

1 **RESOLUTION NO. 2012-16**

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3 **A RESOLUTION OF THE ALBANY CITY COUNCIL AUTHORIZING**
4 **THE CITY MANAGER TO MAKE NON-SUBSTANTIVE CHANGES AND**
5 **ENTER INTO A MEMORANDUM OF UNDERSTANDING (MOU) 15.00.06**
6 **AND TO MAKE NON-SUBSTANTIVE CHANGES FOR THE I-80**
7 **INTEGRATED CORRIDOR MOBILITY (I-80 ICM) PROJECT**
8

9 **WHEREAS**, the Interstate 80 (I-80) Integrated Corridor Mobility (ICM) project
10 successfully competed for \$55.3 million in Proposition 1B – Corridor Mobility
11 Improvement Account (CMIA) funds in 2007; and
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13 **WHEREAS**, the City of Albany approved Resolution No. 07-63 in support of the
14 project, conditioned upon receiving an additional \$21.4 million in Proposition 1B Traffic
15 Light Synchronization Program funds for arterial and transit improvements along San
16 Pablo Avenue and crossing arterials; and
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18 **WHEREAS**, in April, 2008, the Contra Costa Transportation Authority (CCTA),
19 WCCTAC, and Alameda County Transportation Commission, applied and succeeded in
20 securing \$21.4 million in Proposition 1B – Traffic Light Synchronization Program
21 (TLSP) grant for improvements along San Pablo Avenue, including transit related
22 improvements; and
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24 **WHEREAS**, On July 16, 2008, the Contra Costa Transportation Authority and
25 Alameda CTC entered into a funding agreement to fund project development costs using
26 \$4,876,000 in Measure J funds and \$954,000 in Contra Costa’s STIP funds, among other
27 sources of funds for a total of \$13.1 million; and
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1 **WHEREAS**, I-80 is one of the most congested corridors in the San Francisco Bay Area,
2 with traffic volumes reaching 288,000 vehicles per day and an average of 7,000 hours of
3 daily traffic delays; and

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5 **WHEREAS**, with projected increase in travel demand, congestion will get worse and
6 incident rates will increase causing additional congestion, forcing freeway traffic to
7 naturally divert to city streets looking for faster routes; and

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9 **WHEREAS**, the I-80 ICM project is a roughly \$90 million project along I-80, San
10 Pablo Avenue and connecting arterials aimed to optimize the use of existing
11 infrastructure by implementing tools and strategies to improve safety, reduce congestion,
12 shorten travel times, and provide real time information to motorists; and

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14 **WHEREAS**, , improving travel time and reducing delays along I-80 will benefit all
15 jurisdictions along the corridor by keeping freeway traffic on I-80 and reducing vehicle
16 emissions; and

17 **WHEREAS**, the scope of the project includes five major components: Adaptive ramp
18 metering, Incident management; traveler information by auto and transit; arterial and
19 transit improvements along San Pablo Avenue and crossing arterials; and system
20 integration where all project components are coordinated; and

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22 **WHEREAS**, the project will be constructed in phases – two of which are already
23 underway, including improvements along San Pablo Avenue and connecting arterials to
24 I-80; and

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26 **WHEREAS**, operation and maintenance incremental cost of the project components
27 outside Caltrans right-of-way will be funded by Contra Costa Transportation Authority
28 and the Alameda County Transportation Commission; and

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1 **WHEREAS**, over the past several months, staff from Caltrans and all affected
2 agencies, worked closely to develop the project Operations and Maintenance (O&M)
3 Memorandum of Understanding (MOU); and
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5 **WHEREAS**, the O&M MOU sets the framework for cooperation among all affected
6 agencies along the corridor in implementing the project and addressing any issues that
7 may arise; and
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9 **WHEREAS**, allocation of approximately \$45 million in remaining State Proposition 1B
10 funds is contingent upon execution of the O&M MOU.

11 **NOW THEREFORE, BE IT RESOLVED**, That the City of Albany approves the
12 execution of MOU No. 15.00.06 and authorizes the City Manager to make non-
13 substantive changes to the MOU.
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17 _____
18 MAYOR
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