



El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

BOARD OF DIRECTORS MEETING NOTICE AND AGENDA

DATE & TIME: Friday, September 26, 2014, 8:00 a.m. – 10:00 a.m.

LOCATION: City of El Cerrito, Council Chambers
10890 San Pablo Avenue (at Manila Ave)
El Cerrito, California (Accessible by AC Transit #72 and #72R)

1. **Call to Order and Self-Introductions – Chair Janet Abelson**
2. **Public Comment.** The public is welcome to address the Board on any item that is not listed on the agenda. *Please fill out a speaker card and hand it to staff.*

CONSENT CALENDAR

3. **Minutes of July 25, 2014 Board Meeting.** (Attachment – Recommended Action: *APPROVE*)
4. **Monthly Update on WCCTAC Activities.** (Attachment – Recommended Action: *RECEIVE*)
5. **Financial Reports for July and August 2014.** The reports show the Agency's revenues and expenses for July and August of 2014. (Attachment – Recommended Action: *RECEIVE*)
6. **Payment of Invoices over \$10,000.** None

REGULAR AGENDA ITEMS

7. **I-80 Integrated Corridor Management (ICM) Project: a) Briefing, and b) Local Operations & Maintenance Agreements.**
 - a: A representative of the Project Team will provide background on the project, an update on its status, and an overview of planned public outreach activities. (I-80 ICM Project Team rep; PowerPoint, Recommended Action: *RECEIVE*).
 - b: CCTA staff will discuss the need for local approval of Operations & Maintenance agreements. (CCTA Staff; Attachment – Recommended Action: *RECEIVE*).

8. High Capacity Transit Investment Study.

Staff will provide a broad update on this project including: the attached Draft Scope of Work document, the status of study funding, the Request for Proposals (RFP) process and timing, and study organization and management. As directed by the Board, staff will also revisit the question of whether to allocate an additional \$100,000 in Measure J 28b funds to the study. (*John Nemeth; Attachment – Recommended Action: Provide feedback on draft Scope of Work or proposed Study process, and APPROVE the allocation of additional funds to the Study.*)

9. TDM Program Update.

WCCTAC staff will provide an overview of the Transportation Demand Management (TDM) program activities for FY 14-15. (*Danelle Carey, WCCTAC; No Attachment – Recommended Action: RECEIVE*)

STANDING ITEMS

10. Other Information.

- a. Letter to CCTA Executive Director with July 25, 2014 Summary of Board Actions
- b. Acronym List

Board and Staff Comments.

- a. Board Member Comments, Conference/Meeting Reports (AB 1234 Requirement), and Announcements
- b. Report of CCTA Representatives (*Directors Abelson & Butt*)
- c. Executive Director's Report

11. Other Business.

12. Adjourn. Next meeting is: Friday, October 24, 2014 at **8:00 a.m.**

in the ***El Cerrito City Hall Council Chambers***, located at 10890 San Pablo Avenue, El Cerrito

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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.215.3217 prior to the meeting.
 - If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
 - Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's offices.
 - Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
 - A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

**West Contra Costa Transportation Advisory Committee
Board of Directors Meeting
Meeting Minutes: July 25, 2014**

Members Present: Janet Abelson, Chair (El Cerrito); Jael Myrick (Richmond); Sherry McCoy (Hercules); Joe Wallace (AC Transit); Cecilia Valdez (San Pablo); Zakhary Mallett (BART); Courtland Boozé (Richmond); Roy Swearingen, (Hercules); Maureen Powers (WestCAT)

Staff Present: John Nemeth; Joanna Pallock; Danelle Carey; Valerie Jenkins; Kristopher Kokotaylo (Legal Counsel)

Location: San Pablo Council Chambers, 13831 San Pablo Avenue, San Pablo, CA 94806

1. Call to Order and Self-Introductions – Chair Janet Abelson

2. Public Comment.

- a. Dana Store, General Manager of Craneway Pavillion representing Orton Entertainment-Craneway Pavillion, provided letters of support for the Richmond Ferry from Chevron, Mountain Hardware, and a biotech firm.
- b. Marsha Tomassi, Richmond Convention and Business Bureau, offered support in favor of the Richmond Ferry.

Consent Calendar

ACTION: *Director Mallett* moved to ADOPT the Consent Calendar. Seconded by *Director Wallace*. Passed unanimously.

3. Minutes of June 27, 2014 Board Meeting

4. Monthly Update on WCCTAC Activities

5. Financial Report for June 2014

6. Payment of Invoices over \$10,000

7. Amended Service Agreement with the City of San Pablo

Regular Agenda Items

8. Supplemental West County Public Outreach.

ACTION: *Director Mallett* motioned to approve the agreement with EMC Research for additional West County polling, and to bring back the draft questionnaire to the October Board meeting. Seconded by *Director Myrick*. Passed unanimously.

DISCUSSION: *Director McCoy* asked for clarification on how the polling would work. *Sara LaBatt* of EMC Research stated that they would start by developing a representative polling sample of all adults in the area then would poll voters out of that sample. For the non-voters, they would send out postcards providing an option to complete a written survey.

Director McCoy suggested that conducting the survey right after elections or during the holiday season was not ideal. Given the lack of urgency, she further suggested that January 2015 would be a better time for the polling to be done.

Alex Evans stated that he was confident that, despite the upcoming holidays, results could be achieved before January. However, if the Board did not need the information urgently, the polling could be done in January 2015.

ED Nemeth stated that he did not see a need for the polling to be done in November and that it could easily wait until January.

Director McCoy asked if questions could reference “West Contra Costa County” instead of “Contra Costa County”. *Alex Evans* replied that “West Contra Costa County” is not a place voters identify with, and that voters see themselves as one County.

Director Valdez asked if there were any incentives for participation in the survey. *Alex Evans* stated that there would be a drawing for an iPad.

Director Valdez sought to ensure that the postcards would be in English on one side and Spanish on the other.

Director Powers raised a concern about non-English or Spanish speakers getting lost in the process.

Alex Evans confirmed that postcards would include both English and Spanish. He added, however, that the proposed survey budget couldn’t accommodate more than two languages.

Director Swearingen asked whether there were precedents for including non-voters in surveys. *Alex Evans* replied that, historically, 35-40% of their work has included non-voters.

9. Measure J Subregional Needs Funds (Program 28b) – Possible Uses.

ACTION: *Director McCoy* motioned to allocate \$300,000 to the High Capacity Transit Investment Study and \$400,000 (using Method 3, “dues share” formula) as a return-to-source for local jurisdictions to apply to transportation efforts that are consistent with Measure J. The motion included revisiting the funds remaining in 28b at the September 2014 Board meeting, and possibly adding another \$100,000 to the Transit Study. Seconded by *Director Boozé*, with one opposition vote from *Director Powers*, motion passed.

DISCUSSION:

ED Nemeth discussed options for the use of Measure J 28b funds. He stated that after setting aside \$72,000 for the polling work, there was \$808,000 remaining at the end of June 2014, according to current CCTA accounting. He explained that money could be used for the Transit Study, and that it could also be used as a type of “return-to-source” that would allow local jurisdictions to use funds as they liked, so long as it involved a transportation purpose and was consistent with Measure J.

Director McCoy stated this was a one-time source and that the Board should be mindful of how the money was spent. She recommended using \$400,000 for the Transit Study but wanted to know if any other agencies had been approached for funding, aside from BART.

Deidre Heitman, Principal Planner for BART, stated that BART is in contact with other agencies to seek additional funding. She recommended that if the Board was not comfortable with allocating \$400,000 for the Transit Study, that it could allocate \$300,000 and put \$100,000 aside pending further discussions. She said the transit operators and WCCTAC staff plan to come back at the September Board Meeting with more details on the scope and funding options.

Director McCoy agreed with *Deidre*, suggesting that the Board allocate \$300,000 to match BART’s \$300,000 contribution, and consider adding additional funds later, if needed.

Director Mallett stated that he disagreed with the use of 28b funds as a return-to-source since the funds that each jurisdiction would receive would be minimal. He suggested that the Board should find other common purposes for the use of these funds, such as the Transit Study.

Director Valdez stated that she supported allocating up to \$400,000 to the Transit Study.

Lori Reese-Brown of the City of Richmond stated that she was hoping that the Board would consider allocating \$500,000 for local jurisdictions as a return-to-source, instead of \$400,000.

Director Powers stated that because of the Board's preference for using Method 3 to allocate 28b funds as a return-to-source, (which would only go to local jurisdictions), she would have to vote no.

10. Draft Countywide Transportation Plan (CTP) Update.

ACTION: *Director Boozé* motioned to have two workshops, one in Richmond and one in either Pinole or Hercules with one in the evening and one on a weekend day. Seconded by *Director Myrick*. Passed unanimously.

DISCUSSION:

Martin Engelmann of CCTA discussed the public outreach process for the CTP, which was planned to be conducted in August and September.

Director Mallett asked if there could be two workshops in West County; one at the southern end and one at the northern end.

Martin Engelmann stated that only one workshop had been budgeted for each sub-area of the County.

ED Nemeth stated that staff had been in talks with the Authority about ideas for workshop locations. The past CTP workshops were on a weeknight at Maple Hall, but now staff was considering other options to attract a greater turnout.

Director McCoy wanted to know the cost of the workshop meetings. She also stated that she liked *Director Mallett's* idea of having two workshops.

Martin Englemann stated that the cost varies for each location of the workshop, but that \$15,000 is the average cost of holding a workshop.

Director Boozé stated he would like the Bermuda Room in Richmond used as a location for a West County workshop.

Director Valdez stated that she would also like to have two workshops. *Chair Abelson* agreed.

Martin Engelmann stated because the WCCTAC Board's desire to have two workshops, CCTA would fund two workshops in West County. He welcomed Richmond hosting one event. He proposed the other workshop for either Hercules or Pinole.

Director McCoy thanked *Martin Engelmann* for hosting and funding the two workshops in West County.

11. TDM Program Update.

Pulled from agenda due to lack of time.

STANDING ITEMS

12. Other Information.

- a. Letter to CCTA Executive Director with June 27, 2014 Summary of Board Actions
- b. Acronym List

13. Board and Staff Comments – None

14. Other Business.

15. Adjourn.

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WCCTAC

West Contra Costa Transportation Advisory Committee

TO: WCCTAC Board

DATE: September 26, 2014

FR: John Nemeth, Executive Director

RE: **Monthly Update on WCCTAC Activities**

Advisory Committee:

I- 80 Integrated Corridor Mobility (ICM) Project

The most visible element of this project, overhead electronic gantry signs, are currently being installed along I-80. Altogether there are 11 gantry signs that will be installed between Cutting Blvd. and Powell St. The installation process will continue through October and has resulted in some lane closures on the freeway between 1:00 a.m. and 3:00 a.m. Caltrans is beginning public education about the project through media events, an updated project website, a hotline for inquiries, and other activities. Representatives of the I-80 ICM Project Team will be present at the September WCCTAC Board meeting to provide background on the project's purpose, a status report on implementation, and an overview of upcoming public outreach efforts.



Countywide Transportation Plan (CTP) Update

CCTA is hosting two CTP workshops in West County; one on September 20th in Richmond and one on September 22nd in Hercules. The Authority has notified a large number of residents in West County through postcards like the one shown below. Outreach through internet advertising and social media are also generating comments on the types of transportation improvements residents would like to see in the future. A website has been created to allow the public to give direct feedback on areas of interest and concern. You can link to it at: www.KeepContraCostaMoving.net

What do **YOU** want in Contra Costa?

BART? Buses? Bikes? Roads? Ferries?

The Contra Costa Transportation Authority (CCTA) improves our local transportation systems by planning and funding key projects, like the Caldecott Tunnel, Highway 4, and BART system extensions. We also help maintain local streets, reduce traffic congestion, and make Contra Costa safe for bicyclists and pedestrians. Our work gets you where you need to go!

CCTA is updating our Countywide Transportation Plan and we need your help! Tell us your vision for Contra Costa's transportation future and be part of the next Countywide Transportation Plan.

For more information on the Countywide Transportation Plan and the CCTA, visit www.CCTA.net

Attend one of these town hall meetings and let us know your ideas.

West County: Saturday, September 20, 1:30pm,
Richmond Convention Center, Bermuda Room (enter from Nevin St.),
403 Civic Center Plaza, Richmond



—or—

West County: Monday, September 22, 7pm,
Hercules Community Center (Gym), 2001 Refugio Valley Road, Hercules

Telephone Town Hall: Tuesday, September 23, 6pm, Dial 877-229-8493 and pin# 112664

Can't attend a meeting? You can also participate by:

- Sharing your ideas and seeing what other ideas have been submitted at KeepContraCostaMoving.net
- Calling 925-256-4720 or emailing 2014CTP@ccta.net to get a copy of the survey mailed to you.



High Capacity Transit Investment Study

WCCTAC and its transit operator partners produced a Draft Scope of Work for a High Capacity Transit Investment Study, at the direction of the WCCTAC Board. The Scope was reviewed by WCCTAC-TAC members who provided comments and feedback. Staff is working with BART and others agencies to identify potential funding for the study. Staff has also produced a Draft Request for Proposals (RFP) document and plan to seek Board approval to release the RFP at the October Board meeting. Staff will provide an update on these efforts at the September Board meeting and will include the Draft Scope in the packet for Board review.

Ferry Planning

On August, 20th, the Water Emergency Transit Authority (WETA) approved a Mitigated Negative Declaration for the Richmond Ferry Terminal project. WCCTAC is coordinating with the cities of

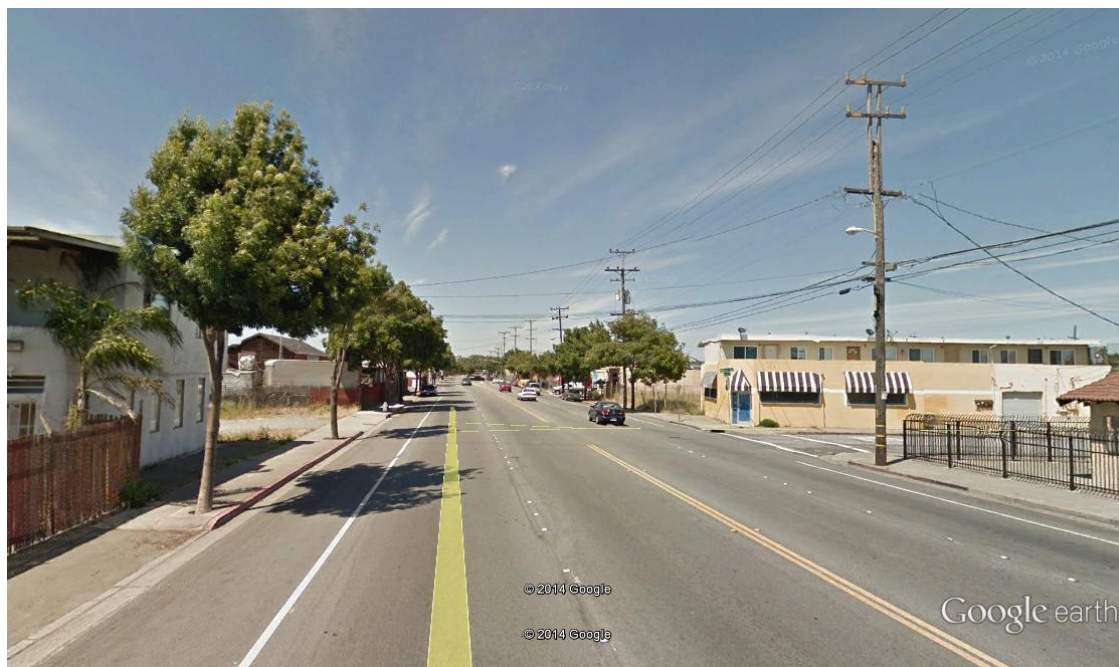
Richmond and Hercules, and WETA, on the details of the use of Measure J funds (22b) to operate ferries in West County.

West County Application for Paratransit Funds under Caltrans 5310 Grant

Staff is working with local paratransit operators to complete a grant application to support additional services for senior and disabled West County residents. The needs are many, but the goal is to enhance coordinated services between operators by offering the consumer more choices and better connections. This could include travel training and a volunteer driver program. One of the targeted populations includes former Doctors Hospital clients who now have to travel further for medical services.

Rumrill Boulevard / 13th Street Corridor Mobility Plan

WCCTAC staff has been serving on the Technical Advisory Committee for the Rumrill Boulevard/ 13th Street Corridor Mobility Plan managed by the City of San Pablo. The project kicked off in late July and is funded by a Caltrans grant received by the City of San Pablo, in partnership with the City of Richmond, the Local Government Commission and Contra Costa Health Services. The goal is to create a vision and a plan to make Rumrill Boulevard and its surroundings safer and more appealing for users of all ages and abilities.



Approval of Recommended PDA Planning Grants.

MTC gave the Congestion Management Agencies the responsibility for carrying out part of the Priority Development Area (PDA) Planning Grant Program. It allocated \$2.745 million to CCTA for PDA planning grants in Contra Costa. Three grants to West County were approved by the CCTA Board on September 17th. They include \$300,000 for a Complete Streets Study on San Pablo Avenue from Rodeo to Crockett, \$149,000 for the City of San Pablo's Sustainable

Communities Study, and \$317,000 for the City of El Cerrito's San Pablo Priority Development Area (PDA) Plan.

Transportation Demand Management (TDM):



"Pass 2 Class" Student Transit Ticket Program

The WCCTAC/511 Contra Costa TDM Program partnered with WestCAT to pilot a student transit ticket program, called "Pass 2 Class" for the Fall 2014 school year. The program was launched on August 4, 2014 and has been well received. To date, we have received 292 applications, and have begun distributing passes to applicants in the WestCAT service areas. Pass 2 Class applications will be available online at www.pass2class.org through October 6th. Transit passes are available while supplies last. WestCAT Bus schedules are provided to transit ticket recipients.

Bay Area Commuter Benefits Program



Bay Area

Commuter Benefits Program

The deadline to comply with the Bay Area Commuter Benefits Program is approaching: September 30, 2014. To date, West Contra Costa County has 146 employers who have registered and selected a commuter benefits program to implement and offer to their employees. Commuter benefits encourage employees to take transit, vanpools, carpools, or to bicycle or walk rather than driving alone to work.

City of Richmond Local Commuter Benefits Ordinance

Employers in the City of Richmond with 10 or more employees are subject to a local commuter benefits ordinance. The City of Richmond is holding a workshop at the Richmond Memorial Auditorium on October 23, 2014 from 1:00pm-3:00pm to provide a briefing. The meeting will explain the ordinance and compliance procedures and will provide for discussion and/or questions. For more information regarding this workshop, please contact Lori Reese-Brown at (510) 620-6869 or Danelle Carey at (510) 210-5932.



Bike Lockers and Racks Program Update

Through a funding partnership with WCCTAC/511 Contra Costa's TDM program, Contra Costa College was able to install a number bike racks throughout their campus. The College's Building and Maintenance Department strategically placed the bike racks in front of eight buildings to encourage bicycle use. TDM staff has also been invited to the college's sustainability meeting on October 2, 2014 to present and discuss additional commute alternative programs for the campus. The bike rack program is supported with funds from the Bay Area Air Quality Management District's *Transportation for Clean Air* fund.



Bruce King, Buildings & Grounds Mgr. and John Wade II, Athletic Director, pictured at the back racks in front of the gymnasium at Contra Costa College.

Sub-regional Transportation Mitigation Development Funds (STMP):

Richmond BART Intermodal

In September 2014, WCCTAC contributed \$1,660 in STMP funds to BART for work related to the redesign of the Richmond BART Station intermodal area. STMP payments for this phase of improvements are part of a 2010 cooperative funding agreement with BART (which was extended in 2013). WCCTAC committed up to \$186,200 toward the implementation of this project.

WCCTAC Administration:

New Office Space



At the beginning of August, WCCTAC relocated its office from the San Pablo City Hall to a space at 6333 Potrero Avenue, Suite #100 in El Cerrito, near the Del Norte BART Station. WCCTAC staff is settling into this space and will host an open house in the near future.

Project Manager position

There has been a robust response to the ads placed online for the Project Manager position, which was established in lieu of the previously contemplated Deputy Director position. With approximately 50 applications received, staff and two representatives from the WCCTAC-TAC will be conducting interviews with the most qualified applicants in early October. We are hoping for a new staff member to join our team in late October or early November.

WCCTAC Department: 7700

Account Details

As of Fiscal 2015 - July

| Account | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Percentage Variance | Encumbered Amount | Available Amount |
|---------------------------------------|------------------------------|--------------------|------------------------------|----------------|----------------|-------------------------------|----------------------|---------------------|
| Salary and Benefits | | | | | | | | |
| Total Salary and Benefits | 19,715 | 337,916 | 0 | 337,916 | 19,715 | 6% | 0 | 318,201 |
| Service and Supplies | | | | | | | | |
| 42001. Communications | 0 | 0 | 0 | 0 | 0 | #DIV/0! | 0 | 0 |
| 43500. Program Costs & Supplies | 7,216 | 4,500 | 0 | 4,500 | 7,216 | 160% | 0 | (2,716) |
| 43520. Copies/Printing/Shipping/Xerox | 0 | 5,000 | 0 | 5,000 | 0 | 0% | 0 | 5,000 |
| 43530. Office Furn & Equip <\$5,000 | 0 | 15,500 | 0 | 15,500 | 0 | 0% | 0 | 15,500 |
| 43600. Professional Services | 1,881 | 76,560 | 0 | 76,560 | 1,881 | 2% | 0 | 74,679 |
| 43900. Rent/Building | 3,232 | 12,954 | 0 | 12,954 | 3,232 | 25% | 0 | 9,722 |
| 44000. Special Department Expenses | 0 | 11,800 | 0 | 11,800 | 0 | 0% | 0 | 11,800 |
| 44320. Training/Travel Staff | 0 | 4,000 | 0 | 4,000 | 0 | 0% | 0 | 4,000 |
| Total Service and Supplies | 12,329 | 130,314 | 0 | 130,314 | 12,329 | 9% | 0 | 117,985 |
| Grand Total | 32,044 | 468,230 | 0 | 468,230 | 32,044 | 7% | 0 | 436,186 |

7720. WCCTAC TDM Division

Account Details

As of Fiscal 2015 - July

| Account | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Percentage Variance | Encumbered Amount | Available Amount |
|---------------------------------------|------------------------------|--------------------|------------------------------|----------------|----------------|-------------------------------|----------------------|---------------------|
| Salary and Benefits | | | | | | | | |
| Total Salary and Benefits | 24,116 | 313,951 | 0 | 313,951 | 24,116 | 8% | 0 | 289,835 |
| Service and Supplies | | | | | | | | |
| 42001. Communications | 0 | 0 | 0 | 0 | 0 | 100% | 0 | 0 |
| 43500. Program Costs & Supplies | 1,210 | 3,750 | 0 | 3,750 | 1,210 | 50% | 0 | 2,540 |
| 43502. Postage | 0 | 7,046 | 0 | 7,046 | 0 | 100% | 0 | 7,046 |
| 43520. Copies/Printing/Shipping/Xerox | 0 | 9,180 | 0 | 9,180 | 0 | 158% | 0 | 9,180 |
| 43600. Professional Services | 2,022 | 57,560 | 0 | 57,560 | 2,022 | 96% | 0 | 55,538 |
| 43900. Rent/Building | 3,100 | 12,954 | 0 | 12,954 | 3,100 | 75% | 0 | 9,854 |
| 44000. Special Department Expenses | 0 | 87,010 | 0 | 87,010 | 0 | 0% | 0 | 87,010 |
| 44320. Training/Travel Staff | 0 | 3,000 | 0 | 3,000 | 0 | 100% | 0 | 3,000 |
| Total Service and Supplies | 6,332 | 180,500 | 0 | 180,500 | 6,332 | 4% | 0 | 174,168 |
| Grand Total | 30,448 | 494,451 | 0 | 494,451 | 30,448 | 6% | 0 | 464,003 |

7730. STMP Division
Account Details
As of Fiscal 2015 - July

| Account | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Percentage Variance | Encumbered Amount | Available Amount |
|-----------------------------------|------------------------------|--------------------|------------------------------|----------------|----------------|-------------------------------|----------------------|---------------------|
| Salary and Benefits | | | | | | | | |
| 41000. Salary | 0 | 2,400 | 0 | 2,400 | 0 | 0% | 0 | 2,400 |
| Total Salary and Benefits | 0 | 2,400 | 0 | 2,400 | 0 | 0% | 0 | 2,400 |
| Service and Supplies | | | | | | | | |
| 43600. Professional Services | 7,313 | 124,795 | 0 | 124,795 | 7,313 | 6% | 0 | 117,482 |
| Total Service and Supplies | 7,313 | 124,795 | 0 | 124,795 | 7,313 | 6% | 0 | 117,482 |
| Grand Total | 7,313 | 127,195 | 0 | 127,195 | 7,313 | 6% | 0 | 119,882 |

7740. WCCTAC Special Projects Division

Account Details

As of Fiscal 2015 - July

| Account | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Percentage Variance | Encumbered Amount | Available Amount |
|------------------------------------|------------------------------|--------------------|------------------------------|----------------|----------------|-------------------------------|----------------------|---------------------|
| Service and Supplies | | | | | | | | |
| 44000. Special Department Expenses | 0 | 122,318 | 0 | 122,318 | 0 | 0% | 0 | 122,318 |
| Total Service and Supplies | 0 | 122,318 | 0 | 122,318 | 0 | 0% | 0 | 122,318 |
| Grand Total | 0 | 122,318 | 0 | 122,318 | 0 | 100% | 0 | 122,318 |

WCCTAC Department: 7700**Account Details****As of Fiscal 2015 - August**

| Account | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Percentage Variance | Encumbered Amount | Available Amount |
|---------------------------------------|------------------------------|--------------------|------------------------------|----------------|----------------|-------------------------------|----------------------|---------------------|
| Salary and Benefits | | | | | | | | |
| Total Salary and Benefits | 27,666 | 337,916 | 0 | 337,916 | 47,381 | 14% | 0 | 290,535 |
| Service and Supplies | | | | | | | | |
| 42001. Communications | 0 | 0 | 0 | 0 | 0 | #DIV/0! | 0 | 0 |
| 43500. Program Costs & Supplies | 0 | 4,500 | 0 | 4,500 | 7,216 | 160% | 0 | (2,716) |
| 43520. Copies/Printing/Shipping/Xerox | 0 | 5,000 | 0 | 5,000 | 0 | 0% | 0 | 5,000 |
| 43530. Office Furn & Equip <\$5,000 | 0 | 15,500 | 0 | 15,500 | 0 | 0% | 0 | 15,500 |
| 43600. Professional Services | 6,014 | 76,560 | 0 | 76,560 | 7,896 | 10% | 0 | 68,664 |
| 43900. Rent/Building | 0 | 12,954 | 0 | 12,954 | 3,232 | 25% | 0 | 9,722 |
| 44000. Special Department Expenses | 0 | 11,800 | 0 | 11,800 | 0 | 0% | 0 | 11,800 |
| 44320. Training/Travel Staff | 0 | 4,000 | 0 | 4,000 | 0 | 0% | 0 | 4,000 |
| Total Service and Supplies | 6,014 | 130,314 | 0 | 130,314 | 18,344 | 14% | 0 | 111,970 |
| Grand Total | 33,681 | 468,230 | 0 | 468,230 | 65,725 | 14% | 0 | 402,505 |

7720. WCCTAC TDM Division

Account Details

As of Fiscal 2015 - August

| Account | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Percentage Variance | Encumbered Amount | Available Amount |
|---------------------------------------|------------------------------|--------------------|------------------------------|----------------|----------------|-------------------------------|----------------------|---------------------|
| Salary and Benefits | | | | | | | | |
| Total Salary and Benefits | 24,938 | 313,951 | 0 | 313,951 | 49,055 | 16% | 0 | 264,896 |
| Service and Supplies | | | | | | | | |
| 42001. Communications | 0 | 0 | 0 | 0 | 0 | 100% | 0 | 0 |
| 43500. Program Costs & Supplies | 0 | 3,750 | 0 | 3,750 | 1,210 | 50% | 0 | 2,540 |
| 43502. Postage | 0 | 7,046 | 0 | 7,046 | 0 | 100% | 0 | 7,046 |
| 43520. Copies/Printing/Shipping/Xerox | 421 | 9,180 | 0 | 9,180 | 421 | 158% | 0 | 8,759 |
| 43600. Professional Services | 4,027 | 57,560 | 0 | 57,560 | 6,049 | 96% | 0 | 51,511 |
| 43900. Rent/Building | 0 | 12,954 | 0 | 12,954 | 3,100 | 75% | 0 | 9,854 |
| 44000. Special Department Expenses | 906 | 87,010 | 0 | 87,010 | 906 | 0% | 0 | 86,104 |
| 44320. Training/Travel Staff | 0 | 3,000 | 0 | 3,000 | 0 | 100% | 0 | 3,000 |
| Total Service and Supplies | 5,354 | 180,500 | 0 | 180,500 | 11,686 | 6% | 0 | 168,814 |
| Grand Total | 30,293 | 494,451 | 0 | 494,451 | 60,741 | 12% | 0 | 433,710 |

7730. STMP Division
Account Details
As of Fiscal 2015 - August

| Account | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Percentage Variance | Encumbered Amount | Available Amount |
|-----------------------------------|------------------------------|--------------------|------------------------------|----------------|----------------|-------------------------------|----------------------|---------------------|
| Salary and Benefits | | | | | | | | |
| 41000. Salary | 0 | 2,400 | 0 | 2,400 | 0 | 0% | 0 | 2,400 |
| Total Salary and Benefits | 0 | 2,400 | 0 | 2,400 | 0 | 0% | 0 | 2,400 |
| Service and Supplies | | | | | | | | |
| 43600. Professional Services | 0 | 124,795 | 0 | 124,795 | 7,313 | 6% | 0 | 117,482 |
| Total Service and Supplies | 0 | 124,795 | 0 | 124,795 | 7,313 | 6% | 0 | 117,482 |
| Grand Total | 0 | 127,195 | 0 | 127,195 | 7,313 | 6% | 0 | 119,882 |

7740. WCCTAC Special Projects Division

Account Details

As of Fiscal 2015 - August

| Account | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Percentage Variance | Encumbered Amount | Available Amount |
|------------------------------------|------------------------------|--------------------|------------------------------|----------------|----------------|-------------------------------|----------------------|---------------------|
| Service and Supplies | | | | | | | | |
| 44000. Special Department Expenses | 0 | 122,318 | 0 | 122,318 | 0 | 0% | 0 | 122,318 |
| Total Service and Supplies | 0 | 122,318 | 0 | 122,318 | 0 | 0% | 0 | 122,318 |
| Grand Total | 0 | 122,318 | 0 | 122,318 | 0 | 100% | 0 | 122,318 |

COOPERATIVE AGREEMENT NO. 07W.04

This COOPERATIVE AGREEMENT (this "AGREEMENT") is effective this ____ day of _____, 2014 among CONTRA COSTA TRANSPORTATION AUTHORITY, a local transportation authority ("AUTHORITY" or "CCTA"), CONTRA COSTA COUNTY, a political subdivision of the State of California ("CONTRA COSTA"), CITY OF RICHMOND, a municipal corporation of the State of California ("RICHMOND"), the CITY OF SAN PABLO, a municipal corporation of the State of California ("SAN PABLO"), the CITY OF PINOLE, a municipal corporation of the State of California ("PINOLE"), the CITY OF HERCULES, a municipal corporation of the State of California ("HERCULES"), and the CITY OF EL CERRITO, a municipal corporation of the State of California ("EL CERRITO"), and together with AUTHORITY, CONTRA COSTA, RICHMOND, SAN PABLO, PINOLE, EL CERRITO and HERCULES, are collectively referred to as the "PARTIES" and each separately, a "PARTY".

RECITALS

THE PARTIES ENTER THIS AGREEMENT on the basis of the following facts, understandings and intentions:

- A. Pursuant to the Memorandum of Understanding ("MOU") signed in May 2012 for the I-80 Integrated Corridor Mobility ("I-80 ICM") project , CONTRA COSTA, RICHMOND, SAN PABLO, PINOLE, HERCULES, AND EL CERRITO (each, a "PARTNER AGENCY" and collectively, the "PARTNER AGENCIES"), and AUTHORITY desire to enter into this AGREEMENT to define a framework to fund the operations and maintenance of I-80 ICM components, as outlined in Exhibit A attached hereto and incorporated herein by reference.

- B. The MOU states that:

Within Contra Costa County outside of State right-of-way, local jurisdictions will be responsible for operations and maintenance of ICM equipment, and may choose to contract with Contra Costa County for

maintenance. Local jurisdictions will not be responsible for funding the operations and maintenance of ICM equipment in perpetuity. CCTA will secure \$2,000,000 in funding for operating and maintaining ICM equipment. This amount is estimated to fund about 15 years of operations and maintenance. CCTA will seek additional funding beyond the \$2 million from regional and other sources.

C. The PARTNER AGENCIES will operate and maintain I-80 ICM equipment within their jurisdiction outside of the State of California's right of way, and submit invoices to the AUTHORITY for such cost, which shall be reimbursed as provided in this AGREEMENT.

NOW, THEREFORE, in consideration of the mutual agreements set forth above and the rights and obligations set forth in this AGREEMENT and other good and valuable consideration, the receipt and sufficiency of which is acknowledged, AUTHORITY and each PARTNER AGENCY hereby agree to the following:

SECTION 1

EACH PARTNER AGENCY AGREES TO:

A. Operate and maintain I-80 ICM equipment within its jurisdiction, outside of the State of California's right of way as outlined in the MOU, through its personnel or by contracting with a third party.

B. Submit invoices to AUTHORITY on September 1 of each year delineating maintenance and operation cost for the prior fiscal year for each I-80 ICM component, proof of payment, and certification that costs incurred have not been reimbursed. For the purposes of this agreement, a fiscal year begins July 1 and ends June 30 of the following year.

C. Maintain true and complete records in connection with the PROJECT, for at least thirty-six (36) months after the delivery of the invoices to the AUTHORITY.

D. Allow the AUTHORITY upon its request to audit all expenditures for I-80 ICM Operations and Maintenance funded through this AGREEMENT. For the duration of each fiscal year of the I-80 ICM project, and for four (4) years following the end of each fiscal year of the I-80 ICM project, or four years following the earlier termination of the AGREEMENT, each

PARTNER AGENCY will make available to the AUTHORITY all records relating to expenses incurred in performance of this AGREEMENT.

SECTION 2

AUTHORITY AGREES TO:

A. Program \$2,000,000 in Measure J funds for operating and maintaining I-80 ICM equipment within PARTNER AGENCIES' jurisdictions outside of the State of California's right of way, as outlined in the MOU.

B. Reimburse each PARTNER AGENCY after receipt of each invoice for operation and maintenance costs associated with the I-80 ICM project within the PARTNER AGENCY'S jurisdiction, as outlined in the MOU.

C. Notify each PARTNER AGENCY one year prior to the anticipated depletion of the \$2 million in Measure J funds programmed for I-80 ICM operations and maintenance.

D. Seek additional funds for operations and maintenance from regional, state and other sources, in accordance with the MOU.

SECTION 3

IT IS MUTUALLY AGREED AMONG AUTHORITY AND PARTNER AGENCIES:

A. Term. The term of this AGREEMENT shall commence on December 1, 2014 and shall remain in effect until terminated as provided in Subsection I of this Section 3.

B. Additional Acts and Documents. Each PARTY agrees to do all such things and take all such actions, and to make, execute, and deliver such other documents and instruments, as shall be reasonably requested by each other party to carry out the provisions, intent, and purpose of the AGREEMENT.

C. Amendment. This AGREEMENT may not be changed, modified, or rescinded

except in writing, signed by all PARTIES hereto, and any attempt at oral modification of this AGREEMENT shall be void and of no effect.

D. Assignment. This AGREEMENT may not be assigned, transferred, hypothecated, or pledged by any PARTY without the express written consent of the other PARTIES.

E. Binding on Successors. This AGREEMENT shall be binding upon the successors, assignees and transferees of the PARTIES. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this AGREEMENT other than as provided in Subsection D of this SECTION 3, above.

F. Indemnification.

i. AUTHORITY hereby agrees to indemnify, defend, assume all liability for, and hold harmless each PARTNER AGENCY, its officers, employees, agents, and representatives, to the maximum extent allowed by law, from all actions, claims, suits, penalties, obligations, liabilities, damages to property, costs, and expenses (including, without limitation, any fines, penalties, judgments, actual litigation expenses and experts' and attorneys' fees), environmental claims, and bodily or personal injuries or death to any persons (collectively, "CLAIMS") arising out of or in any way connected to AUTHORITY, its officers, agents, or employees in connection with or arising from any of its obligations under this AGREEMENT. However, the AUTHORITY shall not be required to indemnify any PARTNER AGENCY for any CLAIMS that arise from the sole negligence or willful misconduct of the PARTNER AGENCY. This indemnification shall survive the termination of the AGREEMENT.

ii. Each PARTNER AGENCY hereby agrees to indemnify, defend, assume all liability for and hold harmless AUTHORITY and its member agencies, officers, employees, agents and representatives, to the maximum extent allowed by law, from all CLAIMS arising out of or in any way connected to the PARTNER AGENCY, its officers, agents, or employees in connection with or arising from any of its obligations under this AGREEMENT. However, the PARTNER AGENCY shall not be required to indemnify AUTHORITY for any CLAIMS that arise from the sole negligence or willful misconduct of the AUTHORITY. This indemnification shall survive the termination of the AGREEMENT.

iii. Each PARTNER AGENCY hereby agrees to indemnify, defend, assume all liability

for, and hold harmless each other PARTNER AGENCY, its officers, employees, agents, and representatives, to the maximum extent allowed by law, from all CLAIMS arising from the indemnifying PARTNER AGENCY's operation and maintenance of I-80 ICM equipment within the PARTNERS AGENCY's jurisdiction pursuant to this AGREEMENT. However, no PARTNER AGENCY shall be required to indemnify any other PARTNER AGENCY for any CLAIMS that arise from the sole negligence or willful misconduct of that other PARTNER AGENCY. This indemnification shall survive the termination of this AGREEMENT.

G. Compliance with Laws. AUTHORITY and each of the PARTNER JURISDICTIONS shall comply with all applicable federal and state laws and regulations regarding the work performed and the reimbursements requested under this agreement.

H. Notices. All required or permitted payments, reports, demands, and notices may be sent by regular mail or electronic mail or personally delivered. Notices that are mailed by regular mail shall be deemed delivered two (2) business days after deposited in the mail. Notices may be personally delivered and shall be deemed delivered at the time delivered to the appropriate address set forth below. Notices delivered by electronic mail shall be deemed received upon the sender's receipt of an acknowledgment from the intended recipient (such as by the "return receipt requested" function, as available, return electronic mail or other written acknowledgment of receipt); provided that, if such notice is not sent during normal business hours of the recipient, such notice shall be deemed to have been sent at the opening of business on the next business day of the recipient. Unless and until notified otherwise in writing, a PARTY shall send or deliver all such communications relating to this AGREEMENT to the following address:

Hisham Noeimi
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597
hnoeimi@ccta.net

Julie Bueren
Public Works Director
Contra Costa County
255 Glacier Drive
Martinez, CA 94553

jbuer@pw.cccounty.us

Steven Tam
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804
Steven_tam@ci.richmond.ca.us

Yvette Ortiz
City of El Cerrito
10890 San Pablo Avenue
El Cerrito, CA 94530
yortiz@ci.el-cerrito.ca.us

Dean Allison
City of Pinole
2131 Pear Street
Pinole, CA 94564
DAllison@ci.pinole.ca.us

Jeff Brown
City of Hercules
111 Civic Drive
Hercules, CA 94547
jbrown@ci.hercules.ca.us

Matt Rodriguez
City of San Pablo
13831 San Pablo Avenue
San Pablo, CA 94806
MattR@sanpabloca.gov

I. Termination of Agreement. A PARTY may terminate this AGREEMENT at any time by giving written notice of termination to each of the other PARTIES specifying the effective date thereof; provided that any notice of termination shall be given at least thirty (30) days before its effective date.

J. Entire Agreement. This AGREEMENT is the entire agreement among AUTHORITY and the PARTNER AGENCIES relating to the subject matter of this AGREEMENT. All PARTIES acknowledge they have not relied upon any promise, representation, or warranty not expressly set forth in this AGREEMENT in executing this AGREEMENT. If any provision of this

AGREEMENT is void or otherwise unenforceable, the remainder of the AGREEMENT shall continue in full force and effect. Any changes to the terms and provisions of this AGREEMENT or affecting the obligations of the PARTIES set forth in this AGREEMENT shall be by written amendment signed by all PARTIES.

K. Severability. Should any part of this AGREEMENT be declared unconstitutional, invalid, or beyond the authority of a PARTY to enter into or carry out, such decision shall not affect the validity of the remainder of this AGREEMENT which shall continue in full force and effect; provided that the remainder of this AGREEMENT can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the PARTIES.

L. Waiver. No waiver by a PARTY of any default or breach of any covenant, term, or conditions in this AGREEMENT by the other PARTIES shall be implied from any omission to take action on account of such default if such default persists or is repeated and no express waiver shall affect any default other than the default specified in such waiver and then such waiver shall be operative only for the time and to the extent stated in such waiver. Waivers of any covenant, term, or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term or condition. No waiver of any provision under this AGREEMENT shall be effective unless in writing and signed by the waiving PARTY.

M. Controlling Law and Venue. This AGREEMENT and all matters relating to it shall be governed by the laws of the State of California.

N. Authority. All PARTIES executing this AGREEMENT represent and warrant that they are authorized to do so.

O. Counterparts. This AGREEMENT may be executed in counterparts.

P. Limitations. All obligations of AUTHORITY under the terms of this AGREEMENT are expressly subject to the AUTHORITY'S continued authorization to collect and expend the sales tax proceeds provided by MEASURE C and MEASURE J. If for any reason the AUTHORITY'S right to collect or expend such sales tax proceeds is terminated or suspended in whole or part, the AUTHORITY shall promptly notify PARTNER JURISDICTIONS, and the PARTIES shall consult on a course of action. If, after twenty five (25) working days, a course of action is not agreed upon by the parties, this AGREEMENT shall be deemed terminated by mutual or joint consent;

provided, that any obligation to fund from the date of the notice shall be expressly limited by and subject to (i) the lawful ability of the AUTHORITY to expend sales tax proceeds for the purposes of this AGREEMENT; and (ii) the availability, taking into consideration all the obligations of the AUTHORITY under all outstanding contracts, agreement to other obligations of the AUTHORITY, of funds for such purposes.

[Signatures on the following pages]

CONTRA COSTA TRANSPORTATION AUTHORITY

By: Kevin Romick, Chair

Date _____, 2014

APPROVED AS TO FORM:

By: Malathy Subramanian, General Counsel

Date _____, 2014

CONTRA COSTA COUNTY

By: Julie Bueren, Public Works Director

Date _____, 2014

APPROVED AS TO FORM:
Sharon Anderson, County Counsel

By: Deputy County Counsel

Date _____, 2014

CITY OF RICHMOND

By:

Date _____, 2014

APPROVED AS TO FORM:

By

Date _____, 2014

CITY OF EL CERRITO

By:

Date _____, 2014

APPROVED AS TO FORM:

By:

Date _____, 2014

CITY OF PINOLE

By:

Date _____, 2014

APPROVED AS TO FORM:

By:

Date _____, 2014

CITY OF HERCULES

By:

Date _____, 2014

APPROVED AS TO FORM:

By:

Date _____, 2014

CITY OF SAN PABLO

By:

Date _____, 2014

APPROVED AS TO FORM:

By:

Date _____, 2014

Exhibit A



Maintenance Costs -- CONTRA COSTA COUNTY (LOCAL ROW)

| Device | Locations | Number of Devices | Unit Capital Cost | Unit Maintenance Cost/Year | Total Cost/Year | Life (Years) | Maintenance Cost Notes | Devices that Increase Inventory | Paid by Caltrans | Paid by CCTA | Net Contribution by County |
|--|---|-------------------|-------------------|----------------------------|-----------------|-----------------------------------|---------------------------------|---------------------------------|------------------|--------------|----------------------------|
| Existing SMART Corridor cameras (used by project) | N/A | 0 | \$0.300 | \$336 | \$0 | 10 | Same as new CCTV camera | \$0 | \$0 | \$0 | \$0 |
| New looped-circuit television (CCTV) cameras | San Pablo Ave at Willow Ave and at Cummings | 2 | \$2,000 | \$336 | \$672 | 10 | Alameda CTC Cost Data | \$672 | \$0 | \$0 | \$0 |
| New video recorders | N/A | 0 | \$3,550 | \$339 | \$0 | 10 | 10% of Capital cost | \$0 | \$0 | \$0 | \$0 |
| New video recorders (used by project) | John Muir Pkwy east of San Pablo Avenue | 1 | \$3,550 | \$339 | \$339 | 10 | Same as new CCTV camera | \$339 | \$0 | \$0 | \$0 |
| New video recorders (used by project) | San Pablo Ave east of Cummings Street | 1 | \$3,550 | \$339 | \$339 | 10 | Same as new CCTV camera | \$339 | \$0 | \$0 | \$0 |
| Existing SMART Corridor TSP intersections | San Pablo Ave at Cummings Street and west of Cummings Street | 2 | \$1,000 | \$403 | \$806 | 10 | Alameda CTC Cost Data | \$806 | \$0 | \$0 | \$0 |
| New TSP intersections | San Pablo Avenue at (1) Willow Rd, (2) Victoria Crescent East, (3) John Muir Pkwy (SSA), (4) Crestwood Dr, (5) New Rd | 5 | \$5,060 | \$403 | \$2,013 | 10 | Alameda CTC Cost Data | \$2,013 | \$0 | \$0 | \$0 |
| New EVI-only intersections | N/A | 0 | \$5,060 | \$403 | \$0 | 10 | Same as EVI/TSP intersection | \$0 | \$0 | \$0 | \$0 |
| New Traffic Signal | Parker Ave (SB) north of San Pablo Ave, San Pablo Avenue (NB) west of Cummings Street, San Pablo Ave (SB) east of Cummings Street | 3 | \$1,000 | \$1,000 | \$3,000 | 10 | Per Skyline, includes GPRS cost | \$3,000 | \$0 | \$0 | \$0 |
| Wireless GPRS modem (traffic signal controllers) | N/A | 0 | \$2,820 | \$262 | \$1,410 | 3 | Based on City of Concord | No increase in maint cost | \$0 | \$1,410 | \$0 |
| Controller communications: Ethernet switch | San Pablo Ave/Cummings, San Pablo Ave/Refinery, Parker/2nd, Parker/4th, San Pablo Ave/Parker/Willow | 5 | \$4,006 | \$406 | \$2,030 | 10 | 10% of Capital cost | \$2,030 | \$0 | \$0 | \$0 |
| Controller communications: Ethernet module | San Pablo Ave/Cummings, San Pablo Ave/Refinery, Parker/2nd, Parker/4th, San Pablo Ave/Parker/Willow | 5 | \$1,475 | \$146 | \$738 | 10 | 10% of Capital cost | \$738 | \$0 | \$0 | \$0 |
| New Intersection Vehicle Detection: Video Image Detection camera | N/A | 0 | \$11,785 | \$336 | \$0 | 10 | Estimated same as CCTV camera | \$0 | \$0 | \$0 | \$0 |
| New Intersection Vehicle Detection: Magnetometer | N/A | 0 | \$8,438 | \$844 | \$0 | 10 | 10% of Capital cost | \$0 | \$0 | \$0 | \$0 |
| Speed Feedback Signs | N/A | 0 | \$12,875 | \$500 | \$0 | 15 | Compared to trailerizer | \$0 | \$0 | \$0 | \$0 |
| New Annual Characteristic Message Sign (CMS), single-sided | N/A | 0 | \$160,333 | \$1,500 | \$0 | 10 | Compared to trailerizer | \$0 | \$0 | \$0 | \$0 |
| New Annual Characteristic Message Sign (CMS), double-sided | N/A | 0 | \$248,752 | \$2,000 | \$0 | 10 | Compared to trailerizer | \$0 | \$0 | \$0 | \$0 |
| New Variable Message Sign (VMS), single-sided | N/A | 0 | \$100,000 | \$1,000 | \$0 | 10 | Compared to trailerizer | \$0 | \$0 | \$0 | \$0 |
| New Variable Message Sign (VMS), double-sided | N/A | 0 | \$170,000 | \$1,700 | \$0 | 10 | Compared to trailerizer | \$0 | \$0 | \$0 | \$0 |
| Traffic Signal Software Maintenance/Upgrades * | N/A | 10.00% | \$500,000 | \$27,500 | \$2,750 | 5 | Actual bids | \$2,750 | \$0 | \$0 | \$0 |
| Estimated Annual Maintenance Cost (Subtotal) | | | | | \$11,856 | Total increase due to ICM Devices | | | | | |
| TOTAL ESTIMATED CONSTRUCTION COST | | | | | \$ | 194,980.00 | | | | | \$0 |

* Local ROW cost only; no increase in maintenance cost if traffic signal system is existing
Contra Costa County has existing signal system.

Operating Costs

| Operating Costs | | | | | | | | | |
|--|----------|--------------|---------------------|-----------------|--|---------------------------------|------------------|--------------|----------------------------|
| Device | Quantity | Capital Cost | Unit Operation Cost | Total Cost/Year | Notes | Devices that Increase Inventory | Paid by Caltrans | Paid by CCTA | Net Contribution by County |
| San Pablo Corridor Collaboration | 3.99% | | \$122,512 | \$4,883 | Estimated Cost | \$4,883 | \$0 | \$4,883 | \$0 |
| Wireless GPRS modem | 5 | | \$168 | \$3,140 | \$64 per month | \$3,140 | \$0 | \$3,140 | \$0 |
| Point Point 11 line for each camera | 2 | | \$2,100 | \$4,200 | \$17.0 per month | \$4,200 | \$0 | \$4,200 | \$0 |
| Field Devices Electricity (new traffic signal, new CCTV cameras) | 2 | | 3000 | \$1,300 | Alameda CTC Cost Data | \$1,300 | \$0 | \$1,300 | \$0 |
| IT/Staffing Assistance - Maintenance Staff | 3.99% | | | \$0 | Internal based on each Agency's OAM policy | \$0 | \$0 | \$0 | \$0 |
| IT/Staffing Assistance - Operations Staff | 3.99% | | | \$0 | Internal based on each Agency's OAM policy | \$0 | \$0 | \$0 | \$0 |
| Estimated Annual Operating Cost (Subtotal) | | | | | \$14,243 | \$14,243 | \$0 | \$14,243 | \$0 |

* Provided by Alameda CTC or City Traffic Signal Coordinator for all agencies

| | | | | | |
|---|----------|----------|-----|----------|-----|
| Total Estimated Annual Operation and Maintenance Cost | \$25,899 | \$22,149 | \$0 | \$23,149 | \$0 |
|---|----------|----------|-----|----------|-----|



* Local ROW cost only- no increase in maintenance cost if traffic signal system is existing
New signal system for El Cerrito being provided by project

Operating Costs

*Provided by Alameda CTC or City Traffic Signal Coordinator for all agencies

Prepared and Maintained by: Randy Durnberger
LAST UPDATED: 3/1/12



Maintenance Costs -- SAN PABLO (LOCAL ROW)

| Device | Locations | Number of Devices | Unit Capital Cost | Unit Maintenance Cost/Year | Total Cost/Year | Life (Years) | Maintenance Cost Notes | Devices that Increase Inventory | Paid by Caltrans | Paid by CCTA | Net Contribution by City |
|---|--|-------------------|-------------------|----------------------------|-----------------|--------------|-----------------------------------|---------------------------------|------------------|--------------|--------------------------|
| Existing SMART Corridor cameras (used by project) | San Pablo Dam Rd at San Pablo Ave | 1 | \$9,300 | \$336 | \$336 | 10 | Same as new CCTV camera | \$336 | | \$336 | \$0 |
| New speed-camera reduction (CCTV cameras) | San Pablo Ave at El Portal Drive | 1 | \$2,000 | \$336 | \$336 | 10 | Alameda CTC Cost Data | \$336 | | \$336 | \$0 |
| Existing SMART Corridor Vehicle Detection Stations (used by project) | San Pablo Ave south of El Portal Dr | 0 | \$13,560 | \$358 | \$0 | 10 | 10% of Capital cost | \$0 | | \$358 | \$0 |
| New Vehicle Detection Stations | San Pablo Dam Rd east of San Pablo Ave, El Portal Dr, east of Mission Bell Dr | 2 | \$14,080 | \$358 | \$716 | 10 | Same as new MVDOS | \$716 | | \$716 | \$0 |
| Existing SMART Corridor TSP intersections | San Pablo Ave at (1) Rummel Rd (2) El Portal Dr (3) International Market Pl (4) 23rd St (5) Van Ness St (6) Church Ln (7) Vale Rd (8) San Pablo Dam Rd (9) | 10 | \$5,060 | \$403 | \$4,025 | 10 | Alameda CTC Cost Data | \$4,025 | | \$4,025 | \$0 |
| New TSP intersections | San Pablo Ave at (1) Rummel Rd (2) El Portal Dr (3) International Market Pl (4) 23rd St (5) Van Ness St (6) Church Ln (7) Vale Rd (8) San Pablo Dam Rd (9) | 1 | \$5,060 | \$403 | \$403 | 10 | Alameda CTC Cost Data | \$403 | | \$403 | \$0 |
| New EVF-only intersections | El Portal Dr at (1) Rollingwood Dr (2) Road 20, SPOR at (1) Ventura Ave (2) Contra Costa Ave | 4 | \$1,060 | \$403 | \$1,610 | 10 | Same as EVPTSP intersection | \$1,610 | | \$1,610 | \$0 |
| New Trailblazer Signs | San Pablo Ave (NB) at (1) south of San Pablo Dam Rd (2) south of El Portal Dr (3) San Pablo Ave (SB) at (1) north of SPOR (2) north of El Portal Dr | 4 | \$24,675 | \$1,000 | \$4,000 | 10 | Per Skyline, includes GPRS cost | \$4,000 | | \$4,000 | \$0 |
| New Traffic Signal | N/A - City responsibility | 0 | \$300,000 | \$3,000 | \$0 | 10 | Based on City of Concord | No increase in maint cost | | | \$0 |
| Wireless GPRS module | San Pablo Dam Rd/Ventura Ave | 2 | \$2,500 | \$336 | \$672 | 10 | 10% of Capital cost | \$672 | | \$672 | \$0 |
| Controller communications, Ethernet switch | El Portal Church Ln/Rollingwood Dr, San Pablo Dam Rd/Ventura Ave | 0 | \$4,000 | \$408 | \$0 | 10 | 10% of Capital cost | \$0 | | \$408 | \$0 |
| Controller communications, Ethernet switch | El Portal Church Ln/Rollingwood Dr, San Pablo Dam Rd/Ventura Ave | 2 | \$1,475 | \$148 | \$295 | 10 | 10% of Capital cost | \$295 | | \$295 | \$0 |
| New Intersection Vehicle Detection, Video Image Detection camera | El Portal Church Ln/Rollingwood Dr, San Pablo Dam Rd/Ventura Ave | 0 | \$11,785 | \$336 | \$0 | 10 | Estimated same as CCTV camera | \$0 | | \$0 | \$0 |
| Speed Feedback Signs | N/A | 0 | \$9,438 | \$844 | \$0 | 10 | 10% of Capital cost | \$0 | | \$0 | \$0 |
| Speed Feedback Signs | N/A | 0 | \$12,873 | \$508 | \$0 | 15 | Compared to Trailblazer | \$0 | | \$0 | \$0 |
| New Intersection Vehicle Detection, Video Image Detection camera | N/A | 0 | \$103,333 | \$1,500 | \$0 | 10 | Compared to Trailblazer | \$0 | | \$0 | \$0 |
| Existing TSP emitters | N/A | 0 | \$1,000 | \$500 | \$0 | 10 | Assumed to be same as existing | \$0 | | \$0 | \$0 |
| New multi-mode (GPS+Infrared) TSP Emitters | N/A | 0 | \$1,000 | \$500 | \$0 | 10 | Assumed to be same as existing | \$0 | | \$0 | \$0 |
| Traffic Signal Software Maintenance/licenses * | N/A | 10.00% | \$4,750 | \$0 | \$0 | 10 | Assumed to be same as existing | \$0 | | \$0 | \$0 |
| Estimated Annual Maintenance Cost (Subtotal) | | | | | \$15,557 | | Total increase due to ICH Devices | \$12,843 | \$0 | \$12,843 | \$0 |
| TOTAL ESTIMATED CONSTRUCTION COST | | | \$ | 239,350.00 | | | | | | | |
| * Local ROW cost only-no increase in maintenance cost if traffic signal system is existing. San Pablo has existing signal system. | | | | | | | | | | | |



Maintenance Costs -- RICHMOND (LOCAL ROW)

| Device | Location(s) | Number of Devices | Unit Capital Cost | Unit Maintenance Cost/Year | Total Cost/Year | Life (Years) | Maintenance Cost Notes | Devices that Increase Inventory | Paid by Caltrans | Paid by CCTA | Net Contribution by City |
|--|--|-------------------|--|----------------------------|-----------------|-----------------------------------|---------------------------------|---------------------------------|------------------|--------------|--------------------------|
| Existing SMART Corridor cameras (used by project) | San Pablo Avenue/Richmond Parkway | 1 | \$0,300 | \$336 | \$336 | 10 | Same as new CCTV camera | \$336 | | \$336 | \$0 |
| New closed-circuit television (CCTV) cameras | San Pablo Avenue/Hillside | 1 | \$23,000 | \$336 | \$336 | 10 | Alameda CTC Cost Data | \$336 | | \$336 | \$0 |
| New video stoplamps | n/a | 0 | \$3,500 | \$359 | \$359 | 10 | 10% of Capital cost | \$0 | | \$0 | \$0 |
| Existing SMART Corridor Vehicle Detection Stations (used by project) | San Pablo Ave (south of Richmond Pkwy), Richmond Pkwy west of I-80, San Pablo Ave (south of Robert H Miller), San Pablo Ave (south of Barron) | 4 | \$14,000 | \$358 | \$1,432 | 10 | same as New MVDS | \$1,432 | | \$1,432 | \$0 |
| New Vehicle Detection Stations | Hilltop Dr. (South of Hillview Dr.), Richmond Pkwy (east of Hillside Dr.) | 2 | \$14,000 | \$358 | \$716 | 10 | Alameda CTC Cost Data | \$716 | | \$716 | \$0 |
| Existing SMART Corridor TSP intersections | San Pablo Ave at (1) McBryde Ave (2) Elgin Ave (3) Garvin Ave (4) Solano Ave (5) Contra Costa Ave (6) Santa Av (7) Benet Ave (8) Elgin Ave (9) Hillside Dr. | 9 | \$5,000 | \$403 | \$3,623 | 10 | Alameda CTC Cost Data | \$3,623 | | \$3,623 | \$0 |
| New TSP intersections | San Pablo Ave at (1) Richmond Pkwy (2) Hilltop Dr. (3) Robert Miller Dr., Richmond Pkwy at (1) Lakeside Dr. (2) Bella Vista Entrance | 5 | \$5,000 | \$403 | \$2,013 | 10 | Alameda CTC Cost Data | \$2,013 | | \$2,013 | \$0 |
| New EVP-only intersections | Hilltop Dr at (1) Blume Dr (2) Shane Dr (3) Robert Miller Dr (4) Hillview Dr (5) Research Dr., Central Ave at San Luis Ave/Pierce, McBryde Ave at (1) Anador St (2) I-80 WB off. | 8 | \$5,000 | \$403 | \$3,220 | 10 | Same as EVPTSP intersection | \$3,220 | | \$3,220 | \$0 |
| New Trailblazer Signs | San Pablo Ave (NB) (1) north of Barrett Ave. (2) south of Hilltop Dr. (3) south of Richmond Pkwy. San Pablo Ave (SB) (1) south of Clinton Ave. (2) north of Hilltop Dr. (3) south of K&N St. | 6 | \$24,675 | \$1,000 | \$6,000 | 10 | Per Skyline, includes GPRS cost | \$6,000 | | \$6,000 | \$0 |
| New Traffic Signal | n/a - city responsibility | 2 | \$200,000 | \$3,000 | \$6,000 | 10 | Based on City of Concord | \$6,000 | | | \$6,000 |
| Traffic Signal Controller Upgrades (existing signal) | n/a - city responsibility | 23 | \$2,500 | \$250 | \$5,750 | 10 | 10% of Capital cost | No increase in maint cost | | | |
| Wireless GPRS modem (traffic signal controllers) | McBryde-40 WB off-ramp, McBryde/Anador, Richmond | 4 | \$2,820 | \$282 | \$1,128 | 3 | 10% of Capital cost | \$1,128 | | \$1,128 | \$0 |
| Controller communications. Ethernet module | Provided Alameda Dr. Hilltop/Robert Miller | 0 | \$4,000 | \$408 | \$0 | 10 | 10% of Capital cost | \$0 | | \$0 | \$0 |
| Controller communications. Ethernet module | McBryde-40 WB off-ramp, McBryde/Anador, Richmond | 4 | \$1,475 | \$148 | \$580 | 10 | 10% of Capital cost | \$580 | | \$580 | \$0 |
| New Intersection Vehicle Detection. Video Image Detection camera | Provided Alameda Dr. Hilltop/Robert Miller | 7 | \$11,785 | \$336 | \$2,352 | 10 | Estimated same as CCTV camera | \$2,352 | | \$2,352 | \$0 |
| Speed Feedback Signs | n/a - city responsibility | 0 | \$8,438 | \$844 | \$0 | 10 | 10% of Capital cost | \$0 | | \$0 | \$0 |
| New Annual Changeable Message Sign (CMS) single sided | n/a | 0 | \$12,875 | \$500 | \$0 | 15 | Compared to trailblazer | \$0 | | \$0 | \$0 |
| New Annual Changeable Message Sign (CMS) double-sided | n/a | 0 | \$160,333 | \$1,500 | \$0 | 10 | Compared to trailblazer | \$0 | | \$0 | \$0 |
| Existing TSP cameras | n/a | 0 | \$985,282 | \$2,000 | \$0 | 10 | Compared to trailblazer | \$0 | | \$0 | \$0 |
| Existing TSP cameras | n/a | 0 | \$3,500 | \$350 | \$0 | 10 | 10% of Capital cost | \$0 | | \$0 | \$0 |
| Traffic Signal Software Maintenance/Upgrades * | n/a | 0 | \$2,500 | \$250 | \$0 | 10 | Actual bid | \$0 | | \$0 | \$0 |
| TOTAL ESTIMATED CONSTRUCTION COST | | | Estimated Annual Maintenance Cost (Subtotal) | | | Total Increase due to ICM Devices | | \$27,745 | \$0 | \$19,393 | \$8,352 |

* Local ROW cost only - no increase in maintenance cost if traffic signal system is existing
Richmond has existing signal system.

Operating Costs

| Device | Quantity | Capital Cost | Unit Operation Cost | Total Cost/Year | Notes | Devices that Increase Inventory | Paid by Caltrans | Paid by CCTA | Net Contribution by City |
|--|----------|--------------|-----------------------------------|-----------------|--|---------------------------------|------------------|--------------|--------------------------|
| San Pablo Corridor Collaboration | 8,70% | | \$122,512 | \$10,653 | Estimated Cost | \$10,653 | | \$10,653 | \$0 |
| Wireless GPRS modem | 4 | \$768 | \$3,072 | \$4,840 | \$4.44 per month | \$3,072 | | \$3,072 | \$0 |
| Point-Point T1 line for each camera | 1 | \$2,100 | \$2,100 | \$2,100 | \$1.75 per month | \$2,100 | | \$2,100 | \$0 |
| Field Devices Electricity (new traffic signal, new CCTV cameras) | 3 | \$660 | \$1,980 | \$1,980 | Alameda CTC Cost Data | \$1,980 | | \$660 | \$1,320 |
| IT Staffing Assistance - Maintenance Staff | 8,70% | | \$0 | \$0 | Internal based on each Agency's O&M policy | \$0 | | \$0 | \$0 |
| IT Staffing Assistance - Operation Staff | 8,70% | | \$0 | \$0 | \$0 Internal based on each Agency's O&M policy | \$0 | | \$0 | \$0 |
| Estimated Annual Operating Cost (Subtotal) | | | Total Increase due to ICM Devices | | \$17,805 | | \$0 | \$16,485 | \$1,320 |

*Provided by Alameda CTC or City Traffic Signal Coordinator for all agencies

| | | | | | | |
|---|----------|-----------------------------------|----------|-----|----------|---------|
| Total Estimated Annual Operation and Maintenance Cost | \$63,714 | Total increase due to ICM Devices | \$45,550 | \$0 | \$38,878 | \$9,872 |
|---|----------|-----------------------------------|----------|-----|----------|---------|



Maintenance Costs -- PINOLE (LOCAL ROW)

| Device | Location(s) | Number of Devices | Unit Capital Cost | Unit Maintenance Cost/Year | Total Cost/Year | Life (Years) | Maintenance Cost Notes | Devices that Increase Inventory | Paid by Caltrans | Paid by CCTA | Net Contribution by City |
|---|---|-------------------|-------------------|----------------------------|-----------------|--------------|---|---------------------------------|------------------|--------------|--------------------------|
| Existing SMART Corridor cameras (used by project) | | 0 | \$0 | \$336 | \$0 | 10 | Same as New CCTV Camera | \$0 | \$0 | \$0 | \$0 |
| New Concealed Intersection CCTV cameras | San Pablo Ave at (1) Argonne (2) Pinole Valley Rd | 2 | \$1,000 | \$336 | \$672 | 10 | Alameda CTC Cost Data | \$672 | \$0 | \$0 | \$0 |
| New Concealed Intersection CCTV cameras | San Pablo Ave south of Del Monte | 1 | \$1,000 | \$336 | \$336 | 10 | Alameda CTC Cost Data | \$336 | \$0 | \$0 | \$0 |
| Existing SMART Concealed Vehicle Detection Stations (used by project) | San Pablo Ave south of Del Monte | 1 | \$14,080 | \$358 | \$14,438 | 10 | Same as New MVDIS | \$358 | \$0 | \$0 | \$0 |
| New Vehicle Detection Stations | Applan Way south of Mann Dr. San Pablo Ave west of Oakridge Dr. Pinole Valley Rd south of Henry Avenue | 3 | \$14,080 | \$358 | \$14,438 | 10 | Alameda CTC Cost Data | \$1,074 | \$0 | \$0 | \$0 |
| Existing SMART Concealed TSP intersections | | 0 | \$5,060 | \$403 | \$0 | 10 | Alameda CTC Cost Data | \$0 | \$0 | \$0 | \$0 |
| New TSP intersections | San Pablo Ave at (1) John St. (2) Pinole Valley Rd (3) Fernandez Av. (4) Tennyson Av. (5) Oak Ridge Ln (6) Applan Way (7) Sunnyview Dr. (8) Pinole Shores (9) Del Monte Dr (10) Tara Hills Dr. (11) Shamrock Dr. Pinole Valley Rd at (1) Tennyson Dr. | 14 | \$5,060 | \$403 | \$5,635 | 10 | Alameda CTC Cost Data | \$5,635 | \$0 | \$0 | \$0 |
| New EVI-only intersections | Pinole Valley Rd at San Pablo Ave and Applan Way at Canyon Dr. | 2 | \$5,060 | \$403 | \$805 | 10 | Same as EVI/TSP intersection | \$805 | \$0 | \$0 | \$0 |
| New Trailblazer Signs | San Pablo Ave (NB) (1) west of Applan Way (2) south of Tennyson Dr. San Pablo Ave (SB) (1) east of Laurel Ave (2) north of Tennyson Dr. | 4 | \$24,675 | \$1,000 | \$4,000 | 10 | Per Skyline; includes GPRS cost | \$4,000 | \$0 | \$0 | \$0 |
| New Traffic Signal | Applan Way/Tara Hills, Pinole Valley/Henry, Fitzgerald/Best | 0 | \$2,000,000 | \$3,000 | \$0 | 10 | Based on City of Concord | \$0 | \$0 | \$0 | \$0 |
| Wireless GPRS modem (traffic signal controllers) | Applan Way/Tara Hills, Pinole Valley/Henry, Fitzgerald/Best | 3 | \$2,820 | \$282 | \$846 | 3 | 10% of Capital cost | \$846 | \$0 | \$0 | \$0 |
| Controller communications. Ethernet switch | Applan Way/Tara Hills, Pinole Valley/Henry, Fitzgerald/Best | 0 | \$4,000 | \$400 | \$0 | 10 | 10% of Capital cost | \$0 | \$0 | \$0 | \$0 |
| Controller communications. Ethernet module | Applan Way/Tara Hills, Pinole Valley/Henry, Fitzgerald/Best | 3 | \$1,475 | \$148 | \$443 | 10 | 10% of Capital cost | \$443 | \$0 | \$0 | \$0 |
| New Intersection Vehicle Detection. Video Image Detection camera | | 0 | \$11,785 | \$336 | \$0 | 10 | Estimated same as CCTV camera | \$0 | \$0 | \$0 | \$0 |
| New Intersection Vehicle Detection. Magnetometer | | 0 | \$8,438 | \$844 | \$0 | 10 | 10% of Capital cost | \$0 | \$0 | \$0 | \$0 |
| Speed Feedback Signs | | 2 | \$12,875 | \$500 | \$1,000 | 15 | Compared to trailblazer | \$1,000 | \$0 | \$0 | \$0 |
| New Annual Characteristic Message Sign (CMS) single sided | | 0 | \$100,353 | \$1,500 | \$0 | 10 | Compared to trailblazer | \$0 | \$0 | \$0 | \$0 |
| New Annual Characteristic Message Sign (CMS) double sided | | 0 | \$200,706 | \$3,000 | \$0 | 10 | Compared to trailblazer | \$0 | \$0 | \$0 | \$0 |
| Existing TSP intersections | | 0 | \$1,000 | \$500 | \$0 | 10 | Assumed to be same as existing | \$0 | \$0 | \$0 | \$0 |
| New multi-modal (GPRS-enabled) TSP Emitters | | 0 | \$4,750 | \$0 | \$0 | 10 | Assumed to be same as existing | \$0 | \$0 | \$0 | \$0 |
| Traffic Signal Software Maintenance/Upgrades * | | 10.00% | \$200,000 | \$27,500 | \$27,500 | 5 | Actual bids | \$27,500 | \$0 | \$0 | \$0 |
| Estimated Annual Maintenance Cost (Subtotal) | | | | | \$19,833 | | Total Increase due to ICM Devices | \$17,583 | \$0 | \$16,583 | \$1,000 |
| TOTAL ESTIMATED CONSTRUCTION COST | | | \$ | 329,035.00 | | | * Local ROW cost only; no increase in maintenance cost if traffic signal system is existing. New signal system work for Pinole (connected to County signal system) being provided by project. | | | | |

Operating Costs

| Device | Quantity | Unit Operation Cost | Total Cost/Year | Notes | Devices that Increase Inventory | Paid by Caltrans | Paid by CCTA | Net Contribution by City |
|--|----------|---------------------|-----------------|--|---------------------------------|------------------|--------------|--------------------------|
| San Pablo Corridor Collocation | 5.98% | \$122,512 | \$7,324 | Estimated Cost | \$7,324 | \$0 | \$0 | \$0 |
| Wireless GPRS modem | 3 | \$768 | \$2,304 | \$64 per month | \$2,304 | \$0 | \$0 | \$0 |
| Point-Point T1 line for each camera | 2 | \$2,100 | \$4,200 | \$175 per month | \$4,200 | \$0 | \$0 | \$0 |
| Field Devices Electronics (new traffic signal, new CCTV cameras) | 2 | \$660 | \$1,320 | Alameda CTC Cost Data | \$1,320 | \$0 | \$0 | \$0 |
| IT/Staffing Assistance* - Maintenance Staff | 5.98% | | \$0 | Internal based on each Agency's O&M policy | \$0 | \$0 | \$0 | \$0 |
| IT/Staffing Assistance* - Operation Staff | 5.98% | | \$0 | Internal based on each Agency's O&M policy | \$0 | \$0 | \$0 | \$0 |
| Estimated Annual Operating Cost (Subtotal) | | | \$15,148 | Total Increase due to ICM Devices | \$15,148 | \$0 | \$0 | \$0 |

*Provided by Alameda CTC or City Traffic Signal Coordinator for all agencies

| | | | | | |
|---|----------|----------|-----|---------|---------|
| Total Estimated Annual Operation and Maintenance Cost | \$34,981 | \$32,731 | \$0 | \$1,731 | \$1,000 |
|---|----------|----------|-----|---------|---------|



Maintenance Costs -- HERCULES (LOCAL ROW)

| Device | Locations | Number of Devices | Unit Capital Cost | Unit Maintenance Cost/Year | Total Cost/Year | Life (Years) | Maintenance Cost Notes | Devices that Increase Inventory | Paid by Caltrans | Paid by CCTA | Net Contribution by City |
|--|--|-------------------|-------------------|----------------------------|-----------------|--------------|-----------------------------------|---------------------------------|------------------|--------------|--------------------------|
| Existing SMART Corridor cameras (used by project) | San Pablo Ave at John Muir Pkwy | 1 | \$0.00 | \$336 | \$336 | 10 | Same as new CCTV camera | \$336 | | \$336 | \$0 |
| New closed-circuit television (CCTV) cameras | n/a | 0 | \$23,000 | \$336 | \$336 | 10 | Alameda CTC Cost Data | \$0 | | \$0 | \$0 |
| New video encoders | San Pablo Ave south of Sycamore | 0 | \$3,558 | \$358 | \$358 | 10 | 10% of Capital cost | \$0 | | \$0 | \$0 |
| Existing SMART Corridor Vehicle Detection Stations (used by project) | San Pablo Ave south of Sycamore | 1 | \$14,080 | \$358 | \$358 | 10 | Same as New MVDs | \$358 | | \$358 | \$0 |
| New Vehicle Detection Stations | San Pablo Ave south of Victoria Crescent | 1 | \$14,080 | \$358 | \$358 | 10 | Alameda CTC Cost Data | \$358 | | \$358 | \$0 |
| Existing SMART Corridor TSP Intersections | n/a | 0 | \$5,060 | \$403 | \$403 | 10 | Alameda CTC Cost Data | \$0 | | \$0 | \$0 |
| New TSP Intersections | Willow Rd at Hawthorne Dr, San Pablo Ave at (1) Transit Center (2) Sycamore Ave (3) Willow Rd (4) Hercules Ave | 5 | \$5,060 | \$403 | \$2,013 | 10 | Alameda CTC Cost Data | \$2,013 | | \$2,013 | \$0 |
| New EIP-only intersections | n/a | 0 | \$5,060 | \$403 | \$403 | 10 | Same as EIP/TSP intersection | \$0 | | \$0 | \$0 |
| New Trailblazer Signs | San Pablo Ave NB (1) south of John Muir Pkwy (2) south of Willow Ave, and San Pablo Ave SB north of John Muir Pkwy | 3 | \$24,875 | \$1,000 | \$3,000 | 10 | Per Skyline, includes GPRS cost | \$3,000 | | \$3,000 | \$0 |
| New Traffic Signal | n/a | 0 | \$200,000 | \$3,000 | \$3,000 | 10 | Based on City of Concord | \$0 | | \$0 | \$0 |
| New traffic signal Upgrades (existing signal) | n/a | 0 | \$200,000 | \$3,000 | \$3,000 | 10 | Based on City of Concord | \$0 | | \$0 | \$0 |
| Wireless GPRS modem (traffic signal controllers) | n/a | 0 | \$2,820 | \$282 | \$282 | 10 | 10% of Capital cost | \$0 | | \$0 | \$0 |
| Controller communications, Ethernet switch | n/a | 0 | \$4,060 | \$406 | \$406 | 10 | 10% of Capital cost | \$0 | | \$0 | \$0 |
| Controller communications, Ethernet module | n/a | 0 | \$1,475 | \$148 | \$148 | 10 | 10% of Capital cost | \$0 | | \$0 | \$0 |
| New Intersection Vehicle Detection, Video Image Detection camera | n/a | 0 | \$11,785 | \$336 | \$336 | 10 | Estimated same as CCTV camera | \$0 | | \$0 | \$0 |
| Speed Feedback Signs | n/a | 0 | \$8,438 | \$844 | \$844 | 10 | 10% of Capital cost | \$0 | | \$0 | \$0 |
| New Alameda Changeable Message Sign (CMS), single sided | n/a | 0 | \$12,875 | \$500 | \$500 | 10 | Compared to trailblazer | \$0 | | \$0 | \$0 |
| New Alameda Changeable Message Sign (CMS), double sided | n/a | 0 | \$160,333 | \$2,000 | \$2,000 | 10 | Compared to trailblazer | \$0 | | \$0 | \$0 |
| New multi-modal (GPS-enabled) TSP Emitters | n/a | 0 | \$24,782 | \$2,000 | \$2,000 | 10 | Assumed to be same as existing | \$0 | | \$0 | \$0 |
| Traffic Signal Software Maintenance/Upgrades * | n/a | 0 | \$4,750 | \$0 | \$0 | 10 | Assumed to be same as existing | \$0 | | \$0 | \$0 |
| TOTAL ESTIMATED CONSTRUCTION COST | | 10.00% | \$500,000 | \$27,500 | \$27,500 | 5 | Actual bids | \$2,750 | | \$2,750 | \$0 |
| Estimated Annual Maintenance Cost (Subtotal) | | | | \$0.229 | \$0.229 | | Total increase due to ICM Devices | \$8,815 | \$0 | \$8,815 | \$0 |

* Local ROW cost only, no increase in maintenance cost if traffic signal system is existing.
New signal system work for Hercules (connected to County signal system) being provided by project.

Operating Costs

| Device | Quantity | Capital Cost | Unit Operation Cost | Total Cost/Year | Notes | Devices that Increase Inventory | Paid by Caltrans | Paid by CCTA | Net Contribution by City |
|--|----------|--------------|---------------------|-----------------|--|---------------------------------|------------------|--------------|--------------------------|
| San Pablo Corridor Collocation | 1.63% | \$122,512 | \$122,512 | \$1,987 | Estimated Cost | \$1,987 | | \$1,987 | \$0 |
| Wireless GPRS modem | 0 | \$768 | \$768 | \$0 | \$84 per month | \$0 | | \$0 | \$0 |
| Point-Point T1 line for each camera | 0 | \$2,100 | \$2,100 | \$0 | \$175 per month | \$0 | | \$0 | \$0 |
| Field Devices Electricity (new traffic signal, new CCTV cameras) | 0 | \$660 | \$660 | \$0 | Alameda CTC Cost Data | \$0 | | \$0 | \$0 |
| IT/Staffing Assistance* - Maintenance Staff | 1.63% | | | \$0 | \$0 Internal based on each Agency's OAM policy | \$0 | | \$0 | \$0 |
| IT/Staffing Assistance* - Operation Staff | 1.63% | | | \$0 | \$0 Internal based on each Agency's OAM policy | \$0 | | \$0 | \$0 |
| Estimated Annual Operating Cost (Subtotal) | | | | \$1,987 | Total increase due to ICM Devices | \$1,987 | \$0 | \$1,987 | \$0 |

*Provided by Alameda CTC or City Traffic Signal Coordinator for all agencies

| | | | | | |
|---|----------|----------|-----|----------|-----|
| Total Estimated Annual Operation and Maintenance Cost | \$11,226 | \$10,812 | \$0 | \$10,812 | \$0 |
|---|----------|----------|-----|----------|-----|



TO: WCCTAC Board

DATE: September 26, 2014

FR: John Nemeth, Executive Director

RE: High Capacity Transit Investment Study

REQUESTED ACTION

1. Provide feedback on the Draft Scope of Work and proposed study process.
2. Consider whether to contribute an additional \$100,000 in Measure J Program 28b (Subregional Needs) funds to the Study.

BACKGROUND AND DISCUSSION

At the January 2014 meeting, the WCCTAC Board passed a Resolution supporting a high capacity transit study in West County. The study is supported by goal 4.1.B (Expand High Capacity Transit) in the recently updated Action Plan for West County. In May 2014, staff brought a draft scope outline to the WCCTAC Board for review. Staff was directed to complete the scope of work and to continue to seek funding sources for the study.

Draft Scope of Work

A Draft Scope of Work is attached and was developed by the three West County transit operators (BART, AC Transit and WestCAT) and WCCTAC staff. The scope of work was reviewed by the WCCTAC-TAC at the September 11th TAC meeting, with comments incorporated.

The study proposes to consider a variety of transit mode alternatives (BART, passenger rail improvements, express buses, bus rapid transit, etc.) that could serve as an alternative to driving on the congested Interstate 80. The study would analyze the costs and ridership potential for the most promising options and would also evaluate their compatibility with local and regional goals, such as: land use plans, congestion mitigation, and improving air quality and reducing greenhouse gas emissions.

Study Cost and Funding

The current estimated cost of the study is approximately \$1.2M. At the July 2014 meeting, the WCCTAC Board allocated \$300,000 to the study using Measure J, Program 28b funds. BART has also budgeted a \$300,000 contribution to the study. Staff is currently seeking funds from other sources as well, most notably CCTA and MTC. There is a possibility of obtaining a significant contribution from CCTA, using federal Surface Transportation Program (STP) funds.

At the July Board meeting, the Board directed staff to revisit the possibility of allocating an additional \$100,000 to the transit study out of Measure J, Program 28b funds. Staff recommends making this allocation, since it would help to close the study's funding gap and could also help to leverage additional funds from peer agencies.

Request for Proposals (RFP) Requirements

Given the prospect of using federal STP funds, a Request for Proposals (RFP) would likely need to follow federal procurement guidelines. CCTA staff and its contracted procurement experts are providing WCCTAC staff with guidance on meeting these requirements. WCCTAC's legal council is also familiar with these guidelines and is providing guidance as well.

A consultant evaluation panel, composed of representatives from the WCCTAC-TAC and/or other funding agencies, would review and select a qualified proposal and submit that proposal to the WCCTAC Board for award of a consulting services agreement. This panel will need to be assembled before the RFP is released.

Study Management

The WCCTAC Board itself is proposed as the Policy Committee that oversees the study. The WCCTAC Technical Advisory Committee (TAC) is proposed as the Technical Advisory Committee for the study. Other key stakeholders may be invited to TAC meetings as needed.

WCCTAC is proposed to be the agency that releases the RFP and will be the official lead agency for the study. WCCTAC staff will work especially closely with the three transit operators, who propose to meet more frequently than the TAC, and may be referred to as the Project Management Group. BART has offered staff support to assist in study management and the review of deliverables, which may be formalized in a side agreement that could come to the Board in October.

Next Steps

Staff will incorporate any feedback from the Board on the scope of work, the proposed process, or the proposed study organization. Working with its agency partners, staff will continue to seek outside funding commitments. It will obtain consultant mailing lists for RFP distribution, and will ensure RFP completeness and consistency with federal guidelines. Lastly, staff will prepare an evaluation panel to review consultant proposals. WCCTAC staff is aiming to obtain authorization to release the RFP at the October 24th WCCTAC Board meeting.

Attachments: Scope of Work

WEST CONTRA COSTA HIGH CAPACITY TRANSIT INVESTMENT STUDY

DRAFT SCOPE OF WORK

1. Final Scope

Develop a final scope, workplan and schedule for the study that delineates the roles, responsibilities, and deadlines for the consultant and each of its sub-consultants. This detailed workscope will also provide each agency with a list of the data and support needed to complete the study.

Deliverable – Final scope, schedule, workplan, and list of data needs

2. Goals and Objectives of Study

Develop a statement of goals and objectives to guide the study and to form the basis for an evaluation framework. The goals and objectives should address (at a minimum) the concepts listed below:

- Understand travel markets and demand for high-capacity transit in the I-80 corridor as part of the larger regional transit network.
- Understand current and future land uses in the corridor and beyond the corridor and linkages to transportation.
- Define and evaluate multimodal high capacity transit options in the western Contra Costa corridor.
- Understand costs and potential funding sources.
- Establish a basis for further study of most promising alternatives.

Deliverable – Technical Memorandum #1 – Goals and Objectives

3. Purpose and Need for Project

Develop a statement of Purpose and Need for a potential project suitable for use in further study and in future environmental analysis. Some examples of potential statements of Purpose are listed below.

- Link corridor more closely to the regional transit network and major destinations.
- Link transportation and land use more closely in the corridor.
- Support TOD development throughout corridor, especially in PDAs.
- Provide alternative to congested highway corridor.

Statements of Purpose should be supported by a statement of Need, with a demonstrated linkage. A draft statement should be prepared at the beginning of the study, and then finalized when the Final Report is completed.

Deliverable – Technical Memorandum #2 – Purpose and Need

4. Public Participation

Conduct public participation (ongoing throughout study) to receive input from a variety of sources and to inform the public about the study.

4.1. Public Outreach Meetings

Plan, prepare, setup and conduct up to six (6) public outreach meetings to familiarize members of the public with the study and the issues involved, and to receive public input on the alternatives being considered. Meetings may include interactive choice exercises or surveys for the public, display boards, and other media. Consultant will extensively notice all public meetings, and document meeting outcomes with a summary of the meetings that includes photos of the meetings, results of any exercises, and comments from the meeting participants.

Note: All public meetings and workshops will be publicly noticed to maximize attendance. All public notices will be in five languages – English, Spanish, Chinese, Vietnamese and Korean. BART will supply translation services for all public notices. Translators and sign language interpreters will be available for all workshops, as requested, and will be supplied by BART.

Deliverable – Six (6) public outreach meetings, with summary reports on each meeting.

4.2. Print, social media and electronic outreach

Work with WCCTAC, BART and other key agency staff to prepare outreach materials for posting agencies' websites and dissemination through social media, and traditional print sources. Consultant will directly contact external media sources and charge print media costs as a direct cost.

Deliverable – Text, graphics, document preparation, file preparation and coordination with external media sources.

4.3. Technical Advisory Committee (TAC)

Form a Technical Advisory Committee (TAC) based on the WCCTAC TAC, but with additional invitees that may include MTC, Caltrans, Capitol Corridor, or other public or private stakeholders. Meetings will be held quarterly for the duration of the project, and a meeting summary will be documented.

Deliverable – Meeting Notes

4.4. Policy Advisory Committee (PAC)

WCCTAC will act as the Policy Advisory Committee (PAC) for the study. PAC Meetings will be held periodically for the duration of the project and can coincide with regular WCCTAC Board meetings. Meeting summaries will be documented.

Deliverable – Meeting Notes

5. Literature review

Perform a review of prior studies in the corridor relevant to the provision of high capacity transit in the corridor. This will include studies conducted by BART, AC Transit, WestCAT, Capitol Corridor, Contra Costa County, Caltrans, CCTA, local cities, and the Metropolitan Transportation Commission (MTC). Briefly summarize these prior studies, including

relevant issues, potential alternatives developed, and outcomes. Provide information about what may have changed since these other studies were done, as well as information about how this current study will differ from previous efforts.

Deliverable – Technical Memorandum #3 – Literature Review

6. Existing and Planned Transportation Network

Document the existing and planned transportation network in the corridor, including bus, rail (passenger and freight), and roadways. This should include a database of existing transit services, facilities (such as major stations/stops) and planned improvements. The consultant will collect specific data on existing and projected transit operations, such as peak-hour and off-peak service characteristics, ridership, fleet sizes, system capacities, existing and potential properties and facilities, existing and potential transit hubs, and park-and-ride locations. Consultant will also collect specific data on existing and planned road network for I-80 and for any major arterials likely to be considered as potential routes for high capacity transit, including peak and off-peak traffic volumes, number of lanes, average speeds and travel times, and HOV facilities.

Consultant will work with CCTA, the local CMA, and/or MTC to confirm that the CMA's travel model and the consultant are in agreement on the existing and planned transportation network for the future modeling work.

Deliverable – Technical Memorandum #4 – Existing and Planned Transportation Network, including documentation of coordination with CMA for future modeling.

7. Document Existing and Future Land Use Conditions

Document the existing and future land use conditions in the corridor consistent with Plan Bay Area. Prepare a detailed and accurate land use database that reconciles the projected growth by local jurisdictions and Association of Bay Area Governments (ABAG), such that a definition and evaluation of interim and long-term transit alternatives may be accomplished with an understanding of the likely demand for transit service.

Delineate existing and proposed land use within the corridor at the TAZ level and identify the major land use activities beyond the corridor that may have impacts on the corridor's travel behavior. The consultant will verify the accuracy of the land use data at the TAZ level for use in projecting ridership using the travel model. Consultant will work with CCTA, the local CMA, to confirm that the CMA's travel model and the consultant are in agreement on the existing and future land use for modeling work.

Deliverable – Technical Memorandum #5 – Existing and Future Land Use Conditions, including documentation of coordination with CMA for future modeling.

8. Travel Markets

Understand and define the major travel markets in the corridor, including local, regional, and inter-regional. Assess the predominant travel flows associated with each of the identified travel markets, and assess the competitiveness of transit to serve each of the

markets. In this task, it is important to document the context beyond the immediate corridor, such as flows through the corridor to and from Solano County, Alameda County, San Francisco, Sacramento, Marin County, and other points beyond.

Deliverable – Technical Memorandum #6 – Travel Markets

9. Conceptual Alternatives

Define conceptual alternative corridors and modes/technologies for evaluation that address traveler needs within the corridor. Transit modes considered should be based on established technologies with reliable service records in regular operation in a similar corridor setting.

Propose a variety of methods to assess the alternatives.. Alternatives should consider differentiators such as 1) network structure, 2) system performance, and 3) customer experience. Alternatives should include the full range of investments needed to make a successful high-capacity transit system function effectively, including changes needed to local transit services, local circulation, parking, and other access modes. This task will include conceptual engineering of a limited degree; enough to establish basic feasibility for the modes and to develop preliminary cost estimates. Both interim and long-term alternatives may be defined as follows:

- **Network Structure** describes the kinds of connections that are made available by the transit system and can be defined by features such as:
 - Mode type or technology – primary candidates are:
 - Express bus
 - BRT
 - BART
 - Standard gauge rail (DMU, other)
 - (e.g., BART, express bus, bus rapid transit (BRT), etc.);
 - Alignment type (e.g., exclusive ROW, HOV lane, shared lane, etc.);
 - Alignment location – primary candidates in this corridor are:
 - I-80
 - San Pablo Avenue
 - Richmond Parkway
 - UP and BNSF corridors
 - Station locations;
 - Station parking capacities (if appropriate);
 - Intermodal connections and transfers;
 - Shuttle and collector service coverage;
 - Method of access for riders from surrounding drive-shed, such as Solano County riders;
 - Maintenance and storage locations.
- **System Performance** describes the amount of time it takes to move through the network and the capacity required.
 - Headway or frequency;
 - In-vehicle travel times;

- Vehicle seating and standing capacity; and
- Reliability.
- **Customer Experience** describes the critical features of the system that will influence a traveler’s mode choice.
 - Walk/bike travel time to station and ease of access.
 - Drive time to stations.
 - Station design and amenities (e.g., exposure to the elements);
 - Vehicle comfort;
 - Boarding and alighting (crowd management);
 - Perceived safety in vehicles, in stations, in parking lots, in route from home, etc;
 - Fare payment method (e.g., automated ticket vending machines, electronic fare cards, ATM/credit card, etc.);
 - Information (e.g., real time arrival information, signage); including ease-of-use (e.g., route planning, complexity of fare system);

Deliverable – Technical Memorandum #7 – Conceptual Alternatives

10. Evaluation Criteria

Develop an evaluation framework based on the study goals and objectives outlined in Task 2. The framework should include criteria, metrics for evaluation, and a process for conducting the evaluation. Criteria should be applicable to two levels of screening – preliminary screening in Task 11 and final screening in Task 16. Some examples of likely criteria include:

- Ridership
- Comparative performance
- Travel time
- Support for regional land use goals
- Impacts on local transit services (ridership, other)
- Impact on BART (state-of-good-repair and capacity)
- Impacts on VMT, Air Quality and greenhouses gases
- Cost metrics
- Cost per rider
- Subsidy per passenger
- Consistency with Res. 3434 and TOD Policy
- Consistency with BART System Expansion Policy (SEP)
- Consistency with FTA New Starts criteria

Weighting of criteria may be appropriate and should be considered.

Deliverable – Technical Memorandum #8 – Evaluation Criteria

11. Preliminary Evaluation and Screening

Conduct preliminary evaluation and alternatives screening to eliminate those alternatives that are either fatally flawed technically or fall outside of a defined performance envelope. This initial screening will narrow down the universe of alternatives to a feasible subset. This task will use a fatal flaw analysis to eliminate alternatives that would not deliver reasonable ridership or do so at much higher costs or environmental impact than other alternatives.

Deliverable – Technical Memorandum #9 – Preliminary Evaluation and Screening

12. Refine Final Alternatives

Using the results of the preliminary evaluation and screening process in Task 11, further develop and refine the final alternatives in preparation for further evaluation and more detailed cost estimates. This task will involve additional conceptual engineering design or other relevant project development work. Refinements should include any changes needed to local transit services, local circulation, parking, and other access modes. Final alternatives should be described in a similar fashion as the conceptual alternatives in Task 9, using differentiators such as 1) network structure, 2) system performance, and 3) customer experience.

Deliverable – Technical Memorandum #10 – Final Alternatives

13. Ridership Modeling

Estimate current and projected ridership for 10 and 20 year horizons within the corridor and system-wide for the transit agencies involved (BART, WestCAT, AC Transit, Capitol Corridor) for the final alternatives listed in Task 12. Modeling should incorporate and be consistent with CCA and MTC modeling, and incorporate a detailed representation of the transit network. Model should be calibrated to accurately represent existing transit ridership conditions, and should be sensitive to the impacts of transit service adjustments at a detailed level. Model should incorporate robust transit network connectivity and contain a calibrated nested logit mode choice formulation, to provide the ability to distinguish between rail and bus transit modes. It also should have the ability to assign the auto component of drive access transit trips to the road network, which is critical in studying local access trip impacts around rail stations. Model should also be able to accurately represent commute conditions from Solano County and beyond.

Deliverable – Technical Memorandum #12 – Ridership Modeling

14. Develop Conceptual Cost Estimates

This task will involve two levels of cost estimating.

14.1 Preliminary Screening Cost Estimates

Using costs for similar projects, preferably within the region, develop planning-level rough-order-of-magnitude capital and operating cost estimates for use in evaluation and screening in Task 11.

Deliverable – Technical Memorandum #13 – Preliminary Cost Estimates

14.2 Final Screening Cost Estimates

Using FTA Standard Cost Categories, estimate the capital, and annualized capital costs of all alternatives defined in Task 12 (Define Final Alternatives). Also estimate the annual operating cost using reliable benchmark methods (e.g., cost per revenue vehicle mile, hourly operating cost per vehicle, etc.) for all alternatives in Task 12.

Deliverable – Technical Memorandum #14 – Final Cost Estimates

15. Funding Options

Prepare a detailed and flexible funding plan for alternatives defined in Task 12. This should include the development of a financial model with cost parameters and a clearly defined risk analysis. The plan could include both traditional and innovative funding sources, and should provide information and real world example about how other transit capital projects were funded in the Bay Area. The Plan should consider how projects perform using federal New Starts/Small Starts criteria.

Deliverable – Technical Memorandum #15– Funding Options

16. Conduct Final Alternatives Evaluation

Evaluate the short list of final alternatives in Task 12 using the evaluation criteria for the level of screening developed in Task 10. Provide an evaluation of all final alternatives against the criteria.

Deliverable – Technical Memorandum #16 – Definition of Final Alternatives

17. Identify issues for future environmental assessment (Optional Task)

Identify potential environmental fatal flaws or constraints that could significantly affect the feasibility or timing of a project, for the alternatives identified in Task 12. The purpose is to identify early in the planning process significant environmental constraints that should either be avoided due to their sensitive nature or will require significant lead time to evaluation, and develop appropriate mitigation measures. The approach to this assessment will focus on review of existing studies and information already available, and not original investigation.

Compile information for the following environmental topics to be used in the assessment, at a minimum:

- Circulation
- Land Use and Socioeconomics;
- Environmental Justice;
- Biological Resources;
- Noise;
- Air Quality;
- Cultural Resources;
- Water Quality;
- Geology;
- Parks and Recreational Areas; and
- Visual Resources.

Based on the gathered information, develop a preliminary environmental constraints map. The alternatives will then be evaluated with respect to the environmental constraints, and a summary of key environmental issues will be developed.

Deliverables – Technical Memorandum #17 – Identify Issues for Future Environmental Assessment, including preliminary environmental constraints map

18. Identify issues for future Title VI evaluation (Optional Task)

Identify potential future Title VI issues that could significantly affect the feasibility or timing of a project, for the alternatives identified in Task 12. The approach to this assessment will be through the use of census data and other demographic data available, and any issues identified during the public outreach, or through the TAC or PAC.

Deliverables – Technical Memorandum #18 – Identify Issues for Future Title VI Evaluation

19. Produce draft and final report

Prepare a Draft Final Report and a subsequent Final Report that present concise, readable results that are graphically engaging, reflective of the technical findings, and reflective of the results of the public outreach and the TAC and PAC processes. The majority of the work for this task will be completed as part of earlier Technical Memoranda. The bulk of this task will be compiling and selecting relevant information from those prior documents to create a brief, graphically sophisticated final report that engages the reader.

Deliverables – Draft Final Report and Final Report

20. Develop work scope for next phase

Prepare a Scope of Work for subsequent analyses that gives the lead agencies, stakeholders, and potential consultants a clear and comprehensive understanding of the direction that the remaining analyses must take to move any recommended project forward into a subsequent CEQA and/or NEPA process.

Deliverables – Technical Memorandum #20 – Work Scope for Next Phase

21. Project Management (Agency) – Note that these tasks are to be provided as in-kind services by agency representatives.**21.1 Consultant selection**

Perform all tasks required to bring a consulting firm on board to complete the study. This will involve preparation and distribution of an RFP, the create of an evaluation committee, consultant interviews, and selection of a firm/team to perform the work.

Deliverables – Scope of Work, RFP, Completed Work Plan/Contract

21.2. Manage consultant contract

Manage ongoing work of the project consultant, including regular meetings to monitor progress of the work, and monitoring the project budget.

Deliverables – Monthly progress meetings

21.3. Reporting and Invoicing

Manage processing of regular progress reports, and regular invoicing and payment for the consultant.

Deliverables – Monthly Progress Reports and Invoices

21.4 Project Management Group (AC, BART, Cap Corr, WestCAT, WCCTAC)

Coordinate regular meetings of the Project Management Group (SMG) to monitor the overall progress of the study.

Deliverables – Monthly progress meetings

22. Project Management (Consultant)

22.1 Team Meetings

An initial project team meeting, including both key agency staff and consultants, will be held to refine the work program and schedule and to clarify responsibilities. Additionally, monthly meetings of the project team will be held. These meetings may take the form of conference calls.

Deliverables – Monthly progress meetings

22.2 Project Management

Regular project management duties, including issuing monthly invoices and progress reports.

Deliverables – Monthly invoices and progress reports

22.3 Board Reporting

Provide memorandums and other materials (PPT presentations, etc) updating project status for the various policy boards or subcommittees involved in the study.

Deliverables Memoranda and other supporting material for policy board meetings (graphics, boards, PPTs, etc.)

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WCCTAC

West Contra Costa Transportation Advisory Committee

July 28, 2014

Mr. Randell Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek CA 94597

RE: WCCTAC Board Meeting Summary

Dear Randy:

The WCCTAC Board at its July 25th meeting took the following actions that may be of interest to CCTA:

1. Amended an existing Service Agreement contract with the City of San Pablo to remove IT services. This change reflects the move from office space in San Pablo City Hall to new office space at 6333 Potrero Ave in El Cerrito.
2. Approved an agreement with EMC Research to conduct public opinion research in West County to supplement survey work conducted by the Authority earlier this year. The survey work will occur sometime after the elections in November.
3. Approved Measure J 28b funds to be distributed on a one-time-basis to six local WCCTAC jurisdictions based on a formula of the percentage of dues share for non-transit agencies; the Board also approved the set aside of \$300,000 for a High Occupancy Transit Study, with the potential for an additional \$100,000 to be determined later.
4. Agreed to two September public workshops in West County for the Countywide Transportation Plan (CTP) outreach process, as offered by CCTA staff. One workshop is proposed for Richmond and the other for Pinole or Hercules.

Sincerely,



John Nemeth
Executive Director

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; Jamar Stamps, Robert Sarmiento, TRANSPLAN; Andy Dillard, SWAT

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ACRONYM LIST. Below are acronyms frequently utilized in WCCTAC communications.

ABAG: Association of Bay Area Governments
ACCMA: Alameda County Congestion Management Agency (now the ACTC)
ACTC: Alameda County Transportation Commission (formerly ACCMA)
ADA: Americans with Disabilities Act
APC: Administration and Projects Committee (CCTA)
ATP: Active Transportation Program
BAAQMD: Bay Area Air Quality Management District
BATA: Bay Area Toll Authority
BCDC: Bay Conservation and Development Commission
Caltrans: California Department of Transportation
CCTA: Contra Costa Transportation Authority
CEQA: California Environmental Quality Act
CMAs: Congestion Management Agencies
CMAQ: Congestion Management and Air Quality
CMIA: Corridor Mobility Improvement Account (Prop 1B bond fund)
CMP: Congestion Management Program
CTP: Contra Costa Countywide Comprehensive Transportation Plan
CSMP: Corridor System Management Plan
CTC: California Transportation Commission
CTPL: Comprehensive Transportation Project List
DEIR: Draft Environmental Impact Report
EBRPD: East Bay Regional Park District
EIR: Environmental Impact Report
EIS: Environmental Impact Statement
EVP: Emergency Vehicle Preemption (traffic signals)
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HOV: High Occupancy Vehicle Lane
ICM: Integrated Corridor Mobility
ITC or HITC: Hercules Intermodal Transit Center
ITS: Intelligent Transportations System
LOS: Level of Service (traffic)
MOU: Memorandum of Understanding
MPO: Metropolitan Planning Organization
MTC: Metropolitan Transportation Commission
MTSO: Multi-Modal Transportation Service Objective
NEPA: National Environmental Policy Act

O&M: Operations and Maintenance
OBAG: One Bay Area Grant
PAC: Policy Advisory Committee
PBTF: Pedestrian, Bicycle and Trail Facilities
PC: Planning Committee (CCTA)
PDA: Priority Development Areas
PSR: Project Study Report (Caltrans)
RHNA: Regional Housing Needs Allocation (ABAG)
RPTC: Richmond Parkway Transit Center
RTIP: Regional Transportation Improvement Program
RTP: Regional Transportation Plan
RTPC: Regional Transportation Planning Committee
SCS: Sustainable Communities Strategy
SHPO: State Historic and Preservation Office
SOV: Single Occupant Vehicle
STA: State Transit Assistance
STARS: Sustainable Transportation Analysis & Rating System
STIP: State Transportation Improvement Program
SWAT: Regional Transportation Planning Committee for Southwest County
TAC: Technical Advisory Committee
TCC: Technical Coordinating Committee (CCTA)
TDA: Transit Development Act funds
TDM: Transportation Demand Management
TFCA: Transportation Fund for Clean Air
TEP: Transportation Expenditure Plan
TLC: Transportation for Livable Communities
TOD: Transit Oriented Development
TRANSPAC: Regional Transportation Planning Committee for Central County
TRANSPLAN: Regional Transportation Planning Committee for East County
TSP: Transit Signal Priority (traffic signals and buses)
VMT: Vehicle Miles Traveled
WCCTAC: West County Costa Transportation Advisory Committee