



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.