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OFFICE OF THE CITY CLERK
OAKLAND

2016 JUN 30 AM 11:48

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Brooke A. Levin
Director, Public Works

SUBJECT: Interstate I-880 Integrated Corridor
Management North Alameda
Segment Project

DATE: May 27, 2016

City Administrator Approval

Date:

6/29/16

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator, Or Designee, The Director Of Public Works, Or Assistant Director Of Public Works, To Execute Three Wireline Crossing Agreements With The Union Pacific Railroad (UPRR) For The Interstate 880 Integrated Corridor Management (I-880 ICM) North Alameda Segment Project.

EXECUTIVE SUMMARY

Approval of this resolution authorizes the City Administrator, or designated staff, to execute three Wireline Crossing Agreements with UPRR for construction, operations and maintenance of communication lines under the railroad crossings on:

- 47th Avenue at San Leandro Street
- 98th Avenue at San Leandro Street
- 98th Avenue at Railroad Avenue

UPRR, the owner of the tracks and railroad crossings, is requiring that the City execute agreements to install traffic signal and communication conduits under the tracks as part of the I-880 ICM project.

BACKGROUND / LEGISLATIVE HISTORY

On March 17, 2015, the City Council authorized staff to negotiate and execute a Memorandum of Understanding (MOU) for the project and requested a report outlining the final terms of the negotiated MOU (Resolution No. 85463 C.M.S.).

The I-880 ICM North Alameda Segment Project is a collaborative effort led by Metropolitan Transportation Commission (MTC), together with State of California, Department of Transportation (Caltrans), the Alameda County Transit District (AC Transit), City of San Leandro, and City of Oakland to manage traffic during emergencies and incidents on Interstate

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Public Works Committee
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880 that impact City of Oakland streets (*see Attachment A - Project Fact Sheet*). The project will install communication lines for traffic signals that cross under private railroad tracks, triggering the need for agreements with UPRR.

ANALYSIS AND POLICY ALTERNATIVES

The I-880 ICM project was approved by the City Council on March 17, 2015. As a part of the project, communication conduits for traffic signals will be installed under railroad crossings on 47th Avenue at San Leandro Street, 98th Avenue at San Leandro Street, and 98th Avenue at Railroad Avenue. Wireline Crossing Agreements with UPRR are required to permit the work to be completed. These agreements will spell out the roles and responsibilities of the City and UPRR regarding construction, operations and maintenance of the communication conduits at each crossing.

An MOU for the project has been developed and negotiated by all parties, including MTC, Caltrans, City of San Leandro, and City of Oakland. The MOU identifies the overall commitment and responsibilities regarding ownership, operations and maintenance of equipment during day-to-day operations and during incident conditions.

Main points from the MOU include:

- The Project will not actively divert freeway traffic onto local streets at any time, including in the event of an incident on the freeway.
- Caltrans shall be responsible for operations of all I-880 ICM equipment during I-880 incident conditions, including selecting and executing the appropriate pre-determined plans that will be agreed to in advance by all parties.
- During non-incident conditions, agencies shall have primary control of operations and monitoring of the I-880 ICM equipment and traffic signals within their right-of-way.
- Cities shall own equipment located within City right-of-way.
- MTC will fund the operations and maintenance of electronic guide signs on an annual basis.

The design of the project is nearly completed. Construction work is anticipated to begin in late 2016 and should be completed by early 2018. The I-880 ICM project team is coordinating closely with AC Transit's East Bay Bus Rapid Transit (BRT) Project team to streamline construction activity between the two projects. During construction, the traffic control plans will facilitate safe movement for pedestrians, bicycles, and vehicular traffic.

FISCAL IMPACT

All project costs, including the administrative handling charges for the Wireline Crossing Agreements, will be the responsibility of MTC. The total funding for the I-880 ICM North Alameda Segment Project is \$14 million with an estimated construction cost of \$10 million. Of this construction cost, approximately \$7.6 million is for improvements located within the City of Oakland.

The I-880 ICM North Alameda Segment Project is funded with Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds. The project will upgrade some traffic signal equipment on arterial streets along the I-880 corridor. This will minimize the short-term traffic signal maintenance need on the traffic signal equipment within the project limit.

PUBLIC OUTREACH / INTEREST

MTC project staff plans to disseminate periodic project information and updates to various stakeholders. Website and fact sheets are being developed to provide the public with information about the project. Support for public outreach, including the preparation of materials, communication with community members and participation in public meeting, will be provided by the project as needed. Prior to the project construction phase, direct mails will be sent to the frontage addresses that are impacted along the corridors.

COORDINATION

The Office of the City Attorney and Controller's Bureau reviewed this report and resolution.

SUSTAINABLE OPPORTUNITIES

Economic: This project will generate sales tax and other revenues for the City by those workers who work on the project.

Environmental: The project will reduce congestion and air pollution and increase fuel efficiency on arterials during incidents. Thereby, the project will promote a healthier and safer environment.


Social Equity: This project will help preserve and enhance the City's infrastructure and protect the public from unwarranted freeway traffic by minimizing its impact on City streets.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt the Resolution authorizing the City Administrator, or designee to execute three Wireline Crossing Agreements for the I-880 ICM North Alameda Segment Project.

For questions regarding this report, please contact Ade Oluwasogo, P.E., Transportation Services Division at (510) 238-6103.

Respectfully submitted,



BROOKE A. LEVIN
Director, Oakland Public Works

Reviewed by:
Michael J. Neary, P.E.,
Assistant Director
Bureau of Engineering & Construction

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

Prepared by:
Ade Oluwasogo, P.E.,
Supervising Transportation Engineer
Transportation Services Division

Attachment (1):

A: Project Fact Sheet

Attachment A

I-880 ICM North Alameda Segment Project

Fact Sheet

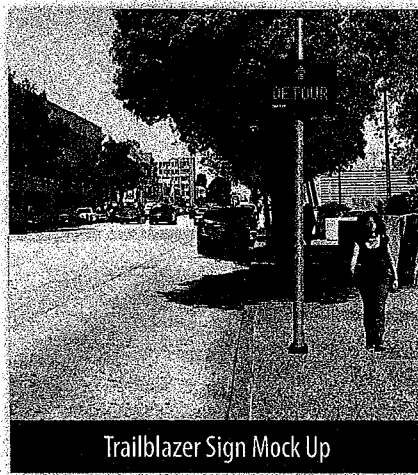


I-880 INTEGRATED CORRIDOR MANAGEMENT (ICM) NORTH ALAMEDA SEGMENT PROJECT

SPRING 2016

PROJECT DESCRIPTION

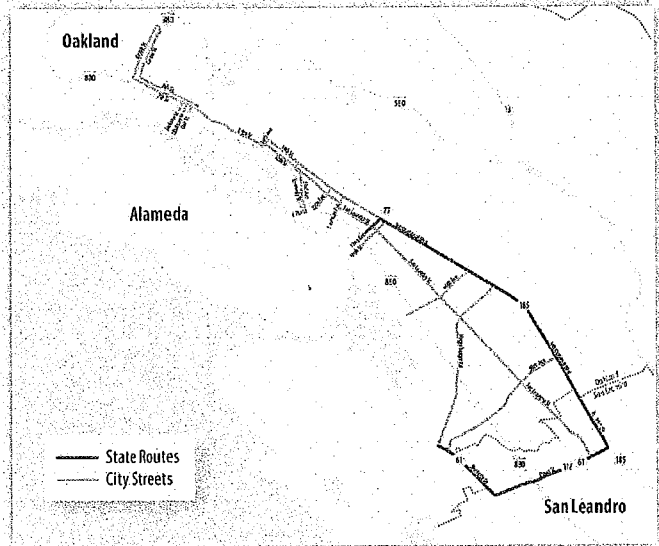
MTC, in partnership with the corridor's stakeholders, including Caltrans District 4, the Alameda County Transportation Commission, the Santa Clara Valley Transportation Authority and local cities have identified ICM strategies for implementation along the Interstate I-880 corridor.



Trailblazer Sign Mock Up

To manage traffic that naturally diverts from the freeway due to major incidents on I-880, the arterial incident management project proposes to install ITS equipment on arterial streets along the I-880 Corridor in

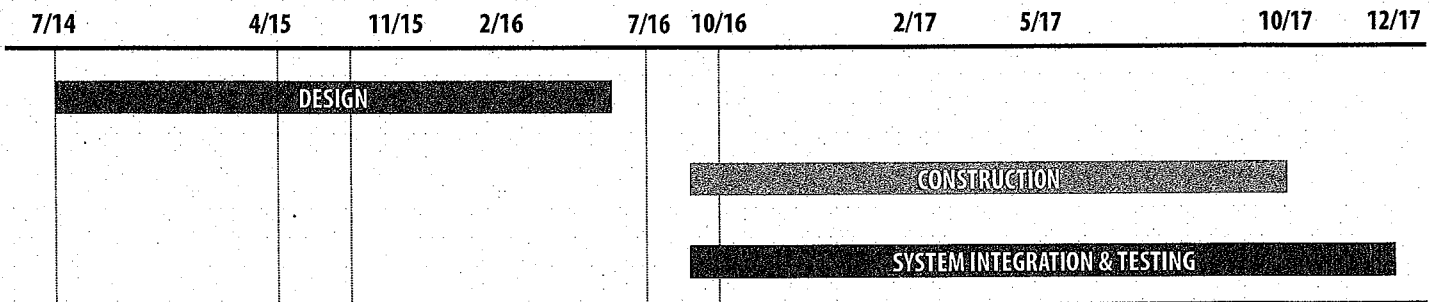
the Cities of San Leandro and Oakland. Project components include trailblazer signs, cameras, detection stations, signal coordination and communications improvements.



ICM BENEFITS

- Minimize impacts to local streets when a major incident occurs on I-880.
- Provide enhanced tools for traffic management and coordination between jurisdictions.
- Improved air quality through decreased motor vehicle emissions and fuel consumption.

SCHEDULE



PROJECT COST

The total cost for the I-880 ICM North Alameda Segment project is approximately \$14 million, which includes planning, design, construction, utilities and system integration.



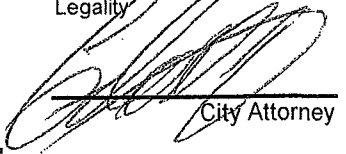
I-880 ICM NORTH ALAMEDA SEGMENT PROJECT PARTNERS

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2016 JUN 30 AM 11:48

OAKLAND CITY COUNCIL

Approved as to Form and
Legality



City Attorney

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

**RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, OR
DESIGNEE TO EXECUTE THREE WIRELINE CROSSING
AGREEMENTS WITH THE UNION PACIFIC RAILROAD (UPRR), FOR
THE INTERSTATE 880 INTEGRATED CORRIDOR MANAGEMENT
(I-880 ICM) NORTH ALAMEDA SEGMENT PROJECT**

WHEREAS, the I-880 ICM North Alameda Segment Project is a collaborative effort by the Metropolitan Transportation Commission (MTC), in partnership with California Department of Transportation (Caltrans), Alameda-Contra Costa Transit District (AC Transit), City of San Leandro, and City of Oakland to implement an enhanced arterial incident management strategy along the I-880 Corridor, namely the I-880 ICM North Alameda segment Project (Project); and

WHEREAS, the Project will install Intelligent Transportation System (ITS) equipment and devices that include communication lines for traffic signals, updated traffic controllers, traffic detection cameras, traffic monitoring cameras and electronic guide signs on arterial streets along the I-880 Corridor; and

WHEREAS, communication lines for traffic signals will be installed along arterial streets and under railroad crossings on 47th Avenue at San Leandro Street, 98th Avenue at San Leandro Street, and 98th Avenue at Railroad Avenue; and

WHEREAS, three Wireline Crossing Agreements with UPRR are required for the installation, operations and maintenance of the communication lines under the railroad crossings; and

WHEREAS, implementation costs including the administrative handling charges for the Wireline Crossing Agreements will be the responsibility of MTC; and

WHEREAS, a Memorandum of Understanding (MOU) has been developed and negotiated to set forth the overall commitment and responsibilities regarding ownership, operations and maintenance of equipment during day-to-day operations and during incident conditions; and

WHEREAS, an outline of the final terms of the negotiated MOU is included in the report; and

RESOLVED: That the City Administrator, or designee, the Director of Public Works, or Assistant Director of Public Works, is hereby authorized to execute three Wireline Crossing Agreements with the UPRR for the I-880 ICM North Alameda segment Project; and be it

FURTHER RESOLVED: That three Wireline Crossing Agreements be reviewed and approved by the City Attorney for form and legality and placed on file in the Office of the City Clerk; and be it

FURTHER RESOLVED: The City Administrator, or designee, the Director of Public Works, or Assistant Director of Public Works, is hereby authorized to take any and all actions necessary to implement the Project, including executing the MOU, agreements and contracts, appropriation of additional funds, with return to the City Council.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID and PRESIDENT GIBSON MCELHANEY

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California