

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE AND AGENDA

DATE & TIME: Thursday, January 14, 9:00 a.m. – 11:00 a.m.

LOCATION: WCCTAC Office
6333 Potrero Ave, Suite #100 (at San Pablo Avenue)
El Cerrito, California (Accessible by AC Transit #72, #72R, #72M and BART)

Reminder:
Meeting Location
WCCTAC Offices.

- 1. Call to Order and Self-introductions.**
- 2. Public Comment.** The public is welcome to address the TAC on any item that is not listed on the agenda. *Please fill out a speaker card and hand it to staff.*
- 3. Minutes & Sign-In Sheet from November 19, 2015.** (Attachments; APPROVE).

REGULAR AGENDA ITEMS

- 4. Measure J Strategic Plan – Proposed Programming.** CCTA is finalizing the 2015 *Measure J Strategic Plan*, which includes a firm commitment of programmed Measure J funds over the next 5-7 years. At the last TAC meeting, there was a discussion about the programming of cashflow capacity in the Strategic Plan, although no recommendation was made to the Board. At the December WCCTAC Board meeting, the issue was discussed but no action was taken given staff's recommendation to return the issue to the TAC. The TAC is being asked to make a formal recommendation to the WCCTAC Board. (WCCTAC and CCTA Staff; Attachments; ACTION: Forward a Recommendation to the Board).
- 5. Update on the Transportation Expenditure Plan (TEP).** CCTA continues to move forward with the development of a TEP, which has now been separated from the Countywide Transportation Plan process. This separation has allowed for more time to finalize the TEP and has led to a revised schedule (attached). The Authority is still expecting to gather feedback from RTPCs, the Expenditure Plan Advisory Committee (EPAC), and the general public, and has refined the process of engaging the EPAC. RTPCs are being asked to comment on a Draft TEP in April, but revisions to past TEP recommendations are welcomed by CCTA prior to then. (WCCTAC Staff; Attachment, Information only).

- 6. West County High Capacity Transit Study – review of Draft Technical Memos.** The primary focus of discussion will be draft Technical Memo 10: Preliminary Evaluation and Screening of Conceptual Alternatives. (*WCCCTAC staff and Study consultants; to Download Technical Memo 10: [click](#) or enter: <https://ftp.pbworld.com/getfile.aspx?fn=1347583305.zip> Provide Feedback on Current Deliverables*).

STANDING ITEMS

- 7. TAC and Staff Comments and Announcements**
- a. Technical Coordinating Committee (TCC) Report
 - b. Other Announcements
- 8. Business for future agendas**
- 9. Adjourn**

Next Meetings:

- a. Board - Friday, January 22, 2015 - 8:00 a.m. at El Cerrito City Council Chambers.
- b. TAC - Thursday, February 11, 2016, 9:00 a.m. at WCCTAC Offices

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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 510.210.5930 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 office.
 - 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.



WCCTAC TAC Meeting Minutes

El Cerrito

MEETING DATE: November 19, 2016

Hercules

MEMBERS PRESENT: Barbara Hawkins, Shannon Hake, Robert Sarmiento, Mike Roberts, Nathan Landau, Rob Thompson, Chad Smalley, Steven Tam, Yvetteh Ortiz, Winston Rhodes

Pinole

GUESTS: Bill Pinkham, WCCTAC's citizen representative to the CCTA's Pedestrian and Bicycle Advisory Committee; Jeff Allen, Rebecca Kohlstrand, Michele Bellows: consultants for the West County High Capacity Transit Study; WCCTAC Board Member Vinay Pimplé

Richmond

STAFF PRESENT: John Nemeth, Joanna Pallock, Leah Greenblat, Danelle Carey

San Pablo

ACTIONS LISTED BY: Joanna Pallock

Contra Costa County

AC Transit

BART

WestCAT

ITEM/DISCUSSION	ACTION/SUMMARY
4. Draft Board and TAC Calendar	TAC reviewed and proposed asking the Board if a date change is necessary in May due to the Memorial Day holiday on the Monday following the scheduled Board meeting.
5. Nominations for the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)	TAC recommended re-appointing existing representatives (Joanna Pallock and Bill Pinkham) and seeking an alternate if someone is recommended in the future.
6. CCTA Strategic Plan	Matt Kelly explained the rationale for the CCTA recommendation to allocate the existing \$4 million in measure J funds in West County funds to four specific projects. TAC members asked for more details and did not make a formal recommendation to the WCCTAC Board.

<p>7. West County High Capacity Transit Study</p>	<p>Consultants for the West County High Capacity Transit Study presented and received feedback on draft technical memos regarding travel markets, preliminary alternatives and evaluation criteria. The TAC also received summary information from the recent telephone town hall it provided guidance on the upcoming January presentation to the Board.</p>
<p>8. TAC and Staff Comments and Announcements</p>	<p>The TAC agreed that the new location at the WCCTAC offices meets their needs for future TAC meetings.</p>

WCCTAC Technical Advisory Committee Meeting:

770NAME	INITIALS	AGENCY	EMAIL	PHONE
Ray Akkawi		ACTC	rakkawi@alamedactc.org	510.208.7424
Erik Alm		Caltrans	erik_alm@dot.ca.gov	510.286.6053
Aleida Andrino-Chavez		Albany	achavez@albanyca.org	510.528.5759
Danelle Carey	DC	WCCTAC	dcarey@wcctac.org	510.210.5932
Brad Beck		CCTA	bbeck@ccta.net	925.256.4726
Lori Reese Brown		Richmond		
Wil Buller		AC Transit	wbuller@actransit.org	510.891.5414
Dave Campbell		EBBC	dcampbel@lmi.net	510.701.5971
Jim Cunradi		AC Transit	jcunradi@actransit.org	510.891.4841
Robert Del Rosario		AC Transit	rdelrosa@actransit.org	510.891.4734
Randy Durrenberger		Kimley-Horn	randy.durrenberger@kimley-horn.com	510.350.0230
Peter Engel		CCTA	pengel@ccta.net	925.256.4741
Martin Engelmann		CCTA	mre@ccta.net	925.256.4729
Leah Greenblat	LG	WCCTAC	lgreenblat@wcctac.org	510.210.5933
Dina El-Nakhal		Caltrans	Dina.el.nakhel@dot.ca.gov	510.286.6247
Barbara Hawkins	BH	City SP	Barbarah@sanpabloca.gov	510.215.3061
Jack Hall		CCTA	jhall@ccta.net	925.256.4743
Deidre Heitman		BART	dheitma@bart.gov	510.287.4796
Shannon Hake		BART	shannon@bart.gov	510-257-4797
Nathan Landau	NL	AC Transit	NLandau@actransit.org	510.891.4792
Matt Kelly	MK	CCTA	mkelly@ccta.net	925.256.4730
Hamid Mostowfi		Berkeley	hmostowfi@ci.berkeley.ca.us	510.981.6403
Raj Murthy		ACTC	rmurthy@alamedactc.org	510.208.7470
John Nemeth		WCCTAC	john@sanpabloca.gov	510.215.3221
Julie Morgan		Fehr and Peers	j.morgan@fehrandpeers.com	925.930.7100
Stephen Newhouse		AC Transit	snewhouse@actransit.org	510.891.4867
Hisham Noeimi		CCTA	hnoeimi@ccta.net	925.256.4731
Yvetteh Ortiz	YO	El Cerrito	yortiz@ci.el-cerrito.ca.us	510.215.4345
Joanna Pallock	JP	WCCTAC	joannap@sanpabloca.gov	510.215.3035
Bill Pinkham	BP	CBPAC Rep	Bpinkham3@gmail.com	510.734.8532
Coire Reilly		CCHS	coire.reilly@hcd.cccounty.us	925.313.6252
Mike Roberts	MR	Hercules		
Winston Rhodes	WR	Pinole	wrhodes@ci.pinole.ca.us	510.724.9832
Robert Sarmiento	RS	CCC CD	robert.sarmiento@dcd.cccounty.us	925.674.7822
Chad Smalley	CS	Richmond	chadrick_smalley@ci.richmond.ca.us	510.412.2067
Holly Smyth		Hercules	hsmyth@ci.hercules.ca.us	510.245.6531
Jamar Stamps		CCC CD	jstam@cd.cccounty.us	925.335.1220
Steven Tam	ST	Richmond	steven_tam@ci.richmond.ca.us	510.307.8091
Robert Thompson		WestCAT	rob@westcat.org	510.724.3331
Lina Velasco		Richmond	lina_velasco@ci.richmond.ca.us	510.620.6841
Rita Xavier		San Pablo		
John Xu		Caltrans	Zhougping.xu@dot.ca.gov	510.286.5577



TO: WCCTAC Board

DATE: January 14, 2016

FR: John Nemeth, Executive Director

RE: 2015 Measure J Strategic Plan – Funding Commitments

REQUESTED ACTION

This item is continued from the TAC’s November meeting following a discussion by the Board at its December meeting. Staff seeks a TAC recommendation to the WCCTAC Board for its January 22, 2015 meeting.

BACKGROUND AND DISCUSSION

Every two years, CCTA updates the Measure J Strategic Plan, which includes a review of revenue assumptions and projected expenditures from the ½-cent sales tax. Additionally the Plan establishes firm commitments of Measure J funding for capital projects over the next 5-7 years (in this case, through fiscal year 2021). With every update, an additional 2 years are added to the previous Strategic Plan planning horizon, providing project sponsors more specificity on the funding years for their projects. In mid-October, CCTA sent a letter to RTPCs requesting their input and concurrence on Strategic Plan funding commitments by the end of November.

At its November meeting, the TAC sought additional information and therefore did not make a recommendation. CCTA staff indicated that there was sufficient time for the item to return to the TAC. In the interim, CCTA and WCCTAC staff also introduced this item to the WCCTAC Board with the understanding that the TAC would provide a recommendation for the Board’s next meeting.

For this Plan update, no additional programming capacity is proposed based on the revenue estimate adopted by the Authority. However, the amount of cash available from sales tax revenue available from the two outer years of the plan’s horizon is estimated to be \$4 million for West County. Those funds were already programmed to West County Measure J projects in the previous Strategic Plan, but were outside the previous Strategic Plan’s time horizon period (FY20-34). Since West County has approximately \$15 million programmed in the outer years (FY20-34) of the prior Strategic Plan, WCCTAC needs to prioritize which projects will be advanced from the outer years to FY20 and FY21.

The projects included in the Measure J Strategic Plan are shown in Attachment A. In West Contra Costa, there are nine Measure J capital projects. Three of those projects have been completed or are near completion. Two other projects, the Hercules ITC and San Pablo Dam Road Interchange, are not complete but have all of their allotted Measure J funding within

the Strategic Plan horizon, leaving only four remaining projects to potentially have their Measure J funding advanced:

- I-80 / Central Ave. Interchange
- I-80 Integrated Corridor Mobility (ICM)
- Richmond Parkway Upgrades & Maintenance
- BART Parking, Access, and other Improvements

Funding Requests

- CCTA staff have proposed using \$300,000 of the available \$4 million to fund two years of operations and maintenance on the I-80 ICM project. The 2012, multi-agency Memorandum of Understanding for the I-80 ICM project noted that CCTA would secure outside funding to cover operations and maintenance expenses. CCTA identified \$2 million in State Transportation Improvement Program (STIP) funds for these expenses. However, since STIP funds cannot be used for operations, CCTA initiated a fund swap. They programmed the \$2 million in STIP funds to the I-80 / Central Avenue Interchange project in exchange for \$2 million dollars in Measure J funds, which have fewer restrictions on their use. The use of these Measure J funds to cover the non-Caltrans operations and maintenance aspects of the I-80 ICM project is included in the 2015, multi-party Cooperative Agreement. (An excerpt is included as Attachment B).
- BART has requested an advance of \$2.5 million from the available funds for expenses related to the Del Norte BART Station Modernization project. This request is due to additional costs associated with construction in order to keep the BART station open and, in particular, the special safety features required by the Public Utilities Commission (PUC).
- The City of Richmond requested \$0.5 million for the rehabilitation of Richmond Parkway’s lighting, traffic signals, interconnect and video detection systems. This request would complete their allotment of available Measure J funding.

These three combined requests total \$3.3 million. CCTA staff has recommended that the remaining \$700,000 be committed to the I-80 / Central Ave. Interchange project to complete the environmental work for Phase 2. Alternatively, the TAC could recommend programming the remaining funds towards the BART or the I-80 ICM projects, but this would result in an exceedance of the funding requested by those project sponsors.

Based on the information presented above, CCTA’s staff proposed that the \$4 million in available Measure J Strategic Plan funds be programmed as follows:

Amount	Measure J Project
\$ 2,500,000	BART Del Norte Modernization
\$ 700,000	I-80/Central Ave. Phase 2
\$ 500,000	Richmond Parkway Upgrades
\$ 300,000	I-80 ICM, O&M (due to prior fund swap)

The project worksheets which describe these projects in more detail are included as Attachment C.

Next Steps

Following the development of a TAC recommendation, staff will place the matter on the WCCTAC Board's January 2016 meeting agenda

Attachments:

- A. RTPC letter and Measure J Program of Projects
- B. Cooperative Agreement Excerpt
- C. Capital Project Worksheets



COMMISSIONERS

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Dave Hudson,
 Vice Chair

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Newell Arnerich

Tom Butt

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Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

Randell H. Iwasaki,
 Executive Director

October 15, 2015

Re: 2015 Measure J *Strategic Plan*

Dear Regional Transportation Planning Committee (RTPC) Managers:

At its May 2015 meeting, the Contra Costa Transportation Authority initiated the update to the 2013 Measure J *Strategic Plan*. Every two years, the Authority reviews its assumptions on future Measure J revenues, debt service costs, and projected Measure J expenditures in order to respond to fluctuations in economic conditions and project schedules.

The outcome of the *Strategic Plan* is a firm commitment of Measure J funds by year to specific projects for the next 5-7 years. In addition, project sponsors will know the amount of Measure J funds programmed for their projects beyond the 5-7 year time horizon, but not the exact year for funding. With every update, an additional 2 years are added to the previous *Strategic Plan* time horizon providing the project sponsors more specificity on the funding years for their projects.

Programming Capacity

The approved revenue forecast for the 2015 *Strategic Plan* shows a slight increase in revenues over the life of Measure J (\$4 million for projects). Given the large size of the Authority's current construction program, the Authority instructed staff to augment the programmed construction reserve by a total of \$4 million for unforeseen cost increases, as follows: \$1.94M (east), \$1.18M (central), \$0.52M (southwest), and \$0.36M (west). Therefore, at this time, no additional programming capacity beyond the \$4 million is projected in the 2015 *Strategic Plan*.

Cashflow Capacity

It is estimated that \$27 million in cashflow capacity will be available in the last two years of the 2015 *Strategic Plan* time horizon (FY2019-20 and FY2020-21). Table 1 shows the break-down of this capacity by sub-region, while adhering to each sub-region's proportional share of Capital Project Categories in Measure J Expenditure Plan which takes into consideration previously programmed Measure J funds in each subregion.

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Table 1
Cashflow Capacity in FY2019-20 and FY2020-21

Sub-region	Millions of YOE dollars
Central County	\$10
East County	\$8
Southwest County	\$5
West County	\$4

Attachments 1 through 4 highlight projects with funding currently programmed outside the current time horizon for the 2013 Measure J Strategic Plan (FY2019-20 through FY2033-34). Measure J funds programmed for those projects may be advanced in the 2015 *Strategic Plan* subject to the limitation of cashflow capacity by sub-region.

Since there isn't enough cashflow capacity within the *Strategic Plan* time horizon for all programmed Measure J projects, priority should be assigned to on-going projects with cost increases and projects that are ready to proceed.

Below is a summary of funding issues on ongoing Measure J projects.

- a) Requests to Increase Measure J Programmed Funds:** *Since there is no additional programming capacity in the 2015 Strategic Plan, increasing Measure J programmed funds on these projects will require reducing funding on other projects within the same sub-region(s).*

State Route 4/Balfour Road Interchange: Construction is expected to start in 2016 but there is currently a funding shortfall of \$17 million. ECCRFFA and Measure J funds are needed to bridge this funding gap.

To keep the project on schedule, staff proposes to program \$6 million from "East County Corridor Reserve" to the project. ECCRFFA will be requested to fund the remaining \$11 million.

State Route 4 Integrated Corridor Mobility (ICM): The Authority has received \$200,000 grant to develop the scope for the SR4 ICM project. In addition, the Authority will be competing for another \$6 million in federal grants for the project. A local match of \$4 million is needed.

In order to provide the match for the grant, staff proposes programming \$4 million from Central and East County shares (\$2 million each) in the 2015 *Strategic Plan*. In East County,

it is proposed to program funds from the “Subregional Needs” category for this project. In Central County, it is more challenging since the “Subregional Needs” category is fully programmed and the project is eligible under one other category (Interchange Improvements on I-680 and SR242) in the expenditure plan. One option would be to reprogram \$2 million from the SR242/Clayton Road, as the project is not likely to be constructed prior to FY2020-21 given its funding shortfall.

- b) Requests to Advance the Programming Year for Measure J funds:** *Advancing programmed Measure J funds will not require reducing funding on other projects but will impact Measure J cashflow capacity.*

Caldecott Tunnel: Changes introduced by the State Fire Marshall, other design changes and differing site conditions are the basis for “claims” submitted by the contractor. Caltrans and the contractor are continuing to resolve the final cost of the tunnel contract. It is possible that additional project reserves will have to be expended. Measure J commitments at this time are approximately \$129.8 million which includes \$5.4 million commitment to backfill RM2 funds reprogrammed by MTC to the I-680 Carpool Lane Completion project in anticipation of construction savings. Currently \$125 million is programmed in the 2013 *Strategic Plan*, potentially requiring another \$4.8 million to be reserved for the project until the final cost is resolved.

In order to ensure sufficient funding is available to address the final cost of the project, staff proposes maintaining the existing and additional construction reserves in Southwest and Central counties for the project. This will require advancing the programming year for the reserves to FY2019-20 or earlier, thereby reducing the cashflow capacity for Central and Southwest counties by \$3 million and \$1.8 million, respectively. A strategic plan amendment will be completed in the future to reprogram the funds from the reserves to the Caldecott tunnel if needed.

I-680 Southbound Carpool Lane Completion: In December 2013, the Authority and TRANSPAC approved reprogramming up to \$4.9 million for the I-680 SB Carpool Lane Completion project from the I-680 Corridor Reserve. The final amount to be reprogrammed was to be determined after settling all claims on the Caldecott tunnel. Assuming there will be no savings on the Caldecott Tunnel, \$4.9 million will need to be programmed in the 2015 *Strategic Plan* to the I-680 Carpool Lane Completion project.

In order to keep the I-680 Carpool Lane Completion project on schedule, staff proposes advancing the programming year for the \$4.9 million to FY2019-20 or earlier.

I-680/State Route 4: The I-680/SR-4 (phase 3) project, which will widen State Route 4 in the vicinity of I-680, has currently a funding shortfall of \$38 million. The shortfall is due to the need to replace (in lieu of widening as originally envisioned) a deteriorating state-owned bridge (Grayson Creek Bridge) within the project limits. Staff is actively working with Caltrans to add SHOPP funds to the project, and continuing to advance utility relocations and right-of-way work while considering possible phasing.

To reduce the funding shortfall, staff recommends moving all remaining Measure J funds programmed to the project from future years to FY2019-20 or earlier.

BART Del Norte Station: BART has requested moving an additional \$2.5 million programmed to the project from future years to FY2019-20 or earlier.

Richmond Parkway: The City of Richmond has requested moving all remaining Measure J funds programmed to the project of \$0.5 million from future years to FY2015-16.

*c) **Projects with Surplus Funding.** At this time, it is anticipated that only one project to have surplus Measure J funding that can be reprogrammed to other projects in the same subregion. Surplus funds will help offset the demand on cashflow capacity in earlier years.*

Alhambra Creek Bridge and Ferry Street Improvements (Martinez): Project is currently under construction and is expected to have at least \$3.3 million in Measure J funds that can be programmed to other projects in the same category.

Table 2 summarizes the remaining cashflow capacity by sub-region based on staff recommendations above.

Table 2
Demands on Cashflow Capacity by Subregion
(millions of YOE dollars)

Sub-region	Subregion Share	Caldecott	I-680 Carpool	SR 4 ICM	SR4 Balfour	SR 4/ I-680	Others	Remain- der
Central County	10.0	-3.0	-4.9	-2.0	-	-3.4	+3.3 <small>(Alhambra)</small>	0
East County	8.0	-	-	-2.0	-6.0	-		0
Southwest Co.	5.0	-1.8	-	-	-	-		3.2
West County	4.0	-	-	-	-	-	-3.0 <small>(BART & RP)</small>	1.0

Request for RTPCs Input

The Authority is requesting RTPCs input and concurrence on proposed programming of Measure J funds through FY2020-21. Input is requested by November 30, 2015.

Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or by email at hnoeimi@ccta.net.

Sincerely,



**Randell H. Iwasaki
Executive Director**

**CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS**
(YOE Dollars x 1000)

		Prior	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY20 - 34	TOTAL
9628	CAPITOL CORRIDOR IMPROVEMENTS												
4001	Hercules Rail Station	15	2,160	5,785	-	-	-	-	-	-	-	-	7,961
9631	I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.												
		Prior											
7002	I-80/San Pablo Dam Road Interchange Improvements	5,170	2,002	2,500	2,367	-	-	-	-	-	-	-	12,038
7003	I-80/Central Avenue Interchange Improvements	398	400	404	1,632	-	-	-	1,126	-	-	7,623	11,584
7005	I-80 Integrated Corridor Mobility	4,854	167	-	-	133	137	141	144	-	-	1,447	7,022
9633	RICHMOND PARKWAY												
		Prior											
9001	Richmond Parkway Upgrade Study	136	-	-	-	-	-	-	-	-	-	-	136
9002	Richmond Parkway Maintenance/Upgrade	-	-	1,500	-	-	-	-	-	-	-	498	1,998
9003	Marina Bay Parkway Grade Separation	2,539	160	9,101	-	-	-	-	-	-	-	-	11,800
9634	BART PARKING, ACCESS, and OTHER IMPROVEMENTS												
		Prior											
10002	BART Parking, Access and Other Improvements - West County	-	2,002	777	-	4,500	4,636	-	-	-	-	4,775	16,690
9640	ADDITIONAL BUS TRANSIT ENHANCEMENT												
		Prior											
19002	WestCAT Transit Capital Improvements	8	17	1,025	-	-	-	-	-	-	-	-	1,051
	CONSTRUCTION RESERVE												
		Prior											
	Construction Reserve - West County	-	-	-	-	-	-	-	-	-	-	706	706

COOPERATIVE AGREEMENT NO. 07W.04

This COOPERATIVE AGREEMENT (this "AGREEMENT") is effective this 24th day of March, 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

Project	Interstate 80/Central Avenue Interchange Improvements (# 7003)
Sponsor	City of Richmond/Contra Costa Transportation Authority
Subregion	West County

Scope

Improve overall traffic operations at the I-80/Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The project will be completed in two phases.

The first phase will redirect left turns from westbound Central Avenue onto I-80 WB to the adjacent I-580 eastbound on-ramp at Rydin Road during weekend peak hours; and will install traffic signals at the I-580 ramps.

The second phase will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street, converting Pierce Street access at Central Avenue to "right-in, right-out," and relocating the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection.

Status

- Phase 1 obtained California Environmental Quality Act and National Environmental Policy Act clearance in June 2012.
- Phase 1 design work is currently underway with expected completion in Fall 2015.

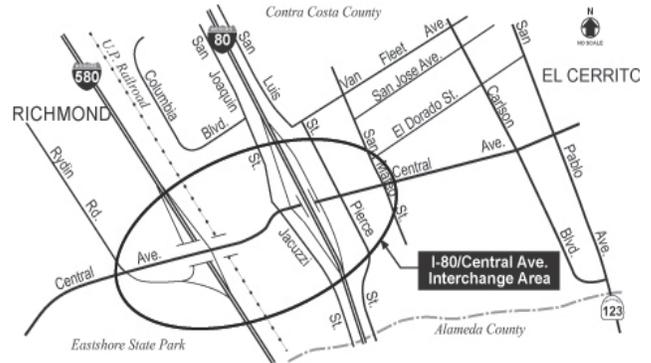
Issues/Areas of Concern

- Caltrans and the City of Richmond need to agree on who will own and maintain the changeable message signs to be installed as part of Phase 1.
- Discussions are underway with the City of Richmond on the entity to award, advertise and administer the construction management contract for Phase 1.

Update from Previous Quarterly Report

- Phase 2 (Local Roads Realignment project) is expected to be led by the cities of El Cerrito and Richmond.
- CCTA has resubmitted the 100% PS&E package to Caltrans incorporating received comments.
- Caltrans and FHWA have indicated that Phase 1 is not eligible for reimbursement by the federal earmark. Staff is elevating the issue to avoid the loss of \$2.944 million.

Location



Schedule

	Dates	
	Phase 1	Phase 2
Preliminary Studies/ Planning	Complete	Complete
Environmental Clearance Design	Complete 2012-2015	2016-2017 2017-2018
Right of Way and Utilities Construction	— 2015-2016	2018-2019 2019-2020
Landscaping	—	—

Estimated Cost by Phase (\$ 000s)

	Amount	
	Phase 1	Phase 2
Project Management	\$230	\$400
Preliminary Studies/ Planning	—	—
Environmental Clearance Design	1,224 734	500 880
Right of Way and Utilities Construction	— 2,160	9,300 7,531
Construction Management	438	1,249
Total	\$4,786	\$19,800

Funding by Source (\$ 000s)

	Amount	
	Phase 1	Phase 2
Measure J	\$1,842	\$9,742
Federal Earmark	2,944	0
WCCTAC	—	7,100
STIP	—	2,000
TBD	—	958
Total	\$4,786	\$19,800

Project Interstate 80/Central Avenue Interchange Improvements (# 7003) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Open/ Closed	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (7/31/15)	Estimate at Completion	Percent Billed	Percent Physically Complete
406	—	Open	PB Americas, Inc.	Plans, Specifications and Estimates (PS&E)	\$653,845	\$518,785	\$653,845	79%	95%
214	—	Closed	PB Americas, Inc.	Project Study Report (PSR) and Project Approval/ Environmental Document (PA/ED)	\$1,571,815	\$1,224,251	\$1,224,251	78%	100%

Project	Richmond Parkway Lighting (# 9002)
Sponsor	City of Richmond
Subregion	West County

Scope

Replace approximately 335 pull boxes. Replacement boxes will be upgraded to traffic-rated steel with welded covers and surrounded by 2-foot wide, 6-inch deep concrete aprons to prevent future theft. Pole hand holes will also be welded. The project will replace approximately 70,000 linear feet of conductors and 3,400 linear feet of conduits. Approximately 12 street light poles will also be replaced. Phase 2 will extend the Traffic Signal Interconnect System from Hensley to I-580.

Status

- Phase 1 is complete.
- The City of Richmond is seeking additional funding to complete Phase 2. [CB1]

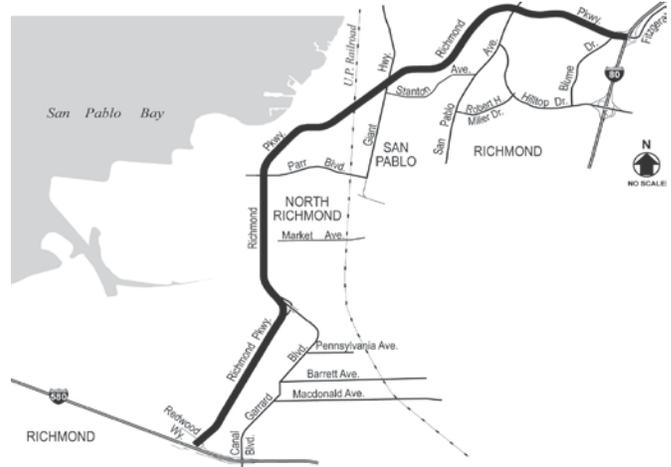
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- The interconnect project from San Pablo Avenue to Hensley has been completed, but from Hensley to I-580 requires additional funding.
- The City is expected to submit the request for additional funding to the Authority in late 2015.

Location



Schedule

	Dates	
	Phase 1	Phase 2
Preliminary Studies / Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	Complete	Complete
Right of Way and Utilities	—	—
Construction	Complete	2016-2017
Landscaping	—	—

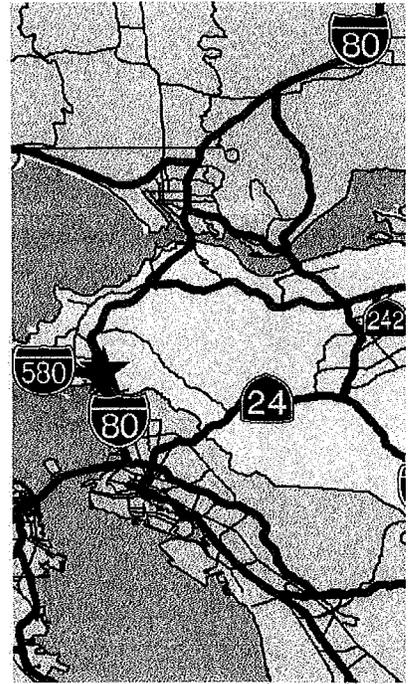
Funding by Source (\$ 000s)

	Amount	
	Phase 1	Phase 2
Measure J	\$2,000	—
Other	1,200	—
TBD	—	\$1,000
Total	\$3,200	\$1,000

Project Richmond Parkway Lighting (# 9002) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Open/ Closed	Agency	Description	Appropriated Amount	Billed to Date (7/31/15)	Last Billed Date
13-59-P	12/18/2013	—	Open	Richmond	Construction	\$1,500,000	\$1,140,979	4/28/2015



El Cerrito del Norte BART Station Modernization

PROJECT # 10002 – 07

The project goal is to upgrade and expand the existing El Cerrito del Norte BART station to provide greater comfort and security for our patrons. The existing small structure is poorly suited to meeting the increased ridership expected over the next twenty years. Upgrading safety, communications, lighting and electrical systems will ensure the full functioning of the BART station and provide a more inviting and comfortable environment for the passenger.

Did You Know?

Over 70% of BART's operation costs are paid from ridership fares.



Project	El Cerrito del Norte BART Station Modernization (# 10002-07)
Sponsor	BART
Subregion	West County

Scope

This project will expand the existing paid area, add new elevators and stairs, station agent booth, restrooms, and additional fare equipment. In addition, the project will upgrade the station lighting, the intermodal waiting area, refinish surfaces and add paint, security cameras and pedestrian lighting along the Ohlone Greenway.

Status

- The project is currently in design phase.

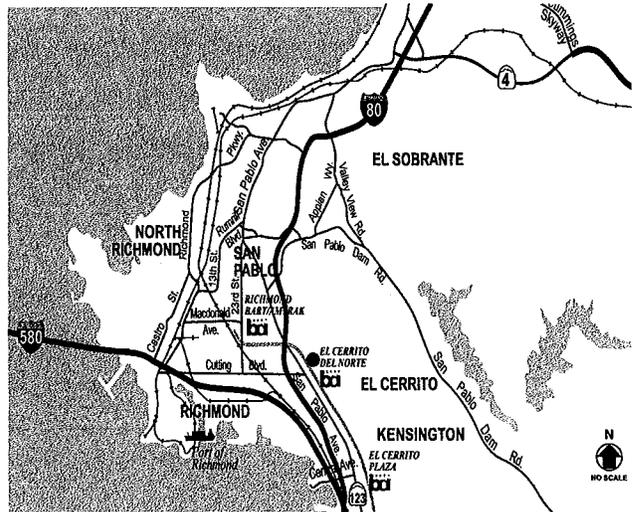
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- None.

Location



Schedule

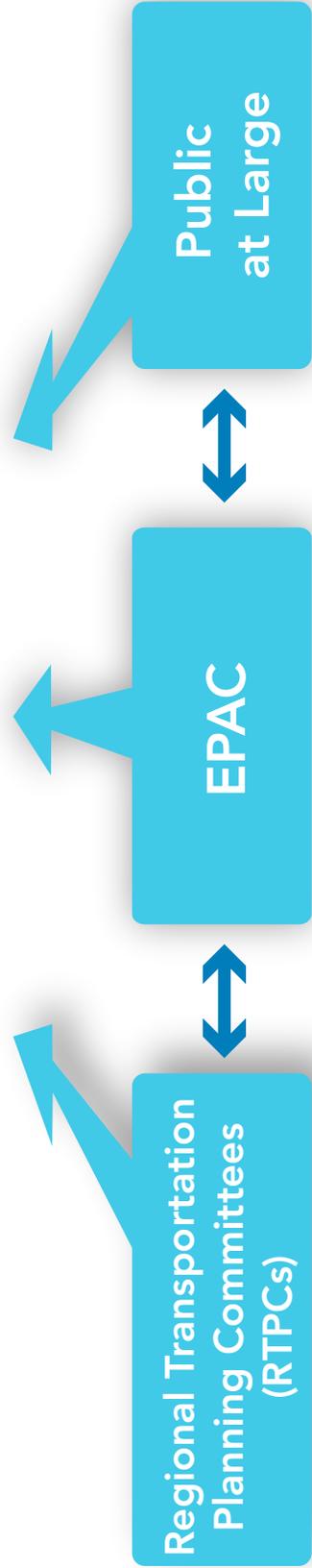
	<i>Dates</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Spring 2016
Design	2015 Winter 2016
Right of Way and Utilities	—
Construction	Summer 2016
Landscaping	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$9,003 11,503,000
Prop 1B	\$1,137
Prop 1B (Lifeline)	\$1,600
BART Prop 1B	\$10,000
Total	\$21,740 24,240

Development of a Transportation Expenditure Plan (TEP)

Contra Costa Transportation Authority Board + Standing and Advisory Committees



- Contra Costa Engineers Advisory Committee
- Public Managers Association
- Transit
- Cities
- County

- Faith-based Groups
- Taxpayers
- Development
- Business
- Environmental
- Disability
- Public Health
- Elderly
- Education
- Bike/Pedestrian
- Youth Advocacy
- Labor
- Social Justice
- Transit
- Agriculture
- Goods Movement

- Public Opinion Polls
- Public Managers Association
- Telephone Town Halls
- Public Workshop
- Online Outreach
- Focus Groups
- Surveys
- CCTA Board & Other Public Meetings

PATH TO TEP RECOMMENDATION



	DEC 2015	JAN 2016	FEB 2016	MAR 2016	APR 2016	MAY 2016	JUN 2016	JULY 2016	AUG 2016
	DEVELOP DRAFT TEP			REVIEW DRAFT TEP			FINAL TEP		
CCTA BOARD MEETINGS/SPECIAL MEETINGS	Discuss TEP issues	Discuss TEP issues	Discuss TEP issues	Review and release Draft TEP	Review and Comment on Draft TEP	Approve Final TEP for circulation to the Cities and Board of Supervisors	Approve Final TEP, Adopt Ordinance, Request BOS to place on ballot		
EPAC MEETINGS 5A-2	EPAC Subgroup Meetings	EPAC develops TEP recommendation			Review and Comment on Draft TEP				
RTPCs MEETINGS	RTPCs Subgroup Meetings	RTPCs submit revised TEP recommendations if desired			Review and Comment on Draft TEP				
CITIES & COUNTY					Review and Comment on Draft TEP			Cities/BOS Approval of TEP	BOS Approves Measure for Placement on the Ballot
PUBLIC OUTREACH				Polling			Polling		