



**TO:** WCCTAC Technical Advisory Committee

**DATE:** June 23, 2011

**FR:** John Rudolph JR

**RE:** Summary Notes of June 9, 2011 WCCTAC-TAC Meeting

1. Meeting Notes from May 12 accepted.

2. I-80 Integrated Corridor Mobility Project: John Hemiup, ACTC, and Cristina Ferraz, Caltrans, provided status reports on key deliverables and milestones, consistent with material in the agenda packet. Mr. Hemiup provided background information on development of an RFQ/RFP for the System Integrator; staff suggested that a table with comments from the industry would be easiest to understand; the TAC agreed that one SI will help the project to achieve seamlessness. Staff inquired whether all agencies had had a chance to review all project documents; if any agencies are planning to submit additional comments; and if agencies had the in-house expertise to operate and maintain the new signal controllers expected to be installed throughout the project. The TAC said that in some cases the status of their comments on various project documents is unknown; and their expertise and time at the local level are constrained. Staff indicated pages 4b.1-2 in the packet and distributed a handout. Both are draft agendas for the June 14 ICM Operations Workshop/Discussion with Caltrans. Asked which agenda it prefers, the TAC agreed that the high-level handout is preferable to the other, as it will help to make sure stakeholders are on the same page with respect to clarifying the proposed project and the concerns of the local agencies.

Staff asked whether “globally optimal” in the implementation of a control strategy includes the freeway plus the crossing arterials plus San Pablo Ave, or just the freeway. The original project that the cities agreed to support in 2007 was “balanced, responsive, and equitable.” If the system is designed and optimized for TOS 2.0, is it equitable and balanced? Are cities in Alameda and Contra Costa counties going to bear the burden and reap less than an equitable benefit? What will be the funding and management of the transition from an interim strategy to an ultimate strategy?

Staff noted that resources are limited at a local level. Caltrans’ mission is transportation, but local agencies are responsible for more than transportation. Further, Caltrans operates under a different chain of command structure than local entities, where elected officials are the decision-makers. Those who report to elected officials do not have the same liberty as those who report to other technical staff. The MOU does not address the different governance structures of the participating agencies. Advancing the MOU without resolution on these issues will be a challenge. The Board has stated that the attorneys for all agencies will be given the opportunity to review the MOU. Staff asked whether the TLSP portion of the project will be imperiled if the MOU is not signed by a certain date, and ACTC will follow up.

Staff suggested that future efforts may include public hearings at each of the agencies. How meetings are noticed and broadcast to the universe of constituents is at the discretion of each agency. Elected officials will probably want to hear public comment to gauge support. Pinole and Richmond, for example, have expressed opposition to ramp metering. Given the lack of technical

staff at the local level to keep up with this project, and given the opposition to the project sometimes expressed at WCCTAC meetings and city councils, staff expressed significant concern about the project's status. Depending on what is resolved on June 14, staff said that next steps would be to update the subcommittee members and seek guidance on whether to continue supporting the project.

3. San Pablo Avenue Smart Corridors Program Status: Staff noted two outstanding invoices for approximately \$87,000 per year for SC O&M, and provided background information. Originally, Alameda CTC, formerly the Alameda CMA, swapped STMP funds which cannot be used for O&M with other funds which can be used for O&M, but ACTC has run out of eligible things on which to spend the money for the swap, and WCCTAC has the bills. One question is how the TAC would recommend paying the past-due invoices, perhaps with Measure J Subregional Transportation Needs (28b), or through a swap with a project that receives both Measure J and STMP, such as San Pablo Dam Road Interchange. Staff polled the agencies: El Cerrito, Richmond, San Pablo and WestCAT staff voted to use M/J 28b; Pinole and Hercules said they would prefer that a specific project in M/J be the source of the swap, not the 28b funds, because 28b is potentially for all agencies in WCCTAC, whereas the SC provides a benefit only to part of WCCTAC. AC Transit abstained, and BART staff was absent. The second question for the TAC is how the agencies are using the SC equipment (detectors, CCTV cameras, web site, workstations, etc.) and whether they would recommend continuing participating in the program. Staff agreed to shelf this matter until July when more information about the agencies' use of the equipment is available, and noted that just as a cable television subscription accrues whether one watches the TV or not, so too the SC program accumulates costs. ACTC staff agreed to follow up with information about the cost for restarting the program, if WCCTAC withdraws its participation temporarily.

4. 2012 State Transportation Improvement Program (STIP) Process and "Call for Projects": Hisham Noeimi, CCTA, announced that the Call had been issued on June 15, and that CCTA is asking project sponsors to indicate to CCTA by July 13 whether they will apply for STIP funding, and to seek the concurrence of the RTPC manager through a memo to Christina. There is no project maximum; about \$9 million is expected to be available countywide. Some funds had been pre-committed to the San Pablo Dam Road Interchange project. The STIP is not usually used for pedestrian or bicycle projects or pavement rehabilitation because these types of projects typically do not score well. Later in the summer there will be a Call for STIP-TE which will be for bike/ped. A subcommittee of the TCC will review all applications and bring back recommendations to the Authority on August 11. Staff noted that the WCCTAC Board and TAC are dark in August, and that the Richmond Parkway Transit Center would probably be a West County project; staff stated that it is AC Transit's responsibility to apply for the STIP. Staff asked whether the TAC is contemplating other projects. Richmond staff indicated that the timeline, FY2016-2017, probably aligns favorably with the ferry project. CCTA staff suggested that the project sponsors look through the three lists of projects recently submitted as part of the RTP for suggestions.

5. Richmond General Plan Update: Hector Rojas, Richmond, said that the GP had been under development since 2005, and the city is now finishing the FEIR, and will issue a Final Draft GP ahead of anticipated council action on both documents in October 2011. Mr. Rojas indicated that compliance with the 2009 West County Action Plan for Routes of Regional Significance has informed the city's efforts toward transit-oriented development and complete streets. Multi-modal

level of service standards under federal review will eventually help the city to match LOS to the kinds of places the city is trying to create. Staff noted that the Measure J Growth Management Program requires agencies to present and discuss their general plan updates and amendments at WCCTAC. Staff submitted comments on the GP, noting that the city's plan is aligned with the Action Plan, though there are disparities in LOS, and inviting Richmond to WCCTAC. Staff forwarded two comments, one from a citizen concerned about LOS, another from REDI, the Richmond Equitable Development Initiative. Mr. Rojas agreed to follow up. Staff noted that TDM incentives may be available for some of Richmond's efforts around parking, shuttles, ride sharing, and other trip reduction measures.

6. Project Ideas for Upcoming Safe Routes to Transit Call for Projects: Staff reviewed page 8-1 of the packet, a list of five prospective project ideas for Cycle IV SR2T. The TAC agreed that its top recommended project will be to finalize Plans, Specifications, and Estimates (PS&E) from the West Contra Costa/Albany Wayfinding Plan and procure and install signs associated with this effort. Staff will be requesting letters of support. The TAC discussed other proposed application ideas, such as new, additional, and/or upgraded bicycle lockers at transit centers, focused TDM at Del Norte, a pilot shuttle service plan for Richmond BART, and pedestrian and bicycle improvements as identified in the Transit Enhancement Strategic Plan, currently still underway.

7. Subregional Transportation Mitigation Fee Program (STMP) Strategic Planning: Staff noted the Board's desire to develop a strategic plan for this program before considering another request for an allocation from it. The TAC expressed concern about shortfalls in projects that depend on both Measure J and STMP. Mr. Noemi outlined steps that might be taken in creating a strategic plan for STMP, akin to the process followed for Measure J. Staff thanked the TAC for its suggestions in this matter, and said that WCCTAC will undertake to develop a scope of work for an updated STMP Strategic Plan, and that WCCTAC as administrator is eligible to recoup costs, either staff time or consultant, from the program. Staff will come back to the TAC with this item.

8. Project Updates and Announcements: Linda Young, WCCTAC/511 Contra Costa, distributed applications for the Summer Time Reading Program, which awards 31-day passes on AC Transit or WestCAT to encourage young people to visit the library. Staff announced that the June 24 Board meeting will feature presentations on wBART and the San Joaquin rail corridor, and that comments on the draft budget are due June 16.

9. Adjournment until July 7, 2011, at 9:00 a.m.

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

- July 7 at 9:00 a.m.
- [no TAC meeting in August]
- Sept 8 at 9:00 a.m.

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

- July 22 at 8:00 a.m.
- [no Board meeting in August]
- Sept 30 at 8:00 a.m.