



El Cerrito

May 25, 2011

Hercules

Ms. Valerie Shearer  
Caltrans District 4  
Via Electronic Mail  
[Valerie\\_Shearer@dot.ca.gov](mailto:Valerie_Shearer@dot.ca.gov)

Pinole

RE: Comments on I-80 Integrated Corridor Mobility (ICM) Project, Draft Initial Study (with Proposed Mitigated Negative Declaration)/Environmental Assessment

Richmond

Dear Ms. Shearer:

San Pablo

WCCTAC is a joint powers authority whose charge is the cross-cutting transportation interests of the jurisdictions in western Contra Costa County, including the public transit agencies that serve the area. As a project partner in the larger I-80 ICM project that includes the San Pablo Corridor Arterial and Transit Improvements, we join Caltrans in its efforts to improve mobility, safety, and air quality along the I-80 corridor. We have reviewed the subject study, which focuses primarily on the freeway components of the larger ICM project, and respectfully submit the following comments:

Contra Costa County

1. Please indicate how ramp metering analysis results based on the Traffic Operations System v2 program, which is locally traffic-responsive, might differ from that based on an adaptive ramp metering algorithm, which would decrease 'green rates' at some ramps to compensate for increasing 'green rates' at other ramps at which queues may have reached a maximum length. The latter seems to indicate that at some locations, metering rates would be less than optimal for local conditions; and if so, please explain how was this accounted for in the analysis.

AC Transit

2. Please indicate specific locations where mainline speed improvements are not expected to offset ramp meter delay, and indicate either proposed mitigations for those locations or why no mitigation would be necessary.

BART

WestCAT

3. Ramp metering is likely to require changes to signal timing at nearby signalized intersections, which would have a ripple effect on other nearby signalized intersections. If signal timing is not optimized for these new conditions, mobility, safety, and air quality are likely to degrade in the vicinity of the arterials. We believe the study underestimates these impacts, and request that all signalized intersections along San Pablo Avenue and the crossing arterials be studied as part of the environmental document.

4. Within the project area lies four communities of concern, which the Metropolitan Transportation Commission, for the purposes of analyzing regional equity, defines as communities that have concentrations of either minority or low-income residents. Those communities of concern include Richmond, San Pablo/North Richmond, Hercules/Rodeo/Crockett, and Berkeley/Albany. The project will affect access to I-80 by people from those communities. On that basis, we request an environmental justice analysis be conducted to determine that the project would not result in disproportionately adverse impacts to those communities.

Thank you for the opportunity to review and provide comments on the draft document. We look forward to continuing our collaboration with Caltrans toward improving conditions along the I-80 corridor. Please feel free to contact me if you have any questions regarding our comments.

Sincerely,



Christina M. Atienza  
Executive Director

cc: John Hemiup, Alameda CTC; Cristina Ferraz, Caltrans; Ross Chittenden and Hisham Noeimi, CCTA; Yvetteh Ortiz, El Cerrito; Edric Kwan, Richmond; Adele Ho, San Pablo; Dean Allison, Pinole; Robert Reber, Hercules; Mark de la O, Contra Costa County; Rob Thompson, WestCAT



**TO:** WCCTAC Technical Advisory Committee

**DATE:** May 5, 2011

**FR:** John Rudolph JR

**RE:** Summary Notes of Apr. 14, 2011 WCCTAC-TAC Meeting

1. Public Comment: Dave Campbell, EBBC, announced that May 12 is Bike to Work Day, and described and distributed materials pertaining to the Team Bike Challenge.

2. Meeting Notes will be distributed for review prior to inclusion in the May 27 Board agenda packet.

3. I-80 Integrated Corridor Mobility Project: Cristina Ferraz, Caltrans, and John Hemiup, ACTC, provided status reports on key deliverables and milestones, consistent with material in the agenda packet. The Draft Environment Document will be released in late April, and public meetings will be scheduled in both Alameda and Contra Costa counties. Outreach will include newspaper displays and advertisements, letters to elected officials, and email blasts from the outreach consultant (Circle Point). ACTC is creating an electronic flyer that can be customized by each city. A web site is under development and will be operational soon. The environmental process will be completed by July 2011. The contractor will submit detailed traffic control plans to each city. Permits are expected to be drawn in July. The contract includes provisions for outreach to every city that requests assistance. Some cities have moratoriums on trenching; the contractor is responsible for checking with each city. The TAC suggested contacting the chambers of commerce in each city.

The Project Implementation Plan will be released in July 2011; part of the PIP is under a different task order from ACTC to Kimley-Horn. The O&M Plan and the draft MOU were submitted in February; WCCTAC staff agreed to provide comments in May. The second round of one-on-one meetings with all cities is underway; Richmond is scheduled for April 26, Emeryville for May 3, and San Pablo for May 16.

San Pablo Ave Smart Corridor. Staff distributed a copy of Mr. Hemiup's email summarizing and comparing agreements and devices in the Smart Corridor (SC) versus the ICM, and a list of locations where devices are installed. The TAC discussed the three themes linking the two programs: agreements, devices, and costs. (1) An existing agreement was executed by all the agencies throughout the SC in 2003, and is still binding and includes WestCAT: within the agreement is a Policy Advisory Committee that could be reprised to make decisions on integrating the SC with the ICM. (2) The SC has three types of devices: CCTV cameras, Microwave Video Detection System (MVDS), and TSP/EVP transponders. The ICM has pan, tilt, and zoom (PTZ) cameras, but the SC CCTV cameras could be repositioned manually to assist with ICM functions, if necessary. The SC cameras were for surveillance by local agencies and the public; they are not live today because of cost issues, but they could be activated. The ICM cameras are not proposed to be open to the public, but would allow Caltrans personnel to make adjustments as traffic conditions change. With respect to vehicle detection, the SC uses MVDS, though ACTC has formed a partnership with Google to provide similar data at no cost. The third device is the TSP, used by AC Transit, and the ICM proposes to expand its use, though WestCAT is using a GPS-based system. (3) The TAC agreed that the integration of the cameras,

detection systems, and TSP/EVP functions should be captured in the MOU, as should the costs. The two systems should be completely integrated and seamless. The ICM is a regional project, and the costs should be regional as well. At some point, stakeholders will need to sit down together. At earlier meetings, the TAC had discussed inviting Caltrans operations personnel to the TAC, but perhaps a separate workshop to sort through the SC and ICM devices and determine their functionality and costs in terms of the whole corridor may make sense.

4. RTP: The TAC reviewed guidelines for each of the three lists, and agreed to recommend to the Board a Financially Constrained list of projects and programs that is 14% over CCTA's recommended budget. CCTA staff agreed with this approach.

5. Proposed Work Program: Staff noted that the proposed work plan is similar to last year's work program, and requested comments.

6. Upcoming SR2S Call for Projects: Staff described the opportunity for West County to apply for approximately \$529K in SR2S projects or programs, as part of MTC's Climate Initiative Program funded with CMAQ. Construction projects need to complete environmental, ROW, and design by Feb 2012. The TAC discussed some options, given the \$250K minimum, to combine projects or programs or to swap funds with other federalized efforts. Members of the TAC suggested projects/programs, and staff agreed to follow up with these suggestions off-line, in the interest of time.

7. Proposed Guidelines for the Measure J Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities Programs: Staff described the programs and reviewed its draft comment letter. The TAC agreed to support comments that focus on clarifying the programming period and funding cycles and the intent of combining the two calls for projects; encouraging simplicity; discouraging minimum and maximum application requests; eliminating the local match requirement; recommending against a set-aside for planning; offering the evaluation committee opportunities to seek additional information from the project sponsors; and obtaining intermediate opportunities to participate in the development of the guidelines, in the interest of saving overall administrative effort. Staff suggested that applicants phase their projects to avail of opportunities as they arise, or to scale projects so that one segment at a time goes through the entire development process.

8. Project Updates and Announcements:

- Bike to Work Day is May 12, 2011



9. Adjournment until May 12, 2011, at 9:00 a.m.

The next **regular WCCTAC-TAC meetings** will be:

- May 12 at 9:00 a.m.
- June 9 at 9:00 a.m.

The next **WCCTAC Board meetings** will be:

- May 27 at 8:00 a.m.
- June 24 at 8:00 a.m.