



**TO:** WCCTAC Technical Advisory Committee

**DATE:** June 2, 2011

**FR:** John Rudolph JR

**RE:** Summary Notes of May 12, 2011 WCCTAC-TAC Meeting

1. Meeting Notes will be distributed for review prior to inclusion in the Board packet.

2. I-80 Integrated Corridor Mobility Project: John Hemiup, ACTC, provided status reports on key deliverables and milestones, consistent with material in the agenda packet, and described the public meetings held in Albany and San Pablo on May 4 and May 11. At both meetings, several members of the Richmond Annex Neighborhood Council expressed concern about the visual impact of proposed gantries and provided alternative recommended locations. Other attendees expressed interest in system operations, the incident response plan, the effect of truck traffic on the corridor, whether the I-580 merge would be metered, and whether the project had considered closing the Powell St WB on-ramp. Comments on the draft Initial Study/Environmental Assessment are due on May 25, 2011.

With respect to the O&M MOU, staff suggested that in the interest of efficiency and completeness, a meeting of the minds among stakeholders should precede the exchange of written material that identifies disagreements. Toward that goal, the June TAC meeting was proposed as an opportunity for Caltrans operations personnel to discuss local concerns, but June 9 is not feasible for key people at Caltrans, and staff will poll the TAC to find an alternative date. Local issues that warrant discussion with Caltrans include ramp metering and the specific impacts of RM on local streets. The ramps have different capacities throughout the corridor; and local issues, such as circulation near a high school on Pinole Valley Rd, may require more in-depth analysis. At presentations to city councils, the impact of the trailblazer signs has been flagged, as the flush plans in effect during incidents may over time invite travelers to divert from I-80 to San Pablo Ave. TAC members named operations and governance as key issues to be reviewed going forward. Staff agreed to send out a draft agenda for a meeting of the TAC with Caltrans, and asked for volunteers to meet separately to review local operations issues and prepare the draft agenda. Volunteers include Adèle Ho, Edric Kwan, Hamid Mostowfi, and Jamar Stamps.

Mr. Hemiup distributed maps detailing locations of current East Bay Smart Corridors fixed CCTV cameras, and proposed ICM PTZ cameras. Staff inquired about the distribution of costs for these cameras given the many dependencies in system operations. The TAC asked about the incremental costs for additional cameras in specific locations important to each city. Mr. Hemiup stated that the vehicle registration fee in Alameda County would pay for Alameda County cameras in the EBSC, but that Contra Costa County would have to find a way to pay for its cameras.

Staff and the TAC expressed confusion about the project, in terms of the quantity and complexity of unresolved operations, cost, governance, and implementation issues. The Project Implementation Plan might serve as a guide to the process of implementation, but the PIP has been delayed. The TAC watched the project video.

4. Subregional Transportation Mitigation Fee Program (STMP): Strategic Planning and Consideration of Hercules' Advance Request: Staff provided background information on the developer impact fee program. The Nexus Study of 2006 determined the traffic impacts of new development and the appropriate cost to new development of contributing to mitigation. All five cities and the county adopted one list of eleven mitigation projects, and a schedule of fees for different land uses to help pay for these projects. During the boom there was an effort to bond against STMP revenues, so that all eleven projects might be built at once, but since the Great Recession, development has been sluggish and bonding efforts have abated. STMP fees are not amounting to the \$98m account required to build all eleven projects on the STMP list. After expenditures and encumbrances, \$900,000 remains in the STMP balance.

The TAC considered two questions, namely: (a) whether the agencies can leverage the \$900,000 STMP balance in applying for other imminent grant opportunities, such as TLC, PBTF, STIP, and possibly TIGER III; and (b) whether to recommend to advance Hercules \$300,000 from its STMP apportionment, as per Hercules' request. Staff noted that the Sustainable Communities Strategy in the current RTP will potentially reorganize how funds are programmed, and new grant opportunities may arise; and asked which of the eleven projects is ready to avail of these forthcoming grants.

Chad Smalley, Richmond RDA, stated that the Richmond Intermodal project requires an immediate infusion of cash to sustain its obligations pursuant to a developer agreement with BART and the Olson Company. The TAC asked for greater detail and agreed to discuss Richmond's request for approximately \$600,000 in STMP at the next TAC meeting. Staff noted that future STMP revenues have been apportioned to eleven projects, and these apportionments may be match in grant applications.

With respect to Hercules' request, Charles Long, Hercules staff, provided an overview of the Intermodal Transit Center's financial footing, its progress through CEQA and NEPA, and next steps including land acquisition, permitting, and final design. Mr. Long noted that the project might be lost if the \$300,000 were not advanced, because of stipulations attached to other funding sources.

The TAC voiced concern that land acquisition might not proceed easily, but Mr. Long expressed optimism that this piece is expected to turn simply. The TAC agreed to recommend Board approval of Hercules' request for \$300,000 STMP advance, provided, per staff recommendation, that the STIP extension request is approved, and the city provides assurances of completing its environmental phase and reaching an agreement with the developer by July 1, 2011.

With respect to the STMP Bay Trail Gap Closure Project, staff noted a remaining encumbrance of \$340,000, and stated that the East Bay Regional Parks District would seek an amendment to its co-op agreement with WCCTAC to substitute TIGER funding for the STMP grant it had received for planning and design, and to begin construction on another portion of the project with the STMP funds, with no fiscal impact to STMP or WCCTAC.

5. 2011 Measure J Strategic Plan: Jack Hall, CCTA, provided information. Staff recommended to reduce the cap to 64% for all projects, down from 66% in the 2009 Strategic Plan, because of less

than anticipated funding, and the TAC agreed. If one project becomes more ready than the others, or the funding environment changes, the strategic plan can be amended.

6. Safe Routes to School Cycle I – Program and Project Recommendations: Staff provided a handout describing one program and three projects for consideration. The amount available is \$529,000 and the minimum application is \$250,000. The funding opportunity stipulates completion of environmental, ROW, and design by February 2012, in addition to other CMAQ and MTC eligibility criteria. The TAC agreed to recommend the County Safe Routes to School Program and one project – either the County Montalvin Elementary School Project or the Richmond Safe Routes to Schools Project – to the WCCTAC subcommittee for consideration on May 17 and CCTA approval on May 18. The TAC noted that the county program benefits all jurisdictions in West County and that the two construction projects will be eligible for TLC and PBTf funding when these calls are announced. Staff noted that Richmond in the past has run into problems with its ability to spend federal grants; Richmond staff stated that new procedures and personnel are in place to prevent future lapses.

7. Project Updates and Announcements: (a) The Richmond General Plan will be agendaized for discussion at the TAC at a time convenient to Richmond planning staff. (b) Information on upcoming calls for projects is contained in the packet.

8. New Business: Staff asked the TAC to consider the merits of engaging a graduate student summer intern to study wBART, potentially funded through MTC or BART. Deidre Heitman, BART, said that two fatal flaws identified in earlier wBART studies pertained to ROW on I-80 and the grade toward the Parkway. The comprehensive eBART study costs about \$1.5m, and a comprehensive study for West County may approach \$2m. Moreover, a project like wBART needs a champion among elected officials. In the current RTP are plans for freeway improvements, but relatively little in transit planning and studies. Richmond staff noted Richmond's interest in keeping its downtown in the planning study for wBART. The TAC agreed that if funding could be obtained outside of West County, then an intern's work would be helpful in furthering wBART efforts.

9. Adjournment until June 9, 2011, at 9:00 a.m.

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

- June 9 at 9:00 a.m.
- July 7 at 9:00 a.m.
- [no TAC meeting in August]

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

- May 27 at 8:00 a.m.
- June 24 at 8:00 a.m.
- July 22 at 8:00 a.m.
- [no Board meeting in August]