



Legislation Text

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DATE OF MEETING: 03/05/18

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN PABLO AUTHORIZING THE CITY MANAGER TO EXECUTE A PROJECT CHARTER WITH THE ALAMEDA COUNTY TRANSPORTATION COMMISSION (“ALAMEDA CTC”) AS THE “SPONSORING AGENCY”, AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (“CALTRANS”), CONTRA COSTA TRANSPORTATION AUTHORITY (“CCTA”), WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE (“WCCTAC”), ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (“AC TRANSIT”), BAY AREA RAPID TRANSIT DISTRICT (“BART”), AND THE CITIES OF RICHMOND, SAN PABLO, EL CERRITO, ALBANY, BERKELEY, EMERYVILLE AND OAKLAND, (COLLECTIVELY THE “PARTNERING AGENCIES”) FOR THE SAN PABLO AVENUE CORRIDOR PROJECT AND DESIGNATE APPOINTEES TO THE ADVISORY COMMITTEES FOR THE PROJECT

RECOMMENDATION

Adopt Resolution

COMPLIANCE STATEMENTS

WCCTAC & TAC Coordination & Support is an adopted policy under the Infrastructure policy area of the FY 2018-21 City Council Priority Workplan, effective November 1, 2017.

CEQA Compliance Statement

This proposed action is not a project under California Environmental Quality Act (CEQA) pursuant to Guidelines Section 15378(b)(5): Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment.

BACKGROUND

San Pablo Avenue is a regional critical travel corridor that extends through the City of San Pablo and throughout the Inner East Bay. In the City of San Pablo, the Avenue is the City’s primary arterial and is home to the City’s major public facilities and community destinations. In 2011, the San Pablo Avenue Specific Plan was developed in tandem with the City’s General Plan Update to foster revitalization of the Avenue into a pedestrian- and transit-oriented boulevard, with amenities that draw residents from the entire city and surrounding region.

The San Pablo Avenue Corridor Project that provides near- and long-term multimodal improvements along San Pablo Avenue from Hilltop Mall/Richmond Parkway in Richmond to downtown Oakland includes parallel routes and perpendicular connections that provide multimodal connectivity. The project development will be split into two phases, which Phase 1 of the Project includes review of existing corridor conditions, identification, evaluation and refinement of design concept, and Phase 2 of the Project will include design development. During Phase 1, the Partnering Agencies will be assisting the Alameda CTC (“Sponsoring Agency”) with the selection of the project concept alternatives that will be carried forward to Phase 2 for detailed design.

PURPOSE OF PROJECT CHARTER

Purpose of the Project Charter is to establish a mutual understanding between the Sponsoring Agency and the Partnering Agencies to memorize independent commitments to working cooperatively, but will not commit any agency to payment of agency funds or to enter into any contract. In addition, the Project Charter will not create any entitlement to damages or injunctive relief. WCCTAC, Alameda CTC, and the CCTA have entered into a separate agreement detailing the funding commitment and project management and responsibilities for Phase 1 of the Project.

RESPONSIBILITIES AND EXPECTATIONS

Alameda CTC will serve as the project's sponsor and will manage the Project (including management of the consultant contract, scope, budget, and schedule). They will provide oversight and strategic guidance to the Project, and will review and approve Project deliverables.

There are three main expectations of the other Partnering Agencies:

1. Participate in the project by assigning a staff member to serve on a Technical Advisory Committee (TAC) that will be meeting an anticipated five to six times during Phase 1 of the Project.
2. Designate an appropriate executive-level staff representative who may be called on to participate in an Executive Leadership Team (ELT) if necessary. Meetings of this body, or a subset of the ELT, will only be called as necessary to ensure high level buy-in and/or resolve conflicts if they arise.
3. Designate an appropriate elected official who can represent the agency and participate in a Policy Advisory Committee (PAC) if necessary

It is proposed that staff within Public Works serve as the TAC member and the Public Works Director serves as the ELT member. It is also proposed that the City's primary and alternate appointees to the WCCTAC Board provide primary and alternate members of the PAC.

The purpose of the ELT and PAC is to provide a conflict resolution process when an issue cannot be resolved within the TAC or among TAC members due to insufficient authority or inability to come to agreement. If such arises at times, the issue will be elevated to the Executive Leadership Team, then the Policy Advisory Committee, and the full Alameda CTC Commission and/or Contra Costa Transportation Authority Board as appropriate, if necessary

FISCAL IMPACT

There is no direct expenditure of funds associated with this action. Staff time will be spent in support of the project.

Attachment

Resolution

Project Charter: San Pablo Avenue Corridor Project between Alameda County Transportation Commission ("Alameda CTC") (the "Sponsoring Agency") and California Department of Transportation ("Caltrans"), Contra Costa Transportation Authority ("CCTA"), West Contra

Costa Transportation Advisory Committee (“WCCTAC”), Alameda-Contra Costa Transit District (“AC Transit”), Bay Area Rapid Transit District (“BART”), and the cities of Richmond, San Pablo, El Cerrito, Albany, Berkeley, Emeryville, and Oakland, (collectively the “Partnering Agencies”)

San Pablo Avenue Corridor Project Progress Report dated November 7, 2017