

RESOLUTION NO. 5-08

RESOLUTION OF SUPPORT PROJECT CONCEPT AND FUNDING PLAN FOR I-80 INTEGRATED CORRIDOR MOBILITY (ICM) PROJECT

WHEREAS, Interstate 80 (“I-80”) is an integrated freeway, arterial and principal transportation corridor from the Carquinez Bridge to the Bay Bridge Toll Plaza, a distance of approximately 20.5 miles, for the movement of people, goods, and services within Contra Costa and Alameda counties; and

WHEREAS, Alameda County Congestion Management Agency (“ACCMA”), West Contra Costa Transportation Advisory Committee (“WCCTAC”), Contra Costa Transportation Authority (“CCTA”), California Department of Transportation District 4 (“Caltrans”), and Metropolitan Transportation Commission (“MTC”) (collectively the “**Sponsoring Agencies**”), in partnership with Contra Costa County, the cities of Hercules, Pinole, San Pablo, Richmond, El Cerrito, Albany, Berkeley, Emeryville, and Oakland, Alameda-Contra Costa Transit District (“AC Transit”) and Western Contra Costa Transit Authority (“WestCAT”) (collectively the “**the Participating Agencies**”), jointly participated in the development of a Systems Engineering Management Plan (“SEMP”) and a Project Study Report (“PSR”) defining the I-80 Integrated Corridor Mobility Project (“I-80 ICM Project”); and

WHEREAS, the I-80 ICM Project was ranked by the California Transportation Commission (“CTC”) as one of the highest cost-benefit ratio projects submitted for the Bond Act consideration, with a Return-On-Investment (“ROI”) of less than one year in transportation costs; and

WHEREAS, the Participating Agencies have identified the overall goals of the I-80 Project to include improvement of mobility, enhancement of safety and increase in efficiency for all modes of travel along the corridor; and

WHEREAS, due to physical and environmental constraints along the Corridor there are no other viable, short term roadway widening projects that can address congestion and mobility in the Corridor; and

WHEREAS, other transportation and commute programs and projects are in place or are planned in the Corridor; and

WHEREAS, with the support of the other Sponsoring Agencies, the ACCMA submitted an application to the CTC for full funding of the estimated project cost of \$87.7 million, consisting of three components: a) a \$55.3 million freeway component, that focuses primarily on I-80; b) a \$8.1 million project development component local match; and c) \$24.3 million local arterial and transit component, that focuses on major arterials and crossing surface streets through the Corridor Mobility Improvement Account (“CMIA”) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by California voters as Proposition 1B on November 7, 2006 (“Bond Act”); and

WHEREAS, on March 15, 2007 the CTC approved \$55.3 million in funding for the Freeway components of the I-80 ICM Project; and

WHEREAS, the CTC also recommended that the Participating Agencies should collectively apply for the \$24.3 million local arterial and transit component of the I-80 ICM Project from the Traffic Light Synchronization Program (“TLSP”), which is another component of the Bond Act; and

WHEREAS, the City has received, reviewed, and accepted the project description regarding the proposed design, construction, implementation, and operations of the I-80 ICM Project, as set forth in “**Exhibit A, I-80 Executive Summary,**” which is attached hereto and made a part hereof.

NOW, THEREFORE, BE IT RESOLVED the City hereby:

1. Supports implementation of the I-80 ICM Project as described in “**Exhibit A, I-80 Executive Summary**” with the understanding that the freeway component of the I-80 ICM Project will not be implemented separately without the local arterial and transit components; and
2. Supports the primary goal of the I-80 ICM Project to deploy a comprehensive systems management strategy in order to create a **balanced, responsive, and equitable system** that will monitor and control traffic and improve the safety and mobility of all users, including transit customers; and
3. Will participate in the Technical and Policy Steering Committee meetings to finalize the requirements of the I-80 ICM Project; and
4. Will participate in the development of a Corridor System Management Plan (CSMP), one of the technical requirements of the Bond Act.
5. Agrees and understands that the Technical Committee (comprised of staff representatives from Participating Agencies and Caltrans) will determine the policies for the overall system operation, including the adaptive ramp metering system. The cities and counties will remain continually involved with system operation and monitoring, including evaluation and modification of such policies to ensure that local roadway networks are not adversely affected.
6. Supports ACCMA, CCTA, and WCCTAC, on behalf of all the Participating Agencies, to jointly pursue \$24.3 million in funding for the local arterial and transit components of the I-80 ICM Project from the Traffic Light Synchronization Program (“TLSP”) of the Bond Act.

BE IT FURTHER RESOLVED that the City hereby approves this Resolution of Support, by order caused to be subscribed by the binding authority of such party.

I certify that the foregoing Resolution was adopted by the Council of the City of Richmond at a regular meeting held on January 8, 2008, by the following vote:

AYES: Councilmembers Bates, Butt, Lopez, Marquez, Rogers, Sandhu, Viramontes, and Mayor McLaughlin

NOES: None

ABSTENTNIONS: None

ABSENT: Councilmember Thurmond

DIANE HOLMES
Clerk of the City of Richmond

[SEAL]

Approved:

GAYLE McLAUGHLIN
Mayor

Approved as to form:

LOUISE RENNE, Interim
City Attorney

State of California }
County of Contra Costa : ss.
City of Richmond }

I certify that the foregoing is a true copy of Resolution No. 5-08, finally passed and adopted by the Council of the City of Richmond at a meeting held on January 8, 2008.