

**CITY OF OAKLAND
AGENDA REPORT**

OFFICE OF THE CITY CLERK
2005

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: September 13, 2005

2005 SEP - 1 AM 11:56

RE: RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO NEGOTIATE AND ENTER INTO A COOPERATIVE AGREEMENT WITH THE ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGN, CONSTRUCTION AND ADMINISTRATION OF THE RAPID BUS PROJECT COMPONENT OF THE EAST BAY SMART CORRIDORS PROGRAM TO PROVIDE FOR TRANSPORTATION IMPROVEMENTS IN OAKLAND WITH AN ESTIMATED VALUE OF NINE MILLION DOLLARS (\$9,000,000.00)

SUMMARY

A resolution has been prepared authorizing the City Administrator, or her designee, to negotiate and enter into a Cooperative Agreement between the City of Oakland and the Alameda County Congestion Management Agency (CMA) for design, construction and administration of the Rapid Bus Project component of the East Bay SMART Corridors Program. The project is located in City Council Districts 1, 2, 3, 5, 6, and 7.

The City of Oakland and the CMA, in cooperation with other agencies, cities and counties, and the State Department of Transportation (Caltrans), are currently working to implement Rapid Bus lines for the Alameda-Contra Costa Transit Agency (AC Transit) along the E. 14th Street/International Boulevard/Telegraph Avenue Corridor. The 18-mile long corridor connects Bay Fair Mall in the City of San Leandro and the University of California in the City of Berkeley through the City of Oakland as shown in Attachment A. The Rapid Bus Project consists of traffic signal and advanced transportation management system improvements.

The CMA is advertising, bidding, awarding, contracting and administering construction of the project as part of the East Bay SMART Corridors Program, a multi-modal program that applies a variety of advanced technologies to improve transportation safety, efficiency, and regional mobility along various major corridors in the East Bay. Participation in the East Bay SMART Corridors Program and physical connection to the communications infrastructure is a part of the City of Oakland Citywide Intelligent Transportation System (ITS) Strategic Plan and Integrated Transportation Management Center Project.

The Cooperative Agreement is needed so that capital improvements in the estimated amount of \$9 million can be constructed within the City of Oakland as shown in Attachment B.

The proposed project is consistent with the Fiscal Year 2005-07 Mayor and City Council Goals and Priorities 1A and 2D as follows:

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Develop a Sustainable City by maximizing socially and environmentally sustainable economic growth. The project will improve traffic, pedestrian and bicycle travel for all residents, supporting conservation of natural resources.

Build Community and Foster Livable Neighborhoods by providing clean, well-maintained amenities, parks, and recreational facilities. This project will provide for accessible streets and sidewalks.

Staff recommends approval of the resolution.

FISCAL IMPACT

The proposed resolution authorizes an agreement with the CMA for design, construction and administration of the proposed project. Approval of this resolution will allow traffic signal and advanced transportation management improvements in the estimated amount of \$9 million to be constructed along the International Boulevard/Telegraph Avenue Corridor in the City of Oakland. The CMA will pay the City up to \$48,000 for any permit, inspection or similar fees that cannot be waived by the City. Approval of the resolution does not result in any direct costs.

Indirect costs include staff costs for support of design, construction and administration. Sufficient funding for staff costs is available in the Measure B – ACTIA Fund (2211); Capital Improvement Projects – Transportation Services Organization (92246); Work Order Expenditures Account; and Integrated Traffic Management Center Project (C270210).

The City's involvement in this project and program does not require additional budget allocation at this time. However, additional operations and maintenance funding will be required in order to take full advantage of improvements constructed under this project. The CMA has agreed to explore local, state and federal funding opportunities to defray the operation and maintenance costs to all of the participating agencies. The CMA and all of the participating agencies plan a separate operations and maintenance agreement for this purpose. Any future year costs that cannot be defrayed by the CMA will be included in the Public Works Agency Proposed Budget for those years.

The Public Works Agency Transportation Services Division will manage this agreement and be responsible for administering all requirements set forth in the agreement.

BACKGROUND

On October 2, 2001 under Resolution No. 76736 C.M.S., the City Council authorized the City Manager to negotiate and execute the following three documents between the City of Oakland and the CMA:

1. SMART Corridor Memorandum of Understanding (executed in March 2000 and July 2002)
2. SMART Corridor Cooperative Agreement for Design, Construction and Administration (executed in December 2002)
3. SMART Corridor Cooperative Agreement for Ownership, Operation and Maintenance (executed in March 2004)

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On July 9, 2002 under Resolution No. 77276 C.M.S., the City Council authorized the City Manager to negotiate and execute a Cooperative Agreement between the City of Oakland and AC Transit for Design, Construction and Administration of a transit priority system (TPS) on Broadway between 3rd and 20th Street (executed in April 2003). The Broadway TPS Project was to be an extension of the San Pablo Avenue Corridor; however the project was postponed and is now being implemented as part of the current project, the Rapid Bus Project component of the East Bay SMART Corridors Program. The current project focuses on the third and newest of the corridors, and is the continuation of the efforts to further advance the transportation management solutions in East Bay by implementing Rapid Bus lines for AC Transit along the Telegraph/Broadway/International Corridor, a key trunkline for AC Transit.

Because the East Bay SMART Corridors Program has grown to include additional corridors, a new agreement for design, construction and administration of the Rapid Bus Project component of the East Bay SMART Corridors Program is needed. The proposed resolution is similar to the October 2001 resolution, except that it allows for the City Administrator, or her designee, to take any and all actions necessary to execute any amendments or modifications of the agreement deemed necessary for the successful implementation of the East Bay SMART Corridor Program without further City Council approval, except for any new budget allocations.

Amendments or modifications to the agreement may be needed to expedite the design, construction and administration of additional project corridors within the next two years. The only corridor anticipated in this timeframe is MacArthur Boulevard/Grand Avenue/West Grand Avenue located in Council District 2 through 6, because it is currently under study by the CMA and AC Transit for a Rapid Bus line. Any amendment or modifications to the existing SMART Corridor Cooperative Agreement for Ownership, Operation and Maintenance (executed in March 2004) that are required to incorporate these additional project corridors must and will be presented to the City Council for approval.

KEY ISSUES AND IMPACTS

The City of Oakland continues to face funding deficits in maintaining its transportation infrastructure, while Oakland 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 East Bay SMART Corridor Program is a multi-modal program that is providing funding for capital improvements to existing roadway and transit systems, as well as, seeking to obtain operations and maintenance funding for these improvements.

This project will provide capital improvements in the estimated amount of \$12 million on the East 14th Street/International Boulevard/Telegraph Avenue Corridor. Of this estimated capital expenditure, \$9 million is for improvements located within the City of Oakland as shown in Attachment B. The authorization to negotiate and execute the agreement is needed to ensure that the construction of the transit priority elements of the project is completed by June 2006, when AC Transit plans on launching its Rapid Bus line. The project is due to begin construction in

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summer 2005 and to be fully completed by the end of 2006. The CMA, as the lead agency for the East Bay SMART Corridors Project, is advertising, bidding, awarding, contracting and administering the construction of the project.

PROGRAM AND PROJECT DESCRIPTION

The East Bay SMART Corridors Program is a cooperative effort by the City of Oakland, CMA, AC Transit, State Department of Transportation (Caltrans) and approximately 20 other agencies to implement a multi-modal advanced transportation management system along various heavily traveled corridors in Alameda and Contra Costa counties. The East Bay SMART Corridors Program allows the participating agencies to better manage congestion and incidents along regional routes, improve transportation mobility, efficiency and safety, and provide timely, multi-modal transportation information to agency transportation managers and to the public. The program applies a variety of advanced technologies to improve efficiency of the existing roadway and transit systems, and reduce environmental costs to the public. Participation in the East Bay SMART Corridors Program and physical connection to the communications infrastructure is a part of the City of Oakland Citywide Intelligent Transportation Strategic (ITS) Plan and Integrated Transportation Management Center Project.

The CMA, as the lead agency, is currently managing projects along the following three corridors:

- San Pablo Avenue (I-80) Corridor – This corridor parallels I-80 for 20 miles extending from downtown Oakland to the City of Hercules along San Pablo Avenue.
- I-880 Corridor – This corridor parallels I-880 for 18 miles extending from downtown Oakland to the City of Union City along several arterials including International Boulevard, East 14th Street, San Leandro Boulevard/Street, Hesperian Boulevard, and Union City Boulevard.
- E. 14th Street/International Boulevard/Telegraph Avenue Corridor – This is a major transit corridor extending 18 miles from Bay Fair Mall in the City of San Leandro to the University of California in the City of Berkeley through the City of Oakland along several arterials including East 14th Street, International Boulevard, 11th Street, 12th Street, Broadway and Telegraph Avenue.

Beginning in 1995, the East Bay SMART Corridor Program has evolved to include multiple projects implemented over multiple years. The first phase of projects, and associated cooperative agreement, focused on the first two corridors. Construction was completed in summer 2004, and operations and maintenance of the I-80 and I-880 corridors is underway. The current phase of the program focuses on implementing Rapid Bus lines on the third and newest of the corridors.

The Rapid Bus Project consists of traffic signal and advanced transportation management system improvements, including optical detection systems for transit and emergency vehicles, signal

controller upgrades, video detection systems, audible and tactile pedestrian push buttons, pedestrian signal heads, signal interconnect, signal timing and other improvements. One of the objectives of the project is to enhance transit service along the corridor by reducing travel time and improving on-time performance. The project will accomplish this by providing priority to transit vehicles at signalized intersections using a combination of the new equipment. The San Pablo Avenue Rapid Bus implemented as part of the first phase of the SMART Corridors Program achieved a 67% increase in ridership and 17% reduction in travel time compared to the previous limited stop service.

The project has received just under \$27 million in funding to date from a combination of sources including the CMA Transportation Improvement Plan, Transportation Fund for Clean Air, Measure B, Regional Measure 2, and the Federal Transit Agency.

SUSTAINABLE OPPORTUNITIES

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

Environmental: The improvements completed under this agreement will help reduce congestion and air pollution by improving traffic, transit, pedestrian and bicycle access on various heavily traveled roadways throughout the City.

Social Equity: The improvements completed under this agreement 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 includes accessibility improvements such as tactile pedestrian pushbuttons with audible units and wheelchair ramps with detectable warning domes to assist persons with disabilities and seniors alike.

RECOMMENDATION AND RATIONALE


Staff recommends that the City Council approve the resolution authorizing the City Administrator, or her designee, negotiate and enter into a Cooperative Agreement between the City of Oakland and the Alameda County Congestion Management Agency (CMA) for design, construction and administration of the Rapid Bus Project component of the East Bay SMART Corridors Program. The agreement is needed to implement a regionally significant project that will enhance transit service along heavily traveled routes, and provide capital improvements in the estimated amount of \$9 million, to be constructed within the City of Oakland. The authorization at this time will allow the construction of the transit priority elements to be completed by June 2006.

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ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,

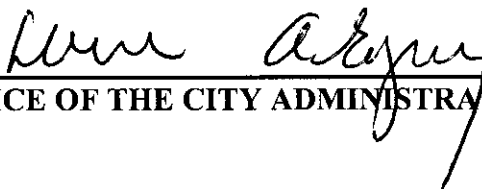
for 
RAUL GODINEZ, P.E.
Director, Public Works Agency

Reviewed by:
Michael J. Neary, P.E.
Assistant Director, Public Works Agency
Design & Construction Services Department

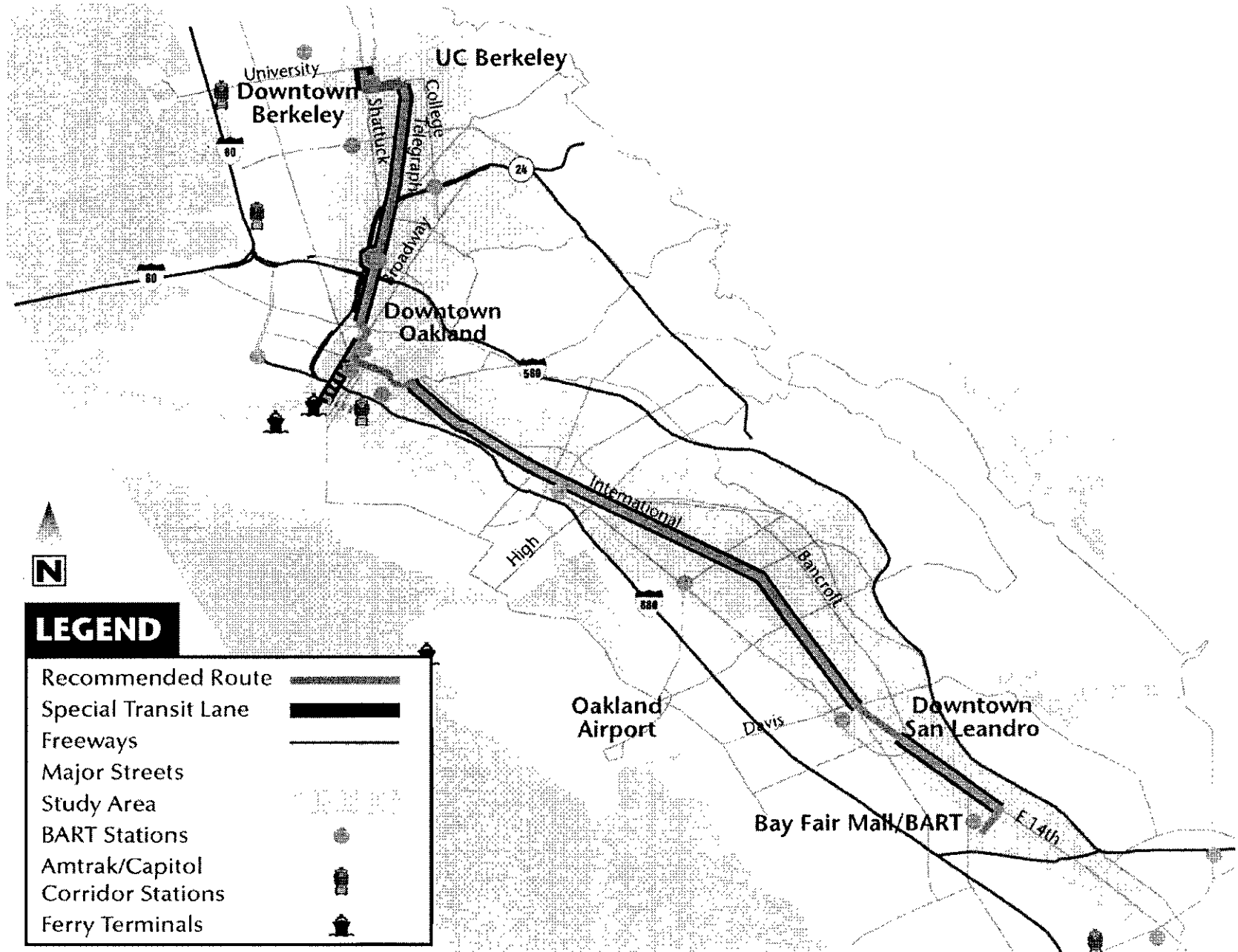
Prepared by:
Wladimir Wlassowsky, P.E.
Transportation Services Manager

Ade Oluwasogo, P.E.
Supervising Transportation Engineer

APPROVED AND FORWARDED
TO THE PUBLIC WORKS COMMITTEE:


OFFICE OF THE CITY ADMINISTRATOR

Attachment A



Attachment B

Rapid Bus Deployment Program Estimated Capital Expenditures in Oakland Per Council District (Excludes Engineering, Construction Management and Administration)

Oakland Council	Telegraph	Broadway	Int'l Local Total	Int'l Caltrans Total	Grand Total
D1	\$ 1,850,000	\$ -	\$ -	\$ -	\$ 1,850,000
D2	\$ -	\$ 365,000	\$ 2,730,000	\$ -	\$ 3,095,000
D3	\$ 1,220,000	\$ 285,000	\$ -	\$ -	\$ 1,505,000
D5	\$ -	\$ -	\$ 1,150,000	\$ 15,000	\$ 1,165,000
D6	\$ -	\$ -	\$ -	\$ 265,000	\$ 265,000
D7	\$ -	\$ -	\$ -	\$ 1,150,000	\$ 1,150,000
Total	\$ 3,070,000	\$ 650,000	\$ 3,880,000	\$ 1,430,000	\$ 9,030,000

Add 45% for Engineering, Construction Administration and CMA Administration

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

FILED
OFFICE OF THE CITY CLERK
OAKLAND

INTRODUCED BY COUNCILMEMBER _____

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RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO NEGOTIATE AND ENTER INTO A COOPERATIVE AGREEMENT WITH THE ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGN, CONSTRUCTION AND ADMINISTRATION OF THE RAPID BUS PROJECT COMPONENT OF THE EAST BAY SMART CORRIDORS PROGRAM TO PROVIDE FOR TRANSPORTATION IMPROVEMENTS IN OAKLAND WITH AN ESTIMATED VALUE OF NINE MILLION DOLLARS (\$9,000,000.00)

WHEREAS, the East Bay SMART Corridors Program is a cooperative effort by the City of Oakland, Alameda County Congestion Management Agency (CMA), Alameda-Contra Costa Transit Agency (AC Transit), State Department of Transportation (Caltrans) and 21 other agencies to implement a multi-modal advanced transportation management system along various heavily traveled corridors in Alameda and Contra Costa counties; and

WHEREAS, the goals of the East Bay SMART Corridors Program are to allow the participating agencies to better manage congestion and incidents along regional routes, improve transportation mobility, efficiency and safety, and to provide timely, multi-modal transportation information to agency transportation managers and to the public; and

WHEREAS, the East Bay SMART Corridors Program applies a variety of advanced technologies to improve efficiency of the existing roadway and transit systems, and reduce environmental costs to the public; and

WHEREAS, the East Bay SMART Corridors Program meets the Fiscal Year 2005-07 Mayor and City Council Goals and Priorities 1A) Develop a Sustainable City by maximizing socially and environmentally sustainable growth, including conserving natural resources and 2D) Build Community and Foster Livable Neighborhoods by providing for clean, well-maintained and accessible streets and sidewalks; and

WHEREAS, the Rapid Bus Project component of the East Bay SMART Corridors Program is the continuation of the efforts to further advance the transportation management solutions in East Bay by implementing Rapid Bus lines for AC Transit along key trunklines; and

WHEREAS, the Rapid Bus Project component of the East Bay SMART Corridor Program is intended to improve transit service and encourage transit ridership; and

WHEREAS, the City of Oakland and the CMA wish to enter into a Cooperative Agreement for design, construction and administration of the Rapid Bus Project component of the East Bay SMART Corridors Program; and

WHEREAS, said Cooperative Agreement designates the CMA to be the party responsible for the design, construction and administration of the project; and

WHEREAS, the CMA will pay the City up to \$48,000 for any permit, inspection or similar fees that cannot be waived by 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, the CMA has agreed to explore local, state and federal funding opportunities to defray the operation and maintenance costs to the City and all other participating agencies, and will execute a separate agreement with all participating agencies for this purpose; and

WHEREAS, the future operation and maintenance costs that cannot be defrayed by the CMA will be included in the Pubic Works Agency Proposed Budget for those years; now, therefore, be it

RESOLVED: That the City Administrator, or her designee, is hereby authorized to negotiate and enter into Cooperative Agreement between the City of Oakland and the Alameda County Congestion Management Agency (CMA) for design, construction and administration of the Rapid Bus Project component of the East Bay SMART Corridors Program; and be it

FURTHER RESOLVED: That the City Administrator, or her designee, is hereby authorized to take any and all actions necessary to execute any subsequent amendments to or extensions of said agreement deemed necessary for the successful implementation of the East Bay SMART Corridor Program, with the exception of those related to the allocation of funds, provided that such amendments or extensions shall be approved for form and legality by the City Attorney and a copy shall be kept on file with the City Clerk; and be it

FURTHER RESOLVED: That the agreement shall be approved for form and legality by the City Attorney, and a copy shall be kept on file with the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND
 PRESIDENT DE LA FUENTE

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
 LATONDA SIMMONS
 City Clerk and Clerk of the Council
 Of the City of Oakland, California