

# ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



## STAFF REPORT

**MEETING DATE:** 6/12/2024

**Staff Report No.** 24-254

**TO:** AC Transit Board of Directors  
**FROM:** Michael A. Hursh, General Manager/Chief Executive Officer  
**SUBJECT:** International Boulevard Quick Build Project Update

### BRIEFING ITEM

**AGENDA PLANNING REQUEST:**

**RECOMMENDED ACTION(S):**

Consider receiving an update on AC Transit/City of Oakland International Boulevard Quick Build Project. [Requested by Director Walsh - 12/13/23]

Staff Contact:  
Ramakrishna Pochiraju, Executive Director of Planning & Engineering

**STRATEGIC IMPORTANCE:**

Goal - Safe and Secure Operations  
Initiative - Service Quality

This report is a progress update of the International Boulevard Quick Build Project: a series of roadway enhancements aimed at strengthening bus service efficiency, travel times, and corridor safety.

**BUDGETARY/FISCAL IMPACT:**

There are no budgetary or fiscal impacts from this briefing staff report.

**BACKGROUND/RATIONALE:**

**Project Procurement Process**

The International Quick Build Project is one of three quick build projects led by the District. The second is the Durant Transit Lane Quick Build in Berkeley, which will deliver a red transit lane, bus bulbs, bus stop improvements, and traffic signal modifications to Durant Avenue between Fulton Street and College Avenue. The MacArthur at Alma Bus Stop Improvements Project is the third quick build, which will upgrade existing bus stops and build new infrastructure to improve transit service, mobility, and safety for the hundreds of people who frequent the area daily, including Oakland High School students. These suites of enhancements are designed to improve transit reliability, safety, and accessibility while promoting transit use.

On February 9, 2022, the Board of Directors approved authorization for the General Manager to issue an Invitation For Bid (IFB) for Construction Services associated with all three quick build projects. On November 8, 2023 the Board delegated one-time construction contract award authority to the General Manager to expedite

the procurement and project delivery.

The California Environmental Quality Act (CEQA) Notice of Exemption (NOE) was posted at State Clearinghouse on December 12, 2023. The IFB was issued on December 15, 2023. The District received three timely bids on January 31, 2024. Ray's Electric, a certified small business, was determined to be the lowest responsive and responsible bidder. A Notice of Intent to Award the contract was sent to the selected contractor on February 12, 2024. Federal Transit Administration (FTA) made the National Environmental Policy Act (NEPA) Categorical Exclusion determination on February 26, 2024. An amendment to the funding agreement with the City of Oakland was executed on March 13, 2024.

The construction contract for \$3,619,731.80, including allowances, was fully executed on March 29, 2024. The District issued a Limited Notice to Proceed (LNTP) on April 2, 2024, which permits the general contractor to begin preparations for a Traffic Control Plan (TCP), apply for construction permits, order materials, and prepare a baseline schedule for all three quick builds: the International Boulevard Quick Build, Durant Transit Lane Quick Build, and the MacArthur at Alma Bus Stop Improvements. A construction management consultant from the District's on-call Project Management/Construction Management bench is also aiding in construction delivery and public outreach. The District received approval of Encroachment Permits from all respective agencies and awaits the approval of construction permitting. Following the issuance of permits by all respective agencies and completion of all requirements outlined in the LNTP, the Procurement Department will issue the full Notice to Proceed (NTP). A fully executed NTP will start the contract's 120-day performance calendar.

### **International Blvd Quick Build Project-Specific Updates**

The Project will add tactile warning features to existing median bus lane striping, new pavement markings and paint, and additional signage, between 14th and 107th Avenues, to reduce and ultimately eliminate motorists driving in the bus only lanes. This preliminary project will evaluate several tactile warning features along different segments of the corridor.

Staff worked with the City of Oakland to execute an amendment to the original Project funding agreement to cover the cost of expansion to between 42nd and 107th Avenues, along International Boulevard in the Caltrans right-of-way. The expanded blocks were initially planned under a separate construction agreement and delivery by the City of Oakland.

Staff, the design consultant, and the City of Oakland are pursuing approvals from the California Traffic Control Devices Committee (CTCDC) for three red paint treatments for experimentation on International Boulevard in the City of Oakland, in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 1A.10. The red paint treatments proposed aim to provide a durable and cost-effective solution to provide deterrence from use of the bus only lane by general purpose traffic.

### **Project Timeline**

The International Boulevard Project is the first order of work for the quick build construction contractor. Construction field mobilization will begin late spring 2024, with public outreach beginning at least two weeks prior to construction activity impacts. The Project's on-street construction activities are expected to last six to eight weeks, barring other concurrent City of Oakland construction projects that may impact the roadway. The Before-and-After Evaluation is expected to occur in fall 2024, with the final report expected to be

completed before year's end.

### **Evaluation**

Data collection to be utilized in the "Before" dataset of the Before-and-After Evaluation was collected over three days in late February 2024 at 28 unidirectional locations between 14th and 107th Avenues along International Boulevard and includes volume, speed, and vehicle classification. Locations were determined by Staff, the design consultant, and the City of Oakland. The design consultant had a high degree of confidence that the "before" data is appropriate to assess trends and quantities of the violations the project is expecting to measure and deter. The "After" dataset will include identical data collection to the "Before" scenario to the greatest extent possible, and will be conducted after the implementation of the Project. Staff, the design consultant, and the City of Oakland will determine the timeframe, analysis methodology, and conclusions collectively to develop the Before-and-After Evaluation report. Throughout the evaluation period, the construction contractor will replace delineators as necessary as per the contract. Upon the completion of the Before-and-After Evaluation Report, Staff, the design consultant, and the City of Oakland will determine effectiveness of the treatments and decide which to include in the subsequent project.

### **Outreach**

Staff and the City of Oakland held virtual briefings on the progression of the project to the Board of Directors and to Councilmembers of the impacted districts in October 2023, followed by a public virtual meeting in November 2023, with continual ongoing targeted outreach. Staff has also provided consistent updates at the AC Transit-City of Oakland Interagency Liaison Committee (ILC) meetings. Additionally, the project website hosts an array of information, including how to offer public comments and/or questions. Before the project breaks ground, the construction management team and staff will provide notification to residents, businesses, and the respective City of Oakland Councilmembers along the International corridor. After the project is installed and the evaluation continues, Staff and the City of Oakland intend to resume further public outreach efforts.

### **Future Phase**

Due to the rapid expansion of the International Boulevard Quick Build Project beyond the original project limits and Quick Strike grant funds from MTC, both the City of Oakland and the District agree that a more comprehensive and permanent subsequent project (referred to as "International Boulevard Phase Two"), would benefit the corridor and utilize findings discovered as part of the initial Project's Before-and-After evaluation. The scope of the International Boulevard Phase Two Project has yet to be defined. The District has requested funds for International Boulevard Phase Two through MTC's Bus Accelerated Infrastructure Delivery (BusAID) Program, and has received notice that MTC staff intends to recommend the project for funding. The BusAID Program project list will be approved by MTC governing bodies in May and June. Despite remaining Regional Measure 3 funds from the 2024 allocation combined with the expected BusAid allocation, these funds will not cover the entirety of the International Phase Two Project.

Staff and the City of Oakland continue to seek opportunities for additional funding in partnership, to ensure the appropriate level of funds are secured to deliver the International Blvd. Phase Two Project.

### ***Projects By Others Along International Boulevard Corridor***

#### **City of Oakland International Boulevard Speed Cushion Pilot**

The City of Oakland will be installing speed cushions at mutually agreed upon locations along the corridor. AC Transit, OakDOT, and the Oakland Fire Department will collaborate on design and locations of the speed cushions within the City's right-of-way. The City of Oakland will also coordinate with Caltrans to install speed cushions on the State Highway portion of International.

#### City of Oakland's International Boulevard Pedestrian Lighting and Sidewalk Improvement Project

Oakland received \$9.9 million in Clean California funds and \$1.5 million in Affordable Housing and Sustainable Communities (AHSC) grant funds for the International Boulevard Pedestrian Lighting and Sidewalk Improvement Project. This Project spans from 36th to 107th Avenues and will install pedestrian-scale lighting, repair sidewalks, and install litter containers at 20 locations along the corridor. Construction began in spring 2024 and is expected to be completed in summer 2024.

The City of Oakland's projects overlaps with the District's International Boulevard Quick Build Project construction and coordination is essential to the successful delivery of all projects along International Boulevard.

#### **ADVANTAGES/DISADVANTAGES:**

##### **Accelerated Project Delivery Timelines**

Staff explored delivering the International Boulevard Quick Build Project as a standalone project to expedite implementation. However, because of the project's initial scale, staff estimated a high risk of cost overrun and anticipated low interest from construction contractors due to its limited size and minimal project elements. As a result, staff concluded that the most cost-effective and efficient approach to delivering all the small-scale quick build projects was to consolidate them and issue a single Invitation For Bid (IFB) and to request the Board of Directors to grant one-time pre-award authority to the General Manager (Staff Report 22-107a) to expedite the projects' delivery. Although the District later agreed to deliver the corridor project from 14<sup>th</sup> Ave. to 107<sup>th</sup> Ave. for the City of Oakland, the combination of the projects maintains the delivery benefits for the two smaller quick build projects. Fortunately, the combination of all three quick build projects resulted in a more streamlined procurement process and the District received three bid proposals.

The disadvantage of consolidating the projects is that they must advance simultaneously in terms of project design, funding, and permissions to prevent delays and cost overruns. Thus far, Staff has effectively coordinated the projects.

#### **ALTERNATIVES ANALYSIS:**

##### **Expediting the Project Delivery of 14th to 42nd Avenues Segment (original Project limits)**

Prior to releasing the Invitation For Bids (IFB), Staff explored various options for expedited delivery of the International Blvd. Quick Build Project based on the original Project limits from 14th to 42nd Avenues. Of the options outlined in Staff Report 22-107a, the following were not approved by the respective agencies or the Project evolved and the options were no longer applicable:

- Delivering the corridor improvements in the city's right-of-way from 14<sup>th</sup> to 42<sup>nd</sup> Avenues (City right-of-way segment) first, slightly ahead of the Caltrans segment.
  - No longer applicable since the District agreed to deliver the City and Caltrans right-of-way segments.
- Utilize the city's on-call construction contractors to expedite the start of construction.

- No longer applicable since the District agreed to deliver the City and Caltrans right-of-way segments.
- Approve night work to expedite completion.
  - Night work was not approved.

**PRIOR RELEVANT BOARD ACTION/POLICIES:**

- Staff Report 21-241 - Funding from the ACTC Comprehensive Investment Plan and the MTC Quick Strike Program
- Staff Report 22-107 - Authorization to issue an Invitation For Bid (IFB) for Construction Services associated with the Quick Build Project.
- Staff Report 21-241 - Funding from the ACTC Comprehensive Investment Plan and the MTC Quick Strike Program
- Board Policy 465 - Procurement Policy
- Staff Report 22-107a - Delegation of one-time authority to award and execute a fixed price construction contract for the Quick Build Projects

**ATTACHMENTS:**

None

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