

## Administration and Projects Committee **STAFF REPORT**

**Meeting Date:** December 02, 2021

<p><b>Subject</b></p>	<p><b><i>Innovate 680 – Part Time Transit Lane (Project 8009.03) – Authorization to Execute Cooperative Agreement No. 90.80.08 with the California Department of Transportation (Caltrans) for Project Study Report/Project Development Support (PSR/PDS) Oversight Services</i></b></p>
<p><b>Summary of Issues</b></p>	<p><i>Innovate 680</i> is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on Interstate 680 (I-680). It consists of seven key strategies to improve traffic flow. One of the seven key strategies is improving bus service efficiency in the corridor through utilizing the shoulder for the implementation of Part Time Transit Lane (PTTL) operations along 11 miles of I-680, between the cities of San Ramon and Walnut Creek in both directions.</p> <p>In September 2018, the Authority Board approved Cooperative Agreement No. 90.80.02 with Caltrans to begin project development activities and to develop a combined PSR/Project Report (PSR/PR). However, project development activities were put on hold in June 2020 following the COVID-19 pandemic. The suspension was necessary to conserve limited Measure J funds as the timeline for Caltrans to adopt the PTTL guidelines continued to be extended. In addition, it became apparent that legislation was necessary to address concerns raised by the California Highway Patrol (CHP). At this time, it is anticipated that Assembly Bill (AB) 476 will be introduced at the January 2022 legislative session, which will address CHP concerns and require Caltrans to adopt the</p>

	<p>guidelines by January 1, 2024.</p> <p>Cooperative Agreement No. 90.80.08 with Caltrans replaces Coop Agreement No. 90.80.02 and outlines the requirements and responsibilities for the development of the PSR/PDS document. It also reduces the reimbursement amount from \$455,000 to \$240,000 for Caltrans oversight of the document development.</p>
<b>Recommendations</b>	<p>Staff seeks authorization for the Chair to terminate Cooperative Agreement No. 90.80.02 and execute Cooperative Agreement No. 90.80.08 with Caltrans in an amount not-to-exceed \$240,000, for PSR/PDS oversight services, and to allow the Executive Director or designee to make any non-substantive changes to the language.</p>
<b>Staff Contact</b>	<p>Hisham Noeimi</p>
<b>Financial Implications</b>	<p>This agreement will be funded from Measure J funds programmed for <i>Innovate 680</i> in the <i>2019 Measure J Strategic Plan</i>, as amended.</p>
<b>Options</b>	<p>The Authority Board could elect to not approve this agreement at this time. However, this will likely delay the project delivery schedule.</p>
<b>Attachments (See APC Packet dated 12/2/21)</b>	<ul style="list-style-type: none"> <li>A. Draft Cooperative Agreement No. 90.80.08</li> <li>B. Termination Statement</li> </ul>
<b>Changes from Committee</b>	<p>None</p>

**Background**

*Innovate 680* is an integrated approach to redefining mobility and addressing the increasing mobility challenges along the I-680 corridor through seven key strategies:

1. Cooling Corridor “Hot Spots”
2. Completing High Occupancy Vehicle/Express Lanes
3. Increasing Efficiency of Bus Service
4. Implementing Innovative Operational Strategies
5. Providing First-Mile/Last-Mile Connections
6. Preparing the Corridor for the Future
7. Enhancing Travel Demand Management Strategies

One of the seven key strategies is increasing bus service efficiency in the corridor through utilizing the shoulder for the implementation of PTTL operations along 11 miles of I-680 between the cities of San Ramon and Walnut Creek in both directions.

In December 2015, the I-680 Transit Investment/Congestion Relief Options Study (TI/CRO Study) was completed by DKS Associates. The TI/CRO Study recommended enhanced bus service in the corridor by utilizing the shoulder for buses during congestion hours, adding 1,100 parking spaces along the corridor at locations to be determined, increased shuttle service between Park-and-Ride lots and the Bay Area Rapid Transit stations, increased school bus service, and the purchase of additional transit vehicles for the increased service, for a total capital cost of \$54 million and operations cost of \$18 million per year. Following the TI/CRO Study, the Metropolitan Transportation Commission (MTC) and Authority jointly funded a study to assess the feasibility of using the right shoulder for use as a PTTL. The study, completed by HDR Engineering, Inc., looked at shoulder width, depth, and obstacles in the shoulder between Ygnacio Valley Road and Alcosta Boulevard in both directions. The study concluded PTTL operations are feasible with minor improvements to the shoulder (mainly to reinforce drainage inlets) with a cost less than \$10 million (in 2016 dollars). It also estimated travel time savings to buses along northbound I-680 in the PM peak period to exceed 13 minutes (or 47% reduction).

In September 2018, the Authority Board entered into Cooperative Agreement No. 90.80.02 with Caltrans to begin project development activities on this strategy and to develop a combined PSR/PR. However, project development activities were put on hold in June 2020 following the COVID-19 pandemic. The suspension was necessary to conserve limited Measure J funds as the timeline for Caltrans to adopt the PTTL guidelines continued to be extended. In addition, it became apparent that legislation was necessary to address concerns raised by CHP. At this time, it is anticipated that AB 476 will be introduced at the January

2022 legislative session, which will address CHP concerns and require Caltrans to adopt the guidelines.

Staff seeks authorization for the Chair to terminate Cooperative Agreement No. 90.80.02 and execute Cooperative Agreement No. 90.80.08 with Caltrans in an amount not-to-exceed \$240,000, for PSR/PDS oversight services, and to allow the Executive Director or designee to make any non-substantive changes to the language.