ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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November 3, 2009
Agenda Item 2.2

Memorandum

DATE: October 27, 2009

TO: ACTAC

FROM: Frank Furger, Chief Deputy Director

SUBJECT: Deputy Director's Report

Transportation Bond Measure Projects

I-580 Eastbound HOV Lane Project – A combined Ribbon Cutting/Groundbreaking ceremony was held on October 2, 2009 to commemorate the opening of the first segment of the I-580 EB HOV lane project and the start of construction for the second segment of the I-580 EB HOV lane project, as well as the Isabel Interchange Project. The contract for the second segment was awarded to Ghilotti Construction on July 22, 2009 and construction began on August 21, 2009. The design consultant is preparing the project development package for the auxiliary lanes between Isabel and North Livermore Avenue and North Livermore Avenue and First Street. Work on the ITS component of the I-580 TMP continues. The CMA is preparing a re-evaluation of the I-580 Eastbound HOV Lane Project Environmental Document for conversion of the HOV Lane to a double HOT Lane.

I-580 Westbound HOV Lane Project – The Final Initial Study/Environmental Assessment was approved by Caltrans on October 16, 2009. The project's design package was split into two smaller construction contracts. The Phase one and the Phase two 65 percent PS&E packages were submitted to Caltrans on September 14, 2009. The CMA and Caltrans have prepared a Programming Change Request to remove the bus ramp from the project scope and to split the project into smaller construction contracts.

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 was awarded to RGW on July 29, 2009 and will be administered by Caltrans. The other two contracts are administered by the City of Livermore and are under construction.

I-880 Southbound HOV Lane Extension (Hegenberger to Marina) – Environmental and preliminary engineering services are ongoing. The Environmental Document is scheduled for public circulation in late October with approval expected in early 2010. The consultant is

incorporating Caltrans' comments on the draft Project Report. The North segment 65 percent PS&E submittal package was submitted to Caltrans for review in September 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 – The Design Team delivered the 100 percent PS&E (including bid documents) for the Traffic Operations System (TOS) Project #3 to Caltrans on August 31, 2009. The Team delivered the 100 percent PS&E for the TLSP to Caltrans in late September 2009. The 65 percent PS&E for the Automated Traffic Management (ATM) and the 95 percent PS&E for the Adaptive Ramp Metering (ARM) Project #4 will be submitted to Caltrans in October 2009. Traffic modeling of the I-80 and San Pablo corridors is underway and draft final results have confirmed benefits in congestion relief in Non-Recurrent (Incident) conditions due to the Active Traffic Management practices in addition to congestion relief resulting from implementation of Ramp Metering proposed in these combined projects. The Project Change Requests (PCR) and Project Programming Request (PPR) were approved by Caltrans HQ staff in September 2009. Caltrans HQ will submit the revised schedule and split of projects for approval by the California Transportation Commission (CTC) staff in December 2009.

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. A revised Project Report and Environmental Document were submitted to Caltrans on July 27, 2009 for review. A public information meeting in Oakland was held on August 11, 2009. The public circulation of the draft Environmental document is scheduled to begin in early November 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 on schedule (November 2009). Contract 3, Route 237 to Grimmer, was awarded on April 7, 2009 to Top Grade and Contract 2, Route 238 to Stoneridge, was awarded on April 17, 2009 to Bay Cities. Both contractors are working aggressively on constructing the civil elements of the projects. Electronic Transaction Consultants (ETC), the System Integrator consultant, has submitted the detailed design document for CMA review and comments. The interface with Caltrans TMC, CHP and BATA customer service are underway. Scope changes to Contracts 2 and 3 have been made to allow for opening of the Express Lane in Fall 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 phase I of the Center-to-Center project has been completed. Phase 2 of the Center to Center program started on September 15, 2009 with a completion date of June 2010. The Software

Integration Package was awarded to Irvine Global Consulting (IGC). This project has been completed and IGC has provided the full documentation of the SMART Corridor software including the Tri-Valley and Grand MacArthur ITS related documents. The integration has been completed and links between cameras, detectors and changeable message signs along I-580 with communication centers at the Cities of Dublin, Livermore, Pleasanton and Alameda County SMART Corridors has been provided. A ribbon cutting ceremony was held on October 2, 2009. The I-580 Ramp Metering Project design phase started on September 10, 2009 and the PS&E is due for completion by December 2009. This phase includes replacing the temporary ramp meters on Grant Line Road, North Flynn Road and Portola Avenue with the installation of new permanent ramp meters funded from a MTC grant. The construction and installation of ramp meters is forecast for completion in June 2010.

I-580 Corridor ROW Preservation – The CMA consultant prepared environmental documents (Categorical Exemption) for six properties that are currently available for acquisition. A project funding agreement between the City of Livermore and the CMA has been completed and provided to the City of Livermore for approval in November 2009.

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, construction is scheduled to be completed in October 2009.

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 Cost/Revenue and Operations Analysis is underway and scheduled to be completed in January 2010.

I-680/I-880 Cross Connector Project – This project is currently on hold while additional project alternatives are evaluated.

I-580 Soundwalls: San Leandro – The San Leandro soundwall project contractor began work on June 15, 2009. The project is approximately 25% completed.

I-580 Soundwall Design: Oakland – The 100 percent PS&E for the Oakland soundwall will be submitted to Caltrans in late October 2009, following incorporation of Caltrans comments.

Caltrans Corridor System Management Plans -The California Transportation Commission requires Corridor System Management Plans (CSMPs) for corridors in which Corridor Mobility Improvement Account and State Route 99 bond funded projects are programmed. The purpose of the plans is to preserve mobility gains from the investments by managing the corridor for highest sustained productivity. The plans identify a corridor management strategy that all jurisdictions, regional agencies, and modal operators along the corridor agree to and that will guide corridor development, operation, and investments from all sources. The plans are based on diagnostics of the causes of congestion and micro-simulation of all strategies, actions and projects that determine the most effective mix to restore and preserve corridor productivity. The plans also complement and support activities in the Regional Blueprints efforts, compliance with Assembly Bill 32 and Senate Bill 375, and the implementation of the Smart Mobility Framework. The CSMP preparation process is led by Caltrans, MTC and ACCMA (I-80) for four corridors in Alameda County: I-80, I-880, I-580 and SR-24. The draft final report for all CSMPs have been completed and distributed to stakeholders for their review and comments. They have been presented to the respective technical advisory committees with the exception of I-80 which will be completed by the end of October 2009. The Traffic Operation report for I-80 was presented to the I-80 CSMP/TAC on September 30, 2009. The final CSMP reports for all four corridors are due for completion by December 30, 2009. The next CSMP TAC meetings for I-880, I-580 and I-80 have been scheduled for October 29, November 17 and November 18, 2009 respectively.

Ardenwood Park & Ride Lot Project – A ribbon cutting ceremony was held on October 9, 2009 for the Park & Ride Lot. The new portion of the Park & Ride Lot opened on July 20, 2009 and, following rehabilitation, the Caltrans portion of the Lot was re-opened on August 18, 2009. All 351 spaces are now available for public use. A sub project was developed to provide security items, pavement rehabilitation and construction of a restroom for AC Transit's use. These sub projects were completed in October 2009.

BART to Warm Springs –The contractor began clearing for new replacement facilities in Fremont Central Park to clear the way for subway construction spring 2010. Preliminary engineering on the Line, Track Station and Systems ("LTSS") contract is nearing completion. Subject to funding, a Request for Qualifications (RFQ) for the LTSS contract will be issued by November 2009. Also subject to funding and Right of Way Certification, a Request for Proposals (RFP) may be issued as early as January 2010. LTSS contract award, based on "best value" criteria is expected in the fall of 2010. Depending on the release of the RFQ and RFP, BART will re-evaluate its forecast for the commencement of revenue service to Warm Springs.

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 Caldecott Tunnel bid opening was on September 29, 2009. Four bids were opened and Caltrans is currently reviewing the apparent low bid, by Tutor-Saliba Corporation of Sylmar, California, to ensure it meets all contract requirements. The project is scheduled to begin in late 2009/early 2010. Contractor bids include the cost of completing work as well as the number of days required before the tunnel is opened to traffic. The project has set a goal of hiring at least 3 percent of its contracted amount for underutilized, disadvantaged business enterprises. Financing for the project, estimated at $420 million, comes from state, local and federal funds. Included in the funding is $197.7 million the state secured from the federal government through the American Recovery and Reinvestment Act (Recovery Act). The CMA staff continues to coordinate with Caltrans on the project delivery through the Project Leadership Team (PLT) and the Executive Steering Committee (ESC).

Dumbarton Rail Corridor – The administrative draft EIS/EIR is complete and the design is 15% complete. A full funding plan is being sought. The next Dumbarton Rail PAC meeting will be on December 16, 2009 in Palo Alto. They will discuss when the EIR may be ready to be released, what next steps, such as additional studies, will be needed to complete the EIR, the revised schedule, and Capitol Corridor's request for a letter of support from PAC regarding their application for an improvements package that would benefit Dumbarton Rail.

Grand/MacArthur Corridor Transit Enhancements – This project is a key first step towards bringing major transit improvements to the Grand Avenue/MacArthur Boulevard corridor from Eastmont Mall to the Transbay Terminal in San Francisco. The contractor has completed installation of all ITS elements of this project on Grand Ave. This project was completed on August 28, 2009. Staff completed the close-out of this project in mid September and CMA Board approved the Resolution 09-010 accepting the completed construction contract for Grand Avenue-MacArthur Boulevard Corridor Transit enhancement Project at the September 24, 2009 Board meeting.

SMART Corridors Programs – CMA's SMART Corridors partnerships includes 29 public agencies. The CMA provides video and traffic data to the public and to transportations managers as well as emergency service providers in real-time. The public website address for the SMART Corridors is: http://www.smartcorridors.com. CMA is also assisting the City of Oakland in procuring traffic signal central software to accommodate Transit Signal Priority (TSP) on AC Transits' Rapid Bus on San Pablo Avenue.

Alameda County Traffic Operation Center (TOC) – The CMA is assisting the Alameda County Public Works Agency in the implementation of a Traffic Operation Center (TOC) at the county facilities in Hayward. The TOC would enable county transportation staff to access county traffic signal system and all Closed Circuit TV (CCTV) cameras available to the SMART Corridors Program in real-time.

Webster Street SMART Corridor – CMA in partnership with the City of Alameda is implementing the Webster Street SMART Corridor project. The purpose of this project is to improve traffic and transit operations and safety. The project includes transit and traffic operations and safety improvements and implementation of a Traffic Incident Management (TIM) system through the Webster/Posy Tube connecting the City of Alameda with the City of Oakland where the area trauma center is located. The City of Alameda Public Works Department is coordinating activities with the local fire and police departments. Additional stakeholders on this project are AC Transit, Caltrans, California Highway Patrol and the City of Oakland. The funding for this project has been provided through a variety of local and federal sources totaling $1.4 million, including a $340,000 federal Earmark for this corridor provided by the CMA.

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 September 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. The encroachment permit was issued by Caltrans on August 20, 2009. The Phase III of this project (median design and landscaping) will start on November 2, 2009 with a completion date of December 30, 2009.

Central Alameda County Freeway System Study – Local approvals for the SR 238 LATIP have been obtained from the City of Hayward, Alameda County, the City of San Leandro, ACCMA and ACTIA. The LATIP is anticipated to be considered by CTC at its December 2009 meeting as an information item along with the Notice of Intent to Rescind the Freeway right-of-way. Approval of the LATIP by CTC is scheduled for February 2010.

MTC's Lifeline Transportation Program –A draft, revised Tier 2 Lifeline program was approved by the Board in October 2009. 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 PSC and TAC meetings were held on October 16th and 8th, 2009, respectively. The impact of AC Transit's proposal to divert CMAQ and RM2 funds from the BRT project and an approach and schedule for getting the Locally Preferred Alternative and the FEIS/R approved was discussed. The next TAC meeting is scheduled for November 12, 2009 and the next PSC meeting is scheduled for November 20, 2009.

Transportation and Land Use Work Program – Three TOD Technical Assistance Program studies are being initiated in San Leandro and Livermore. MTC will also issue a TLC Call for Projects in January 2010. Staff also continues to coordinate within the county to determine how to integrate TOD into climate change goals.

Guaranteed Ride Home Program – There are 4,566 employees and 194 employers actively registered in the program. Forty new employees and two new employers registered in the past month. Five rides were taken in the past month – four taxis and one rental car. The average cost per taxi trip is $70.85 and the average trip length is 20 miles. The average one-way trip distance for a rental car ride is 48 miles. The average savings for a rental car ride compared to a cab is $72.80 per ride.

Truck Demand Model – The Task Force met on October 20, 2009. The consultants presented the updated results on origin-destination matrix estimation (ODME). Using the truck data collected as constraints and the existing model truck table as a seed, the ODME adjusts the existing truck table to produce the ODME-adjusted truck trip table, which more closely matches the collected truck counts. The ODME will be used as benchmark to refer to for developing trip rates from the trip generation model and trip length frequency distribution from the trip distribution model. The consultants also presented the initial trip generation model outputs and preliminary trip distribution work. Final ODME table and trip generation model outputs along with updated trip distribution outputs will be presented at the next meeting. The next Task Force meeting is scheduled for November 17, 2009 at 10:00 a.m.

Update on Climate Action Activities - The Climate Transportation Working Group met on October 14, 2009 at 10:00 a.m. to discuss multi-modal level of service. The next meeting will be held on December 9th, 2009. Staff continues to work with MTC, ABAG, ACTIA and other CMAs to define the CMAs role in helping jurisdictions implement SB 375. Staff is also monitoring the State RTP Guidelines Update effort. A Regional Model Working Group has been formed by MTC and ABAG to address implementing SB 375 and the Sustainable Commuties Strategy from a modeling perspective. The next meeting is October 27, 2009 at 10 a.m.

Countywide Bicycle and Pedestrian Plans – The update of the 2006 Countywide Pedestrian and Bicycle Plans is underway. The first meeting of the Countywide Bicycle and Pedestrian Plans Working Group was on October 21, 2009 in ACTIA's offices at 9:30 a.m. to discuss the draft scopes of work for both Plans.

Transportation for Livable Communities –Following MTC approval of the Transportation for Livable Communities (TLC) program, MTC is expected to issue a Call for TLC Projects in January 2010. A workshop to present the guidelines and announce an official call for projects was held on October 7, 2009 at MTC. Funding levels for the TLC Program were set by the MTC Commission in October 2009.

2010 LOS Monitoring Selection Panel – The RFP for the 2010 and 2012 LOS Monitoring Study was released on October 19, 2009 seeking proposals from traffic data collection firms. The proposals are due on November 19, 2009, interviews are expected to be held during the week of January 4, 2010 and the consultant selection is anticpated byJanuary 19, 2010. ACTAC members, one from each Planning Area, are requested to volunteer to be on the selection panel to help us selecting a consultant for the 2010/2012 LOS Monitoring Study.

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