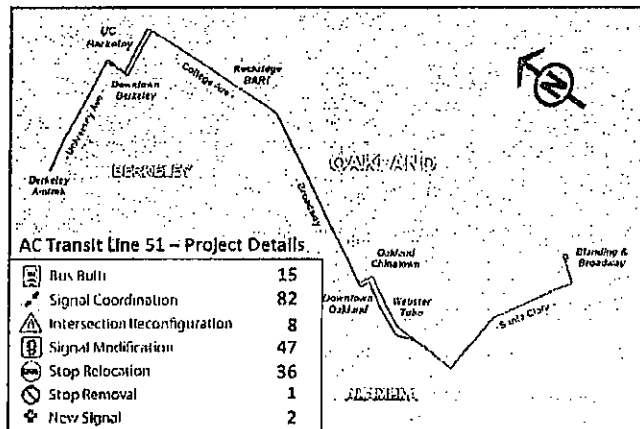
Project Benefits: The placement of this infrastructure will result in:

- Travel time savings – 17-19%
- Cost savings - \$1M annually (if hours are eliminated)
- Speed improvements to AC Transit's 2nd busiest corridor in the East Bay
- Additional/ancillary benefits that increase ridership, reduce auto trips and have positive air quality benefits.

Project Schedule: Environmental Clearance: October 2012

Project Completion: July 2014

Project Map:



TPI Major Corridors

N-Judah Mobility Maximization Project

Recommended Early Delivery TPI Funding: \$3.8 M

(\$4.1 million for post-environmental elements for Mission and N-Judah Corridors)

Estimated Total Project Cost: \$10.3M

Lead Implementing Agency/ Sponsor: SFMTA

Project Location: Along SFMTA's N-Judah Light Rail Line

Project Description: Program of enhancements to existing transit service along the heavily travelled N-Judah Light Rail line (>4000 daily passengers per route mile) which will provide immediate speed and travel time benefits. These enhancements include the following:

- Colorizing existing dedicated transit lanes
- Transit Signal Priority
- Vehicle Branding
- Enhanced stop identification

Note: Individual elements included in the SFMTA application such as pre-payment fare collection, transit information signs, are not being recommended for funding as they are less targeted at the TPI objectives. MTC will work with SFMTA to explore funding opportunities related to transit arrival prediction equipment.

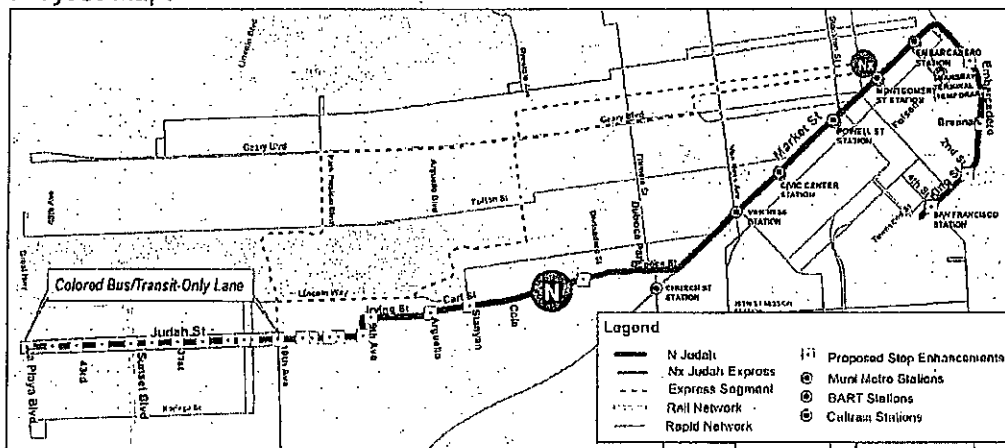
Project Benefits:

The placement of this infrastructure will result in:

- Estimated travel time savings of 2-3% (when combined with the Transit Effectiveness Project improvements travel time savings is estimated at 22%)
- Speed improvements to the heavily utilized light rail line
- Enhanced customer experience
- Cascading benefits that increase ridership, reduce auto trips and have positive air quality benefits.

Project Schedule: Environmental Clearance: June 2013
Project Completion: Mar 2015

Project Map:



TPI Major Corridors

Mission Mobility Maximization Project

Recommended Early Delivery TPI Funding: \$7 M

(\$4.1 million for post-environmental elements for Mission and N-Judah Corridors)

Estimated Total Project Cost: \$13.2M

Lead Implementing Agency/ Sponsor: SFMTA

Project Location: Mission Corridor along SFMTA's 14, 14L, and 14 X routes

Project Description: Program of enhancements to existing transit service along the heavily travelled Mission Corridor (>4000 daily passengers per route mile) which will provide immediate speed and travel time benefits. These enhancements include the following:

- Colorizing existing dedicated transit lanes
- Transit Signal Priority
- Vehicle Branding
- Enhanced stop identification

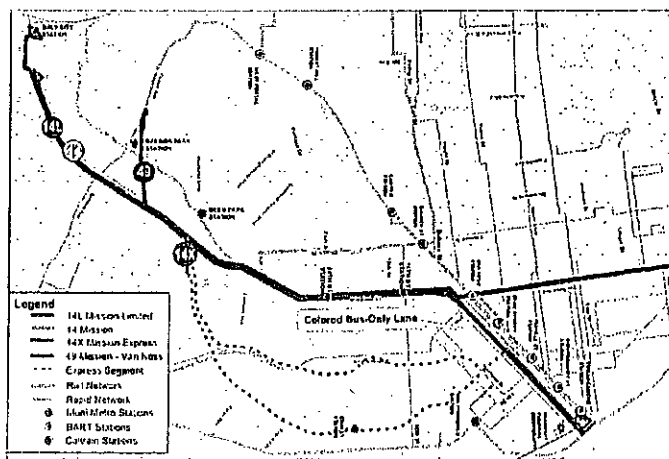
Note: Individual elements included in the SFMTA application such as pre-payment fare collection, transit information signs, are not being recommended for funding as they are less targeted at the TPI objectives. MTC will work with SFMTA to explore funding opportunities related to transit arrival prediction equipment.

Project Benefits: The placement of this infrastructure will result in:

- Estimated travel time savings of 5-7% (when combined with the Transit Effectiveness Project improvements travel time savings is estimated at 20%)
- Cost savings - \$700,000 annually (from elimination of a bus cycle)
- Speed improvements to the heavily utilized mission corridor
- Enhanced overall customer experience
- Cascading benefits that increase ridership, reduce auto trips and have positive air quality benefits.

Project Schedule: Environmental Clearance: June 2013
Project Completion: Mar 2015

Project Map:



TPI Major Corridors

Stevens Creek - Limited 323 Transit Signal Priority Improvements

Recommended TPI Funding: \$0.7 M

Estimated Total Project Cost: \$0.8 M

Lead Implementing Agency/ Sponsor: VTA

Project Location: Stevens Creek Corridor in San Jose

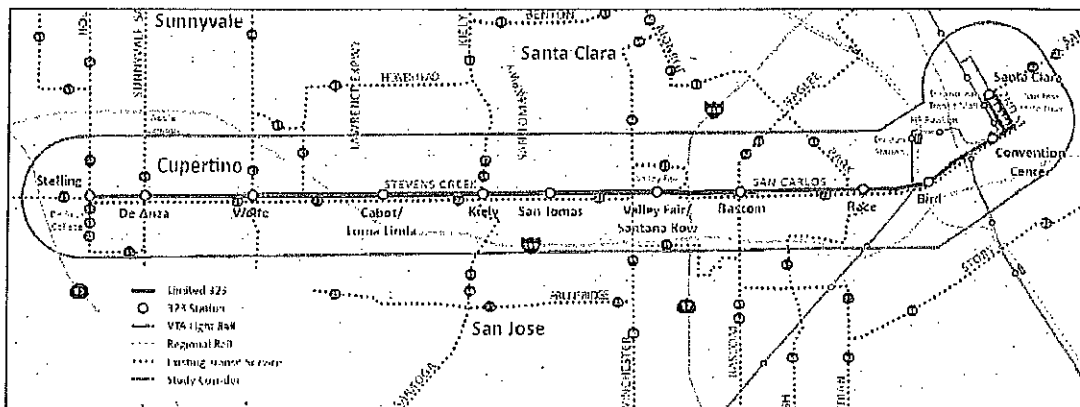
Project Description: The project would implement transit signal priority (TSP) on Stevens Creek/West San Carlos for VTA's proposed Limited 323 service to reduce travel time in VTA's second highest ridership corridor. VTA is planning to begin the Limited 323 service in October 2012 but implementing TSP in the corridor would allow VTA to improve the operating speed.

Project Benefits: The new TSP system will result in:

- Estimated travel time savings – 23%
- Speed improvements and reduction in revenue hours
- Cascading benefits that increase ridership, reduce auto trips and have positive air quality benefits.

Project Schedule: Environmental Clearance: August 2012
Project Completion: Nov 2013

Project Map:





Report No: 12-146
Meeting Date: June 13, 2012

Alameda-Contra Costa Transit District

STAFF REPORT

TO: Planning Committee
AC Transit Board of Directors

FROM: David J. Armijo, General Manager

SUBJECT: Report on the Line 51A/B Corridor Delay Reduction and Sustainability Project

BRIEFING ITEM

RECOMMENDED ACTION/SL:

Consider Receiving a Report on the Line 51A/B Corridor Delay Reduction and Sustainability Project.

EXECUTIVE SUMMARY:

This memorandum provides details on the phases of development of the Line 51A/B Corridor Delay Reduction and Sustainability Project. This project represents an important policy initiative by not only AC Transit, but also the cities of Alameda, Oakland, and Berkeley, and the Metropolitan Transportation Commission (MTC). Information about and rationale for the origination of the project and the selection of the 51 corridor is included. The project will install improvements that increase travel speed and operations reliability along the length of the corridor. Specific improvements are being planned within each city and these measures include signal timing improvements, transit signal priority, roadway improvements, and bus stop relocations. Additionally, staff also presents its preliminary vision of the administrative approach for the delivery of the project.

BUDGETARY/FISCAL IMPACT:

Staff was successful in obtaining \$10.5 Million in CMAQ funding under MTC's Transit Performance Initiative pilot program. The cities along the corridor have agreed to use their "smart" corridor projects as matching funds for the delivery of this project.

BACKGROUND/RATIONALE:

To-date, the District's Service Development Department has completed two (2) Service and Reliability Reports. These reports, completed on Lines 51 and 1R, were data-driven, comprehensive reviews of a line's performance and each contained a series of recommendations to improve route performance. On January 12, 2011, the AC Transit Board of Directors received the final version of the Line 51 Service and Reliability Report (GM Memo 10-233a). The two recommendations contained in the memo included authorizing the General Manager: 1. To Implement no or low cost improvements as soon as possible, and 2. To work with internal and external agencies to develop strategies to fund more costly recommendations contained within the plan.

MTC Transit Performance Initiative

On April 11, 2012, the District's Board of Directors received an overview/briefing (GM Memo 12-087) of the Transit Sustainability Study (TSP)/Comprehensive Operations Analysis (COA) being conducted by the Metropolitan Transportation Commission (MTC). One of the key findings throughout this process is that traffic congestion represents uncontrollable progressively challenging cost factors, specific to bus and light rail transit operators in the urban core of the region. In response to this finding, MTC established the Transit Priorities Initiative (TPI) as part of its One Bay Area grant program and allocated \$30 Million for an initial program to fund capital projects that will have positive impacts on reducing on-street congestion for buses and light rail vehicles.

MTC intends these funds to be used quickly to address known congestion/delay issues on major corridors with the following characteristics/criteria:

1. Urban trunk bus or light rail route with high ridership/passenger miles but below system average operating speed (under 15 mph)
2. Frequent Service (15 minutes or better)
3. Selected corridor could be a route, a portion of a route, or a corridor where several services merge
4. Investment must be a capital project resulting in improved operating speed or frequency using the existing fleet size, not by adding another bus to the route. All project phases are eligible, but priority will be given to construction activities
5. FHWA obligation of funds deadline – April 30, 2013
6. All projects must meet CMAQ eligibility requirements and be able to provide the required 11.47% local match for these federal funds.

Additionally, the application was on a fast track and agencies were only allowed 28 days to complete a submission.

Staff elected to pursue the Line 51 corridor based on the following rationale: 1. Fit with the MTC criteria; 2. Using a previously studied corridor given the tight response timeline; 3. The Line 1R corridor improvements, AC Transit's largest ridership corridor, are being completed in connection with the development of the Bus Rapid Transit Project, and; 4. The Line 51 corridor represents the 2nd busiest corridor in the District, providing almost 18,000 trips per day; ; 5. As noted in the Line 51 Operations and Reliability Report, Line 51 has had persistent difficulties with not only speed but also reliability.

Project Budget

Primarily, the budgetary work used for the grant application process was based on the interactions between the District's Transportation Engineer and each City's Traffic Engineering staff, while balancing what funding could be anticipated from MTC's program. Each element was negotiated for both type and location based on delay reduction potential and the unit cost was listed in the application. The project budget, by phase, is depicted below.

<i>Project Phase</i>	<i>Base</i>	<i>Contingency</i>	<i>Total</i>	<i>% of the Total</i>
Environmental / Preliminary Engineering	\$564,738	\$56,474	\$621,211	5%
Final Design	\$1,049,125	\$104,913	\$1,154,038	9%
Right of Way	\$0	\$0	\$0	0%
Construction	\$10,491,250	\$1,049,125	\$11,540,375	86%
Totals	\$12,105,113	\$1,210,511	\$13,315,624	

The matching funds for the project are being provided through expenditures from other related "smart" corridor work that is occurring in Alameda and Oakland. The city's project elements were included in the grant application as part of the project, to help meet the match requirements associated with CMAQ funding. Service Development and Grants Department staff will be working collaboratively with other project partners to devise the most efficient and expeditious method for project delivery given the constraints imposed by the funding source.

Project Delivery Plan

Service Development staff has initiated preliminary conversations with project partners to discuss how the project shall be delivered in the most efficient and effective manner. As noted above, 87% of the project budget is to be used for actual on-street capital improvements and will be distributed to each city on a pass-through basis. The District's contribution is likely to involve playing a large role in the Environmental phase of the project. There was general consensus amongst the partners that it would be best for the project to be considered as a whole for both the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) processes. Preliminary determinations indicate that the project as a whole will qualify for exclusions/exemptions from both CEQA and NEPA, but that at a minimum, checklists and basic environmental analyses will be required. Nonetheless, staff suggests the retention of an environmental consultant to ensure that this documentation is performed correctly and expeditiously.

The co-author of the Line 51 Service and Reliability Report worked with the District's Transportation Engineer to develop the on-street improvements, which involved the inclusion of traffic engineering staff from Alameda, Berkeley and Oakland. The elements of the project were discussed jointly by each city partner and both unit costs and travel time savings estimates were assigned based on industry practice and staff knowledge. Now that the project is funded, city and AC Transit staff will finalize the specific elements for implementation. Elements to be implemented include:

- Installation of conduit and Hardware for Signal Interconnectivity
- Signal Retiming
- Signal Cabinet Upgrades to Facilitate Modernization
- Signal Modifications
- Queue Jump Lanes
- Bus Bulbs
- Stop Relocations

The elements in the project were designed to be phased over time to help meet the aggressive implementation schedule sought by MTC. The phasing plan developed by the District's Transportation Engineer is:

- 12 Months – Bus Stop Relocations, Public Outreach for Parking Relocations, Traffic Signal Actuation with Video Detection, Right Turn Lane Queue Bypass.
- 18 Months – Signal Installations and Modifications with Intersection Reconfiguration (Transit Queue Jumps and Left Turn Phasing), Installation of Bus Bulbs, Intersection Reconfigurations (striping, median island modifications, Queue Jump Lanes), Continued Public Outreach for Parking
- 24 Months – Installation and Connection of Interconnect Conduit and Fiber/Conductor Cable (including terminus), Signal Cabinet Hardware Equipment Upgrades, Signal Coordination Plans (Timing Sheets and GPS Clocks)

Additionally, staff plans to use a portion of the project budget to contract with a consultant to support staff in the refinement of the scope, schedule and budget of each project element with each city as well as provide a realistic risk-area assessment to the timely completion of each project element. This consultant would also be charged with the responsibility for development, negotiation, finalization and oversight of Agreements between AC Transit and each city to reflect the project delivery plan as previously negotiated. City staffs see this consultant as key to the project process. The consultant would also prepare a schedules refinement plan with District Schedules Department staff in which new schedules reflecting anticipated time savings from the combined project elements would be formulated. Staff anticipates deployment of new schedules to occur over a 3 cycle period, at 12, 18 and 24 month intervals to coincide with the project elements deployment plan.

It is envisioned that this project will require the following Memorandum of Understanding (MOU) and Agreements for project completion:

- MOU between the District, Cities and MTC – It is anticipated that this document will provide a basic framework for project delivery and be used largely to define each partner's role in the larger project context.
- Funding Agreement Between District and MTC – It is anticipated that this document will embody the funding allocated, project scope, schedule and budget and detail reporting requirements associated with the project delivery.
- Funding Agreement Between District and Each City – It is anticipated that these documents will ratify the understanding of scope, schedule and budget for the project as well as define how the pass-through nature of the funds transfer shall occur.

Project Delivery Schedule

Staff proposes the following project delivery schedule:

<i>Item</i>	<i>Date Span</i>
MOU Process	June 2012 to July 2012
Procurement Process for Project Administrator/Project Controls Consultant	June 2012 to September 2012

<i>Item</i>	<i>Date Span</i>
Procurement Process for Project Environmental Consultant	September 2012 to December 2012
Scope, Schedule and Budget Refinement/Agreement Negotiation	September 2012 to November 2012
All Agreements Finalized	January 2013
City Construction Process (includes Design)	January 2013 to October 2014
Project Closeout	October 2014 to December 2014

The schedule above is based on information currently available and is subject to change upon refinement. The procurement processes identified are on an accelerated schedule but it is believed that these can be completed by use of the District's On-Call Contracts. For those procurements that cannot be completed via use of the On-Call Contracts, the District's Procurement Department shall be the lead.

ALTERNATIVE ACTIONS:

The District's delivery method for this project assigns responsibility for the project on the following basis:

- Project Oversight for Overall Scope, Schedule and Budget – AC Transit via Consultant
- Environmental – AC Transit
- Construction – Cities (Reporting to the District's Administrative Consultant on Project Delivery)

Benefits to this approach are that: 1. Project administration and oversight are contained to reflect reporting on the project as a whole via the use of minor and discrete consultant contracts to be administered by the District; 2. Building upon their considerable experience, City's would be responsible for design, implementation and construction management of each element of the construction effort, not the District, and; 3. Due to current and forecast project load, limit the necessary involvement of the District's Capital Projects Implementation Group to project reporting and tracking. Potential risk areas include the ceding of capital infrastructure installation responsibilities to each city, thus placing their implementation out of direct District control.

Upon consideration and review of the project as a whole, the only other alternative for project delivery would involve the District directly contracting for city capital infrastructure work. The oversight basis would include:

- Project Oversight for Overall Scope, Schedule and Budget – AC Transit via Consultant
- Environmental – AC Transit via Consultant
- Construction – AC Transit (with construction management consultant assistance required)

Benefits to this approach are that the District has complete control over all elements of the project. Risk areas include: 1. This approach leads to work in areas outside of the District's normal knowledge base; 2. This approach is likely to lead to protracted and complicated negotiations with each city on issues related to permitting, construction management, ownership and maintenance

and; 3. This approach would require extensive involvement, including staff resources, of the District's Capital Projects Implementation Group.

ADVANTAGES/DISADVANTAGES:

The advantages to the overall project development include:

- Increased Scheduled Route Speed (currently 51A - 9.6mph and 51B - 7.3mph)
- Ability to restore 8 minute frequency service in peak periods without additional capital resources.
- Relieving known congestion issues on the Line, thereby improving reliability.
- Shorter riding times on buses for patrons.

Disadvantages to the project deployment include:

- Construction-related issues with service that could lead to negative impacts.
- Construction-related passenger information challenges to minimize service confusion among patrons.
- Ensuring continuity of operations of the capital infrastructure elements in each City to preserve delay reductions.

PRIOR RELEVANT BOARD ACTIONS/POLICIES:

GM Memo 10-233a Final Line 51 Service and Reliability Report

GM Memo 10-178 Report on the District's Speed Protection and Enhancement Program

ATTACHMENTS:

A: April 11, 2012 MTC Memorandum to the Project Select Committee

Approved by Cory LaVigne, Director of Service Development and Planning
Reviewed by: Dennis Butler, Director of Capital Projects
Prepared by: Cory LaVigne, Director of Service Development and Planning
Kate Miller, Manager of Capital Projects, Legislation and Grants
Robert del Rosario, Senior Transportation Planner
Wil Buller, Transportation Engineer
Nathan Landau, Senior Transportation Planner

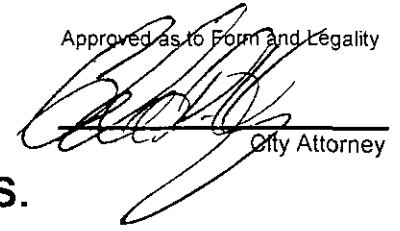
FILED
OFFICE OF THE CITY CLERK
OAKLAND

Approved as to Form and Legality

OAKLAND CITY COUNCIL

2013 SEP 12 PM 1:04

RESOLUTION NO. _____ C.M.S.



City Attorney

Introduced by Councilmember _____

**RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, OR HER
DESIGNEE, TO EXECUTE A MEMORANDUM OF UNDERSTANDING
(MOU) AND A COOPERATIVE AGREEMENT WITH THE ALAMEDA-
CONTRA COSTA TRANSIT DISTRICT (AC TRANSIT) FOR THE LINE
51 TRANSIT PERFORMANCE INITIATIVE PROJECT**

WHEREAS, the City of Oakland has a stated Transit and Alternatives Modes Policy (Resolution No.73036 C.M.S.), and has executed a Transit Streets Agreement, pledging cooperation and coordination with AC Transit; and

WHEREAS, AC Transit and the City of Oakland have cooperatively sought ways to improve transit service to the City's citizens and businesses, including collaboration and coordination in roadway improvements and planning for transportation grants; and

WHEREAS, early in 2012, as the result of such collaboration, AC Transit submitted a proposal for and received grant funding from the Transit Performance Initiative Program administered by the Metropolitan Transportation Commission (MTC), for their Line 51, which runs through Oakland Chinatown and then up Broadway and College Avenue in Oakland; and

WHEREAS, said proposal, crafted jointly with the City of Oakland Transportation Services staff, included various features that would increase overall travel speed and improve the reliability of service, including interconnection of traffic signals with fiber optic cable, new signal controllers, transit priority equipment and bus stop improvements and relocations; and

WHEREAS, the amount of the grant is \$10.5 million, with local match being provided by the City of Oakland through its recent installation of signal interconnect and fiber optic cable on Broadway between 5th and 27th Streets as part of the Intelligent Transportation Systems (ITS) strategic plan which the City Council has funded in past City biennial budgets, since 2005 ; and

WHEREAS, AC Transit and the City of Oakland have agreed to collaborate on the project design, construction and management of the project, and a mechanism needs to be put in place to reimburse the City for its costs incurred in delivering the project, now, therefore, be it

RESOLVED, the City Administrator or her designee, the Director of Public Works, be authorized and directed to negotiate and execute a MOU and a Cooperative Agreement with AC Transit, subject to review and approval by the Office of the City Attorney, and be it

FURTHER RESOLVED, that an original copy of said memorandum of understanding and cooperative agreement be kept on file with the City Clerk, once executed.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, GALLO, GIBSON-MCELHANEY, KALB, KAPLAN, REID, SCHAAF and PRESIDENT KERNIGHAN

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California