

MEETING SUMMARY

I-880 Corridor System Management Plan (CSMP) Technical Advisory Committee Meeting Notes

Thursday, June 17, 2010
1:30 p.m. – 3:00 p.m.
ACCMA Board Room

Attendees

ACCMA: Bijan Yarjani, Beth Walukas
AC Transit: John Twichel
Alameda County: Rick Yeung
Caltrans: Erik Alm, Katie Benouar, Julie Gum, Cesar Pujol, Bob Rosevear
MTC: Albert Yee, Danielle Stanislaus, Stella So, Radiah Victor
VTA: David Kobayashi
MIG: Lou Hexter, Paul Rosenbloom
City of Alameda: Obad Khan
City of Oakland: Bruce Williams
City of San Leandro: Reh-Lin Chen
CHP: John Carman

I. Welcome and Meeting Objectives

Bijan Yarjani, ACCMA, called the meeting to order and thanked everyone for attending and participating in the I-880 CSMP process. Lou Hexter, MIG, Inc., reviewed the objectives and agenda for the meeting – a two-part session focusing on the draft CSMP document and the launch of the I-880 ICM Project.

II. CSMP Overview

Erik Alm, Caltrans, began the CSMP overview presentation with some background on the planning process, including the project history and next steps.

(Presentation attached)

III. Presentation and Discussion of Draft CSMP Document

Bob Rosevear, Caltrans, presented the complete draft CSMP for review and discussion.

(Presentation attached)

Bob's review focused on telling the story of the corridor through a series of maps that identified the previously completed studies along the corridor that informed the CSMP, existing conditions and bottlenecks and recommended strategies:

A Common theme from the previously completed studies and the CSMP was the need for the following:

- Developing advanced adaptive ramp metering throughout the corridor;
- Completing CMIA and TCIF Funded Projects;
- Constructing identified interchange improvement and aux lane projects; and
- Completing HOV/express lane projects.

CSMP Questions

- **City of Alameda** How were cost/benefits calculated? (The CSMP makes reference to a 7-1 benefits on pages 24-26) Were local impacts considered in this analysis?

Caltrans *The CALBC tool, the same used to calculate cost/benefit for bond projects, is a standard Caltrans measurement that does not account for impacts to the local circulation system.*

ACCMA Delay Reduction and Safety are the two specific measures driving the cost/benefit ratio.

- **City of San Leandro** How was this project funded? How much time has been spent on it?

Caltrans *The project has been funded by System Planning (State Planning and Research Funds), and matched locally by MTC with FPI funding to support the technical analysis. The CCIT Study was funded by Caltrans Operations.*

The project has been ongoing since 2005-present, it was originally called a Corridor Management Plan (CMP).

IV. CSMP Project Schedule

- Comments are due to Caltrans by July 8th.
- ACCMA Commission is not meeting in August. The CSMP will likely be presented for approval and signature in September.
- The proposed schedule for completion and adoption works for VTA.

V. CSMP Next Steps

- Caltrans will distribute a copy of the CSMP presentation to the TAC.

- Katie Benuour described Second Generation CSMPs that will be coordinated with concurrent land use/transportation planning projects including:
 - Sustainable Communities Strategies,
 - SB 375,
 - One Bay Area; and
 - 2013 RTP and other county transportation planning.

The Second Generations CSMPs may not have as much technical analysis as the first generation, but will build on established information and partnerships. Will be coordinated with future county planning and rtp planning efforts.

VI. I-880 ICM Project Overview

Radiah Victor and Stella So, MTC, presented an overview of the ICM project history and concept. The emphasis of the project is on coordinated deployment of resources and project implementation. To support this effort, MTC is seeking to work with local partners to solicit input on an RFP that will direct funds towards the deployment of identified ICM strategies. MTC are seeking input from local agencies on current priority projects as well as goals and needs. Funds will be available in 2012.

(Presentation Attached)

VII. I-880 ICM Questions and Comments

How does the Central County LATIP relate to this project?

The LATIP (Local Alternative Transportation Improvement Project) prioritized project list identified needed ICM strategies and was approved in 2010. The Central County LATIP projects are high priority, and the ICM process will provide needed funding for these projects. The LATIP is seen as good way to get projects done in the central county.

There is strong support from elected officials for this approach. The ICM will build on this project prioritization method. Some strategies have more applicability in one segment of the corridor, others have broader applicability.

Where will the funding come from for these projects?

- Funding will come from local agencies (there is \$32.5 million for projects in Central Alameda County).
- MTC will potentially provide some funding for projects in the northern area of the corridor.

VIII. I-880 ICM Next Steps

- The RFP will be distributed for a 2-3 review by stakeholders.
- All comments should be directed to Stella So and Bijan Yarjani.