

CITY OF OAKLAND
AGENDA REPORT

2011 JUN 30 AM 11:47

TO: Office of the City Administrator
ATTN: P. Lamont Ewell
FROM: Public Works Agency
DATE: July 12, 2011

RE: Resolution Authoring the City Administrator to Negotiate and Execute a Memorandum of Understanding and an Operation and Maintenance Agreement with the Alameda County Transportation Commission for the Interstate 80 Integrated Corridor Mobility (I-80 ICM) Project to Provide Transportation Improvements on San Pablo Avenue and West Grand Avenue in Oakland with an Estimated Value of Nine Hundred Eighty-Six Thousand, Four Hundred Dollars (\$986,400.00)

SUMMARY

A resolution has been prepared authorizing the City Administrator, or his designee, to negotiate and enter into a Memorandum of Understanding (MOU) and an Operation and Maintenance (O&M) Agreement between the City of Oakland and the Alameda County Transportation Commission (Alameda CTC) for the Interstate 80 Integrated Corridor Mobility (I-80 ICM) Project for transportation improvements along the West Grand Avenue, Grand Avenue and San Pablo Avenue corridors (see map, *Attachment A*). The project is located in City Council Districts 1, 2, and 3.

The I-80 ICM Project is a regional project that will enhance the existing transportation network by integrating traffic management operations along Interstate 80, from the Interstate 80/Interstate 580/Highway 24 interchange to the Carquinez Bridge, State Route (SR) 123 (San Pablo Avenue) and other local arterials. The Alameda CTC and the Contra Costa Transportation Commission (CCTC) are the lead agencies working in partnership with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), transit agencies and local jurisdictions to develop and implement the project. After the completion of the project, each agency will be responsible for the operations and maintenance of devices installed within their jurisdiction.

FISCAL IMPACT

All construction costs will be the responsibility of the Alameda CTC funded by a combination of bond measure, state, and federal grants. After the project is completed, the City of Oakland will operate and maintain the improvements installed in the City's right-of-way. The City will be responsible for the annual increase in operation and maintenance costs that is estimated to be \$10,000.00. The increase in operation and maintenance cost is due to the installation of new

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communication equipment for the traffic signals. However, undetermined savings that will partially offset this cost are anticipated because the project will replace 17 old traffic signal controllers, 30 video detection cameras (which will replace in-pavement vehicle detection wire loops), and other new equipment. This new equipment will eliminate the need for the City to replace existing equipment in the near future. In addition, the proposed work will add to the City's Intelligent Transportation System master plan, and connect to the newly-constructed Traffic Management Center in City offices downtown. This connection will allow for remote monitoring and operation of the traffic signal system, reducing the need for staff to physically inspect or monitor signal timing; it will be possible to do this work from City offices.

BACKGROUND

Interstate 80 is one of the most congested corridors in the San Francisco Bay Area. Traffic demands on the freeway far exceed the roadway capacity, causing severe congestion, unreliable travel times, and diversion to the local arterial streets. The congestion on the roadway network contributes to an increase in incident rates, including rear-end collisions on both the freeway and local streets.

Traditional solutions to congestion relief include additional freeway lanes, auxiliary lanes, or increased transit service. However, these are not feasible options for Interstate 80 due to, existing urban development, long implementation duration, and likely negative environmental impacts.

To improve travel time reliability, traffic management and transit services, the I-80 ICM Project makes use of a "state of the practice" solution to build an integrated, balanced, responsive system that will monitor and maintain optimum traffic flow along the network to improve the safety and mobility for all users.

PROJECT DESCRIPTION

This project includes the following five components:

1. **I-80 Incident Management.** Use of signs to provide graphic or text messages to warn motorists of downstream incidents and lane closures. Motorists would then reduce speeds in advance of incidents and construction/maintenance lane closures. Signs include Variable Advisory Speed Signs (VASS), Lane Use Signs (LUS), Changeable Message Signs (CMS), and Information Display Boards (IDB).
2. **I-80 Adaptive Ramp Metering.** Installation of ramp meters on 44 on-ramps. The term "adaptive" refers to the fact that the "green time" will increase or decrease based on traffic flows on the mainline and ramp queues.

3. **I-80 Traffic and Transit Information.** Use of CMS and IDB signs to provide motorists information on traffic conditions, travel time as well as parking availability at transit centers.
4. **Improvements to SR-I23 (San Pablo Avenue) and other Arterials.** Upgrading of traffic signal hardware and software, enhancements of various transit management systems, and installation of closed-circuit television (CCTV) cameras, trailblazer signs, CMS and communication and detection equipment.
5. **Integration of I-80, SR-I23 & other Arterial Systems.** Coordinated operations and sharing of corridor traffic and transit information among various agencies relative to Interstate 80, San Pablo Avenue and other key local arterials.

The project will be delivered in seven construction contracts:

- Project # 1: Software and System Integration,
- Project # 2: Specialty Materials Procurement,
- Project # 3: Traffic Operations Systems (TOS),
- Project # 4: Adaptive Ramp Metering (ARM),
- Project # 5: Active Traffic Management (ATM),
- Project #6: San Pablo, West Grand and Grand Avenue Corridors Arterial and Transit Improvement Project and
- Project #7: Richmond Parkway Transit Center (implemented by AC Transit)

New intelligent transportation system (ITS) and traffic management hardware and devices will be installed along San Pablo Avenue, West Grand Avenue and Grand Avenue in the City of Oakland in an estimated amount of \$986,400.00. See map of the proposed improvements, *Attachment A*.

The Memorandum of Understanding will lay out the goals, policies and procedures to be followed, and the Operation and Maintenance Agreement will identify partner responsibilities in operating and maintaining improvements that will be installed through the project. Local agencies will take ownership and responsibility for operations and maintenance of new traffic signal equipment.

KEY ISSUES AND IMPACTS

The City of Oakland continues to face funding shortfalls in maintaining its transportation infrastructure, while residents continue to request improvements for pedestrians, bicyclists and transit. Because the state and federal funding sources for transportation improvements are limited the City continues to partner with state, regional and other local agencies to obtain funding for programs and projects of regional significance. The I-80 ICM Project is a multi-modal project that provides funding for capital improvements to existing roadway and transit systems.

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The total programmed funding for the regional project is approximately \$93 million. Of this total, \$986,400.00 is programmed for improvements located within the City of Oakland. Authorization to negotiate and execute the MOU and O&M Agreement are needed to be fully executed prior to the completion of construction within the City of Oakland. The construction for improvements in the City of Oakland is expected to begin in summer of 2011 and be completed by late 2012.

SUSTAINABLE OPPORTUNITIES

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

Environmental: The project will reduce congestion and air pollution on arterials during incidents, and encourage the use of alternate modes of travel and improve transit service along major arterials. Thereby, the project will promote a healthier and safer environment.

Social Equity: The project will provide greater accessibility and safety to persons who depend on non-motorized transportation and public transit, such as senior citizens, persons with disabilities, and children, to access jobs, recreational facilities and other services.

DISABILITY AND SENIOR CITIZEN ACCESS

This project does not have a direct effect on access for senior citizens or persons with disabilities.


RECOMMENDATION AND RATIONALE

It is recommended that the City Council approve the resolution authorizing the City Administrator, or his designee, to negotiate and enter into the MOU and O&M Agreement between the City of Oakland and the Alameda CTC for the I-80 ICM Project. These agreements are needed to implement a regionally significant project that will enhance effectiveness of the existing transportation network.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



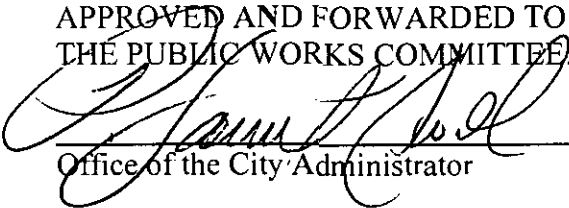
Vitaly B. Troyan, P.E., Director
Public Works Agency

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

Wladimir Wlassowsky, P.E.
Division Manager
Transportation Services Division

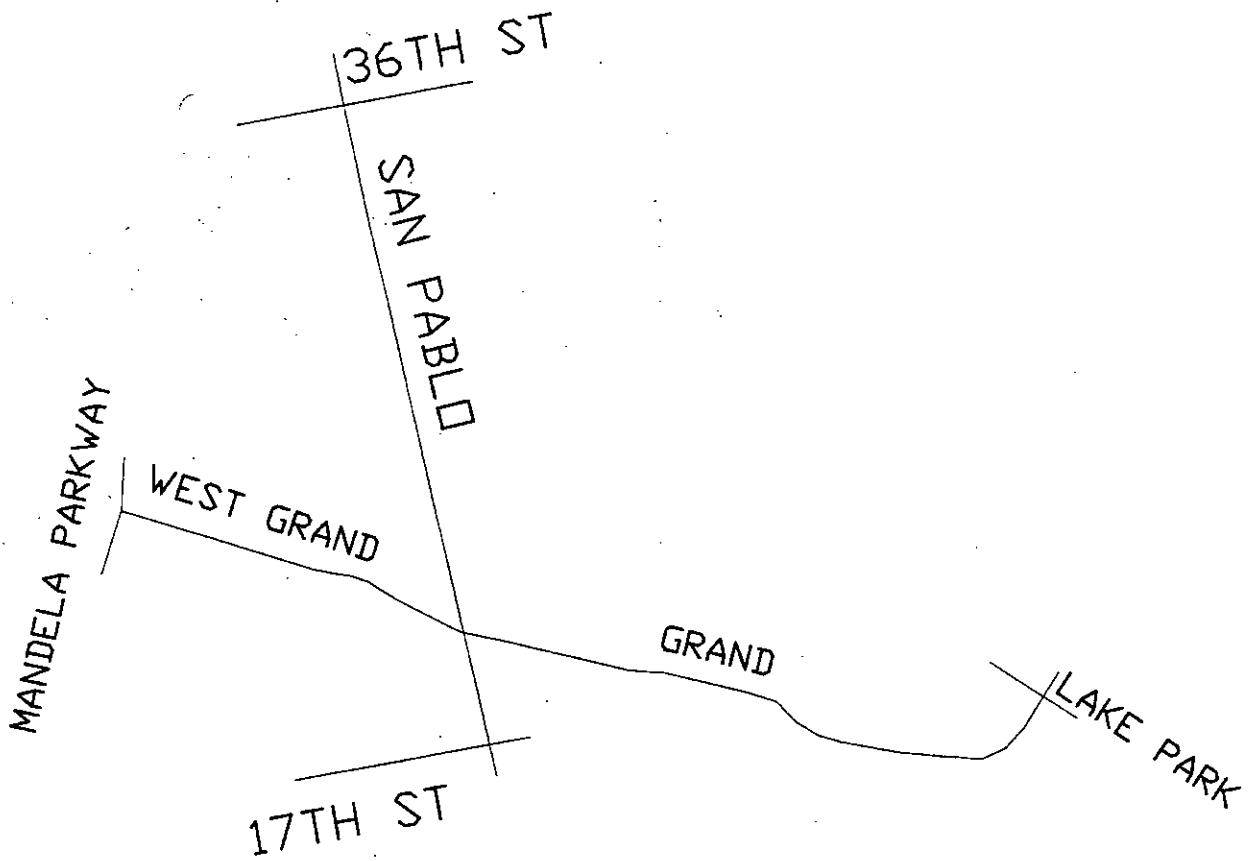
Prepared by:
Ade Oluwasogo, P.E.
Supervising Transportation Engineer
Transportation Services Division

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:



Office of the City Administrator

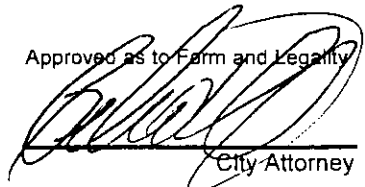
ATTACHMENT 'A'



1121
OFFICE OF THE CITY CLERK
1121

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Approved as to Form and Legality



City Attorney

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO NEGOTIATE AND ENTER INTO A MEMORANDUM OF UNDERSTANDING AND AN OPERATION AND MAINTENANCE AGREEMENT WITH THE ALAMEDA COUNTY TRANSPORTATION COMMISSION FOR THE INTERSTATE 80 INTEGRATED CORRIDOR MOBILITY (I-80 ICM) PROJECT TO PROVIDE TRANSPORTATION IMPROVEMENTS ON SAN PABLO AVENUE AND WEST GRAND AVENUE IN OAKLAND WITH AN ESTIMATED VALUE OF NINE HUNDRED EIGHTY-SIX THOUSAND, FOUR HUNDRED DOLLARS (\$986,400)

WHEREAS, the Interstate 80 Integrated Corridor Mobility (I-80 ICM) Project is a regional project to enhance the existing transportation network by integrating traffic management operations for freeway and parallel arterials in Alameda and Contra Costa Counties; and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) is the lead agency working in partnership with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), transit agencies and local jurisdictions to develop and implement the project; and

WHEREAS, all construction costs will be the responsibility of the Alameda CTC; and

WHEREAS, project includes improvements and upgrades to the City's traffic signal systems estimated at \$986,400.00, which will modernize currently outdated equipment, provide signal interconnection and communication equipment consistent with the City's Intelligent Transportation System (ITS) Strategic Plan, all at no cost to the City; and

WHEREAS, upon the completion of the project, the City will be the sole owner of all equipment installed in the City's right-of-way as a part of the project; and

WHEREAS, each agency will be responsible for the operations and maintenance of improvements in their agency; and

WHEREAS, the annual operations and maintenance costs is estimated to be \$10,000.00; and

WHEREAS, the City will be responsible for the operation and maintenance cost; and

WHEREAS, Article V , subsection 1 of the Oakland City Charter provides that the City Council can direct the City Administrator to represent the City in its intergovernmental relations and to negotiate contracts for joint governmental actions, subject to Council approval, and

WHEREAS, the City of Oakland and the Alameda CTC wish to enter into the Memorandum of Understanding (MOU) and the Operations and Maintenance (O&M) Agreement; now, therefore, be it

RESOLVED: That, pursuant to Article V, subsection 1 of the Oakland City Charter, the City Administrator, or his designee, is hereby authorized to negotiate and enter into the MOU and O&M Agreement between the City of Oakland and the Alameda County Congestion Management Agency (CMA) for the I-80 ICM Project; and be it

FURTHER RESOLVED: That the plans and specifications prepared by the Alameda CTC for this project are hereby approved; and be it

FURTHER RESOLVED: That the MOU and O&M Agreement shall be reviewed and approved by the City Attorney for form and legality and placed on file in the Office of the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20_____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF, and PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____

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