ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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July 7, 2009
Agenda Item 2.2

Memorandum

DATE: June 30, 2009

TO: ACTAC

FROM: Frank Furger, Chief Deputy Director

SUBJECT: Deputy Director's Report

Transportation Bond Measure Projects

I-580 Eastbound HOV Lane Project – The contractor for the first contract has completed work in the median and traffic has shifted in order for the outside widening to begin. The HOV lane is scheduled to open in September 2009. The second contract received a California Transportation Commission (CTC) allocation of funds at the October meeting and was advertised on January 5, 2009. Bids were opened on June 3, 2009 and are being evaluated. The apparent low bidder was almost 40 percent below the engineer's estimates. The CMA issued a Notice to Proceed to the design consultant to prepare the project development package for the auxiliary lanes between Isabel and North Livermore Avenue and North Livermore Avenue and First Street.

I-580 Westbound HOV Lane Project – The draft Environmental Document was released for circulation on March 25, 2009, the public comment period closed on April 24, 2009 and the Admin Draft of the Initial Study/Environmental Assessment was submitted to Caltrans in June. The design phase of this project began in June 2008. The 65 percent PS&E package will be submitted to Caltrans for review on July 9, 2009. The CMA and the consultant have prepared a strategy to split the project into smaller construction contracts and will submit a delivery action plan for Caltrans and CTC approval. The CMA and Caltrans are preparing a Project Change Request to remove the bus ramp from the project scope.

I-580/Route 84/Isabel Interchange – This project is sponsored by the City of Livermore and received $68 million from the CMIA bond fund program. The project was split into three smaller contracts. Contract three, administered by Caltrans received an allocation of construction funds from CTC in October 2008. The CTC allocated the construction funds for the two contracts administered by the City of Livermore at its December 2008 meeting. The three contracts were advertised in January 2009. Bids for Contracts one and two were opened last month. Bids were below the engineer's estimate by 40 percent. The City of Livermore is

reviewing the results and an award recommendation will be made shortly. The bid opening for Contract three was on June 9, 2009 and the apparent low bidder was more than 40 percent under the engineer's estimate.

I-880 Southbound HOV Lane Extension (Hegenberger to Marina) – Environmental and preliminary engineering services are ongoing. A 35 percent submittal package has been completed and comments have been received from Caltrans. The project has been divided into two construction packages to attract more bidders. The Environmental Document is scheduled for public circulation in August with approval expected in November 2009. At the request of the City of San Leandro, the ACCMA is overseeing the Marina Boulevard Interchange Project Study Report (PSR).

I-80 Integrated Corridor Mobility (ICM) Project – Stakeholders have submitted their comments on the Traffic Light Synchronization Program (TLSP) Project #6 Concept Report, Plans and Functional Requirements. The Design Team delivered the TLSP 65 percent PS&E to local agencies and Caltrans for review on May 12, 2009. In addition, the 65 percent PS&E for the Traffic Operations System (TOS) Project #3 was submitted to Caltrans on May 12, 2009 and the 65 percent PS&E for the Adaptive Ramp Metering (ARM) Project #4 was submitted to Caltrans on May 18, 2009 for review and comment The Automated Traffic Management (ATM) 35 percent design package was submitted to Caltrans on June 8, 2009. Traffic Modeling of the I-80 and San Pablo corridors is underway and a preliminary micro-simulation of speed harmonization on the I-80 corridor was presented to the CSMP/TAC/PLT committees. A Delivery Action Plan, addressing the project's revised schedule, was developed by Caltrans, MTC, CMA and the CCTA was submitted to Caltrans HQ staff for review and comment on June 11, 2009. From Caltrans HQ comments, the Delivery Action Plan will be revised and will be submitted to the California Transportation Commission (CTC) staff.

I-880 North Safety and Operational Improvements at 23rd/29th Avenues – The Project Report and Environmental Document are underway and preliminary engineering and environmental technical studies have commenced. The Administrative Draft environmental document was submitted to Caltrans on May 28, 2009. The public circulation of the draft Environmental document is scheduled to begin in September 2009.

Status of Corridor Studies/Projects

I-680 Express Lane Project – The CMA has partnered with Caltrans on the design of this project. The project has been split into six contracts: three roadway contracts, one landscape contract, an environmental mitigation contract and a system integrator contract. Bay Cities, the contractor for the first contract, Grimmer to Route 238 (Mission Blvd), is continuing to work aggressively to complete the project.

Contract 3, Route 238 to Grimmer, was awarded on April 7, 2009 and contract 2, Route 238 to Stoneridge, was awarded on April 17, 2009. Both contractors have begun working on constructing the civil elements of the projects. Electronic Transaction Consultants (ETC), the System Integrator consultant has been developing the design parameters and criteria for the dynamic pricing algorithm, interface with Caltrans TMC, CHP, and BATA customer service, and

designing the communication network. The project team is analyzing the contract schedules for a possible "open to traffic" milestone in 2010.

I-580 Traffic Management Plan Project – The Center-to-Center (C2C) Program communication hubs project was awarded to DKS Associates. This communication package will link various Transportation Management Centers in the Bay Area which include communication centers at the Metropolitan Transportation Commission (MTC) and Alameda County SMART Corridors. The Software Integration Package was awarded to Irvine Global Consulting and will be completed in June 2009. The integration will link cameras, detectors and changeable message signs along I-580 with communication centers at the Cities of Dublin, Livermore, Pleasanton and Alameda County SMART Corridors. The draft C2C Hub design has been completed. These projects are on schedule with the completion date of June 30, 2009. The project is also installing ramp metering on Grant Line Road, North Flynn Road and Portola Avenue, funded from a MTC grant, however, funding for the ramp metering has been delayed.

I-580 Corridor ROW Preservation – The CMA consultant prepared environmental documents (Categorical Exemption) for six properties that are currently available for acquisition. The funding agreement with ACTIA was executed in May 2009 and ACCMA is set to begin discussions with Caltrans to establish a partnership agreement for this project.

I-580 Westbound Auxiliary Lane Project – This ACTIA Measure B funded project consists of two westbound I-580 auxiliary lane segments from Airway Boulevard to Fallon Road and from Fallon Road to Tassajara Road. The CMA is the lead agency for the environmental and design phase for the Airway to Fallon Road auxiliary lane. This lane is included in the I-580 WB HOV Lane Widening Project. ACTIA is the lead agency for the environmental phase for the Fallon to Tassajara Road auxiliary lane segment and has completed the NEPA environmental document. Caltrans has approved the plans and has issued an encroachment permit to allow this work to be combined with the City of Dublin's Fallon Road Interchange Project. A project specific funding agreement between the City of Dublin and the CMA has been completed and a Contract Change Order has been issued to construct the Fallon to Tassajara Road auxiliary lane.

I-580 Eastbound High Occupancy Toll (HOT) Lane: Technical Studies and Preliminary Engineering – Preliminary Engineering and preparation of the Environmental Document began in July 2008. The consultant is addressing Caltrans' comments on the traffic operations analysis report. The CMA has requested that additional studies be prepared to investigate the feasibility of a double HOT lane. A contract change order to install the infrastructure of some of the civil elements of the HOT Lane was issued to the EB HOV project. The CMA is investigating possible alternatives for delivery of the civil elements of the project. A final draft RFP for the system integrator is being circulated for review and comment by the project team.

I-580 Westbound High Occupancy Toll (HOT) Lane: Cost/Revenue and Operations Analysis – The CMA has issued an RFP for the preparation of Cost/Revenue and Operations Analysis. A Consultant has been selected and the Cost/Revenue and Operations Analysis is scheduled to be completed in January 2010.

I-680/I-880 Cross Connector Project – Team meetings and technical studies have resumed pending agreement with Caltrans regarding project oversight support. The CMA has requested the consultant to reinitiate studies in anticipation of Caltrans resource availability in early FY 2009/2010.

I-580 Soundwalls: San Leandro – The San Leandro soundwall project was advertised on April 8, 2009 following the federal authorization (E-76) for construction on April 1, 2009. The CMA opened bids on May 7, 2009 and received four bids for the contract. The Contract was awarded on May 28, 2009 and a Notice to Proceed was issued on June 8, 2009. The contractor began work on June 15, 2009. A kick-off event is scheduled for July 9, 2009 at 6 p.m. at the San Leandro Library.

I-580 Soundwall Design: Oakland – The 95 percent PS&E for the Oakland soundwall is scheduled to be submitted to Caltrans in July 2009, following incorporation of Caltrans comments.

Caltrans Corridor System Management Plans (CSMPs) - This item is on the July ACTAC agenda.

Ardenwood Park & Ride Lot Project – Construction of the Park and Ride Lot began on September 18, 2008. The new portion of the Park and Ride Lot did not open in June 2009 as scheduled. Field tests indicated that additional curb & gutter and striping work is necessary before AC Transit buses can cleanly enter and exit the lot. The new portion of the Park & Ride Lot is now scheduled to open on July 13, 2009. A sub project is being developed to construct a CMS sign on State Route 84, place "next bus" signs in the bus shelters, provide striping and signal modifications to improve access from Ardenwood Blvd. and construct a restroom for AC Transit's use. These sub projects will extend completion to October 2009.

BART to Warm Springs –The BART Board awarded the contract for the Final Design on the Fremont Central Park Subway ("Subway") to the Joint Venture of Shimmick-Skanska on May 28th. Following execution of funding agreements with MTC and ACTIA, the Fremont Central Park Subway contract is expected to be awarded to Shimmick-Skanska by the end of June and a Notice to Proceed is anticipated in late July. Preliminary engineering on the Line, Track Station and Systems ("LTSS") contract is nearing 100% complete. A Request for Qualifications (RFQ) for the LTSS contract is expected to be issued this summer. Subject to Right of Way Certification and execution of additional funding agreements, a Request for Proposals (RFP) is expected to be issued fall 2009. LTSS contract award, based on "best value" criteria, is expected in mid-2010. Following completion of design-build construction and testing, WSX is expected to open for revenue service in late 2014.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor (SVRTC) – The Final EIS is expected to be circulated in January 2010.

Caldecott Tunnel 4th Bore – The Final Environment Document for the project is available for review on the project website at: www.dot.ca.gov/dist4/caldecott/. CMA staff continues to coordinate with Caltrans on the project delivery through the Project Leadership Team (PLT) and

the Executive Steering Committee (ESC). Caltrans has reached agreement with the Fourth Bore Coalition to settle the litigation that was filed against the project. The CTC approved allocations in May that allow Caltrans to advertise the project. The project was advertised on May 19, 2009, with bid opening scheduled for August 11, 2009 and award in October 2009.

Dumbarton Rail Corridor – The project continues to proceed with finalizing the environmental, constructability and structural evaluations. The draft EIS/R is progressing and is expected to be released by fall 2009.

Grand/MacArthur Corridor Transit Enhancements – This project is a key first step towards bringing major transit improvements to the Grand Avenue/MacArthur Boulevard corridor. The limit of this corridor is from Eastmont Mall to the Transbay Terminal in San Francisco. This SMART/Bus Rapid Transit (BRT) Corridor implementation will be modeled after the existing San Pablo Avenue and International/Telegraph SMART/BRT Corridors. On July 31, 2008, the CMA Board awarded the Grand/MacArthur Corridor Transit Enhancement Project construction contract to Ray's Electric, the lowest responsive bidder. Construction started September 22, 2008. The contractor has installed all ITS elements of this project on Grand Ave. This project is on schedule with a completion date of July 29, 2009. The project will be closed-out in September 2009.

SMART Corridors Program – CMA's SMART Corridors partnership includes 29 public agencies. The CMA provides video and traffic data to the public and to transportation managers as well as emergency service providers in real-time. The public website address for the SMART Corridors is: http://www.smartcorridors.com. The CMA is working with the Alameda County Public Works Agency on the implementation of Transportation Management Centers (TMC). CMA is also leading the project to implement ITS on Webster Street in the City of Alameda. CMA staff is also managing various contracts to operate and maintain SMART Corridors components.

San Pablo Avenue Rapid Bus Stop Improvements - The CMA is taking the lead in implementing approximately $2.6 million in improvements to the Rapid Bus stops in Alameda County funded through AC Transit using Measure B funds. At the request of the cities, the CMA and the funding agencies have agreed to implement streetscape amenities as an alternative to the installation of decorative crosswalks. This extended the project completion date to June 2009. All project elements are completed with the exception of median islands which started in May 2009. The median islands design has been completed. Agreements with cities of Oakland and Berkeley regarding the median maintenance have been reached. Staff is waiting for encroachment permit to be issued by Caltrans. The new schedule for completion date is September 2009.

State Route 84 HOV Extension – Dumbarton Corridor – The HOV lane was open to traffic on September 5, 2008 and the project closeout is underway.

Central Alameda County Freeway System Study –The next PAC meeting is being scheduled. After PAC approval to release the prioritized Local Alternative Transportation Improvement

Program (LATIP) project list, local approvals will be sought similar to the process used for the Financially Unconstrained LATIP.

MTC's Lifeline Transportation Program – STA funds for the Tier 1 Lifeline program are available to projects approved by the CMA Board and MTC. JARC funds for approved Tier 1 Lifeline projects will be available fall 2009, pending funding agreements with MTC. The Tier 2 program is subject to confirmation of the FY 2009/2010 state budget. The intent of the Lifeline Transportation Program is to fund projects that increase transportation mobility for low income residents in Alameda County.

Berkeley/Oakland/San Leandro BRT – The BRT TAC meeting was held on June 16, 2009 to prepare for the BRT Policy Steering Committee. The next TAC meeting is scheduled for July 8, 2009 at 9 a.m. The BRT Policy Steering Committee (PSC) was held on June 19, 2009 to accept the all in one operating plan. The next PSC meeting is scheduled for July 17, 2009 at 3 p.m.

Transportation and Land Use Work Program – CMA staff met with MTC to discuss the next Transportation and Land Use Work program. The City of San Leandro submitted their revised Oriented Development Technical Assistance Program (TOD TAP) scope of work. Staff is coordinating within the county to determine how to integrate TOD into climate change goals, and met with MTC on June 15, 2009 to discuss the annual program scope of work and the next TLC cycle.

Community Based Transportation Plan – The City of Alameda Community Based Transportation Plan, which includes prioritized transportation needs and solutions based on community outreach, was approved by the Board in June 2009.

Guaranteed Ride Home Program – The Annual Evaluation is posted on the CMA website. There are 4,422 employees and 190 employers actively registered in the program. Thirty five new employees registered in the past month. Five rides were taken in the past month, one of which was a rental car ride. The average cost per taxi trip is $83.90 and the average trip length is 38.9 miles. The average one-way trip distance for a rental car ride is 47.9 miles. The average savings for a rental car ride compared to a cab is $72.80 per ride. CMA is coordinating with the Rideshare committee and the CMA Association to obtain input on combining CMA's GRH program into a regional program.

Truck Demand Model – The field data collection team, Quality Counts, continue to collect data on freeways, which is expected to be completed by end of June. A database with PeMS data and actual truck counts collected along with details on initial model development will be presented to the Task Force at their next meeting. The next Task Force meeting is scheduled for July 28, 2009 at 10:00 a.m.

Update on Climate Action Activities - A Climate Action Workshop jointly hosted by the ACCMA, ACTIA and Supervisor Haggerty's office was held on May 13, 2009. The next meeting will be held on July 8, 2009 at 10 a.m.

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