



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Executive Director

Arthur L. Dao

I-580 Express Lane Policy Committee

Monday, February 12, 2018, 10:00 a.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

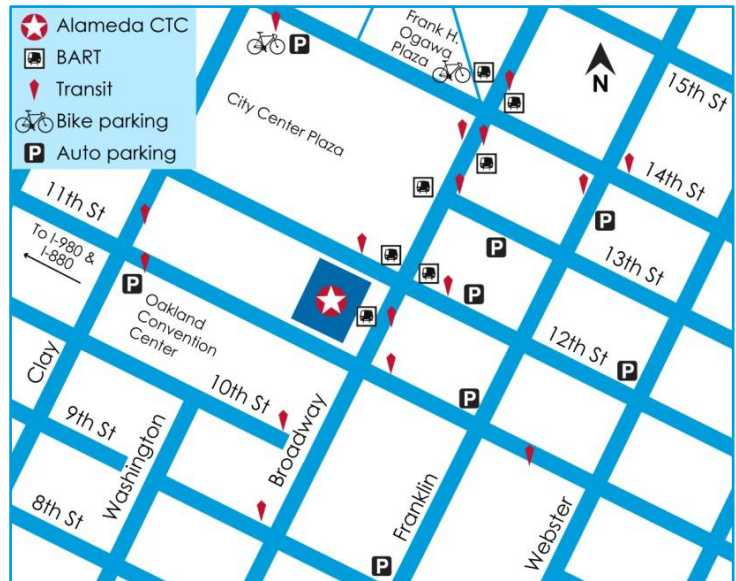
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-208-7450 (Voice) or 1-800-855-7100 (TTY) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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I-580 Express Lane Policy Committee
Meeting Agenda
Monday, February 12, 2018, 10:00 a.m. (Or
immediately following the I-680 Sunol SMART Carpool Lane
Joint Powers Authority meeting)

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Chair: Mayor John Marchand, City of Livermore
Vice Chair: Supervisor Nate Miley, Alameda County, District 4
Commissioners: Scott Haggerty, David Haubert, Jerry Thorne
Ex-Officio Members: Rebecca Kaplan, Richard Valle
Staff Liaison: Elizabeth Rutman
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. Roll Call
2. Public Comment
3. Consent Calendar

	Page	A/I
3.1. Approve the January 8, 2018 I-580 Express Lane PC meeting minutes.	1	A
4. Regular Matters

4.1. I-580 Express Lanes: Monthly Operations Update.	3	I
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5. Committee Member Reports
6. Staff Reports
7. Adjournment

Next Meeting: March 12, 2018

All items on the agenda are subject to action and/or change by the Committee.

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I-580 Express Lane Policy Committee
Meeting Minutes
Monday, January 8, 2018, 10:00 a.m.

3.1

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1. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Valle.

Subsequent to the roll call:

Commissioner Valle arrived during Item 4.1.

2. Public Comment

There were no public comments.

3. Consent Calendar

3.1. Approve the November 13, 2017 I-580 Express Lane PC meeting minutes.

Commissioner Thorne moved to approve the Consent Calendar. Commissioner Haubert seconded the motion. The motion passed with the following votes:

Yes: Marchand, Miley, Haggerty, Haubert, Thorne, Kaplan
No: None
Abstain: None
Absent: Valle

4. Regular Matters

4.1. I-580 Express Lanes (PN 1373.002): Monthly Operations Update.

Ashley Tam presented the I-580 Express Lanes monthly operations update. The update covered average trips by month; user trip breakdown; historical toll rates, speed, and density data for both directions of travel; corridor speed and density heat maps; and CHP enforcement statistics for 2017. She concluded by reviewing estimated gross toll revenues versus approved fiscal year operating budget.

Commissioner Haggerty asked if there is a case to be made to increase the toll. Liz Rutman stated that if the goal is to manage congestion, then the maximum toll price of \$9 is working, but if the goal is to maximize revenue, it would make sense to consider increasing the maximum toll. Art Dao noted that the Commission decided that the ultimate goal of the lane is congestion management so the current pricing mechanism is doing that; however, it is up to the Commission to increase the toll amount.

Commissioner Haggerty suggested raising the maximum toll amount to \$10. Mr. Dao stated that there is enough data to support an increase in the toll rate and staff will monitor congestion in the lane.

Commissioner Kaplan stated that a way to manage congestion is to use toll revenue for congestion management projects and wanted to know when the committee will discuss toll lane revenue. Mr. Dao stated that the committee will see a draft expenditure plan in the April timeframe.

Commissioner Haggerty asked if the CHP rate is paid hourly or a base rate and wanted to know how we can increase CHP hours in the lane. Ms. Rutman stated that the agency pays for actual hours worked and the desire is to have more officer's patrol the lanes but it is up to CHP's availability and staffing capabilities.

Commissioner Haggerty asked who gets the revenue for violations. Ms. Rutman stated that the agency does not recoup revenue from violations. CHP Officer Kiel Christensen, stated that while the revenue for toll violations does not go back to Alameda CTC, it does go back to whatever county the violation was obtained in.

Commissioner Haggerty asked if there was a way to get operating expenses down. Mr. Dao stated that there are several contracts in place that are needed to operate the lane, which significantly affect operating expenses.

This item was for information only.

5. Committee Member Reports

There were no committee reports.

6. Staff Reports

There were no staff reports.

7. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, February 12, 2018 at 10:00a.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee, Clerk of the Commission



DATE: February 5, 2018

SUBJECT: I-580 Express Lanes (PN 1373.002): Monthly Operation Update

RECOMMENDATION: Receive a status update on the operation of I-580 Express Lanes

Summary

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic on February 19th and 22nd of 2016. See Attachment A for express lane operation limits.

The December 2017 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users typically experienced higher speeds and lesser average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19th and 22nd of 2016 in the eastbound and westbound directions, respectively. See Attachment A for express lane operation limits. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

December 2017 Operations Update:

Over 660,000 express lane trips were recorded during operational hours in December, an average of approximately 33,000 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel; these percentages have remained consistent for the last eight months. Pursuant to the Commission-adopted “Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes,” if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to either assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately half of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips ¹
		December
By Type	HOV-eligible with FasTrak flex tag	43%
	SOV with FasTrak standard or flex tag	37%
	No valid toll tag in vehicle	20%
By Direction	Westbound	45%
	Eastbound	55%

1. Excludes “trips” by users that had no toll tag and either no license plate or one that could not be read by the Electronic Tolling System with sufficient accuracy that a toll could be assessed.

Express lane users typically experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst). Table 2 summarizes the average speed differentials and LOS comparison between the express and general purpose lanes at four locations in each of the westbound and eastbound directions during respective commute hours for December. This table provides an overall snapshot of the express lane benefits for the month during commute hours.

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from July 2017 – December 2017. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes, and are used to evaluate whether the express lane is meeting both federal and state performance standards. During these six months, the average speeds at each traffic sensor location in the westbound express

lane ranged from 55 to 70 mph during the morning commute hours (5 am to 11 am) with the lower speeds occurring between Isabel Avenue and Hacienda Road. The express lane operated at LOS C or better at most times, with a short one-hour period of LOS D experienced near Fallon Road and Isabel Ave in the morning commutes. By comparison, the general purpose lanes experienced average speeds as low as 40 mph and LOS D throughout longer sections of the corridor. During the evening commute, the data reflects a small period of westbound reverse-commute congestion between Hacienda Road and San Ramon Road from 4 pm to 6 pm, though the express lane continued to operate at LOS B or better during this time. Outside of the commute hours, westbound express lane users experience average speeds of 70 mph or higher and average LOS A.

Table 2. Speed Differentials and Level of Service

	Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
December	Westbound Morning Commute: 5 am – 11 am	North First Street	5 - 7	6	A	C
		North Livermore Ave	4 - 6	5	B	C
		Fallon Road	3 - 10	7	B	C
		Santa Rita Road	11 - 17	14	B	C
	Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Drive	18 - 30	24	D	F
		Airway Blvd	9 – 12	10	B	D
		North Livermore Ave	5 – 10	8	B	D
		North First Street	8 - 18	13	B	E

In the eastbound direction, average express lane speeds from July 2017 through December 2017 ranged from 25 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 70 mph. Most of the express lane corridor operates at LOS C or better during the evening commute hours, with limited sections of degraded LOS at the western end of the express lanes between 3 pm and 6 pm and at the eastern terminus between 4 pm and 7 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lane during the evening commute hours.

Table 3 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users.

Table 3. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
December	Westbound	\$11.00 (1 of 20 days)	\$2.16
	Eastbound	\$9.00 (15 of 20 days)	\$3.00

¹ Assessed toll is the toll rate applied to non-toll-free trips and reflects potential revenue generated by the trip. Not all potential revenue results in actual revenue received.

Compared with the prior six-month heat maps, the data suggests that the increased usage has the potential to decrease express lane benefits. To keep pace with this trend, effective January 15, 2017, the maximum toll to travel the entire length of the eastbound express lanes was increased from \$9.00 to \$9.50.

During Fiscal Year 2017-18, the I-580 Express Lanes have recorded nearly 4.07 million total trips. Total gross revenues received include \$5.96 million in toll revenues and \$1.87 million in violation fees and penalties.

Staff is coordinating education and outreach with partner agencies including CCTA, MTC, 511 Contra Costa as well as local CMAAs to promote consistent messaging and accessible information about the I-580, I-680 Sunol, and the I-680 Contra Costa County express lanes, which opened on October 9, 2017.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-580 Corridor Express Lane Location Map
- B. I-580 Corridor Heat Maps July 2017 – December 2017

Staff Contact

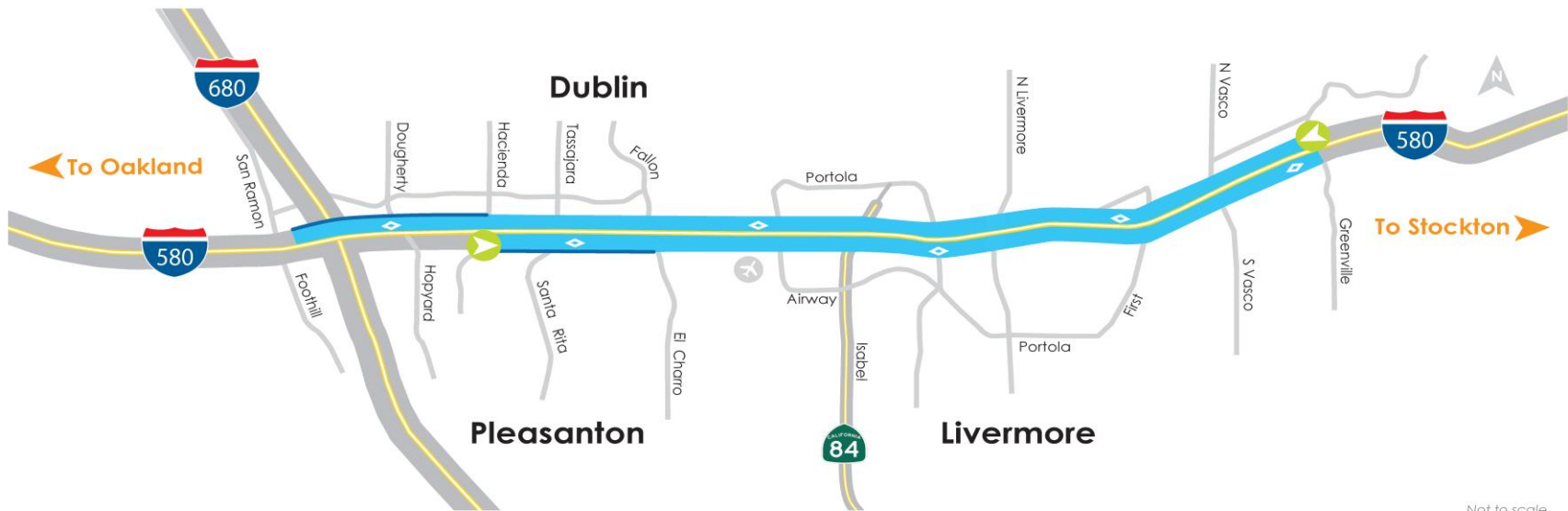
[Liz Rutman](#), Director of Express Lanes Implementation and Operations

[Ashley Tam](#), Assistant Transportation Engineer



I-580 Express Lanes Project Location Map

4.1A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda

No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville

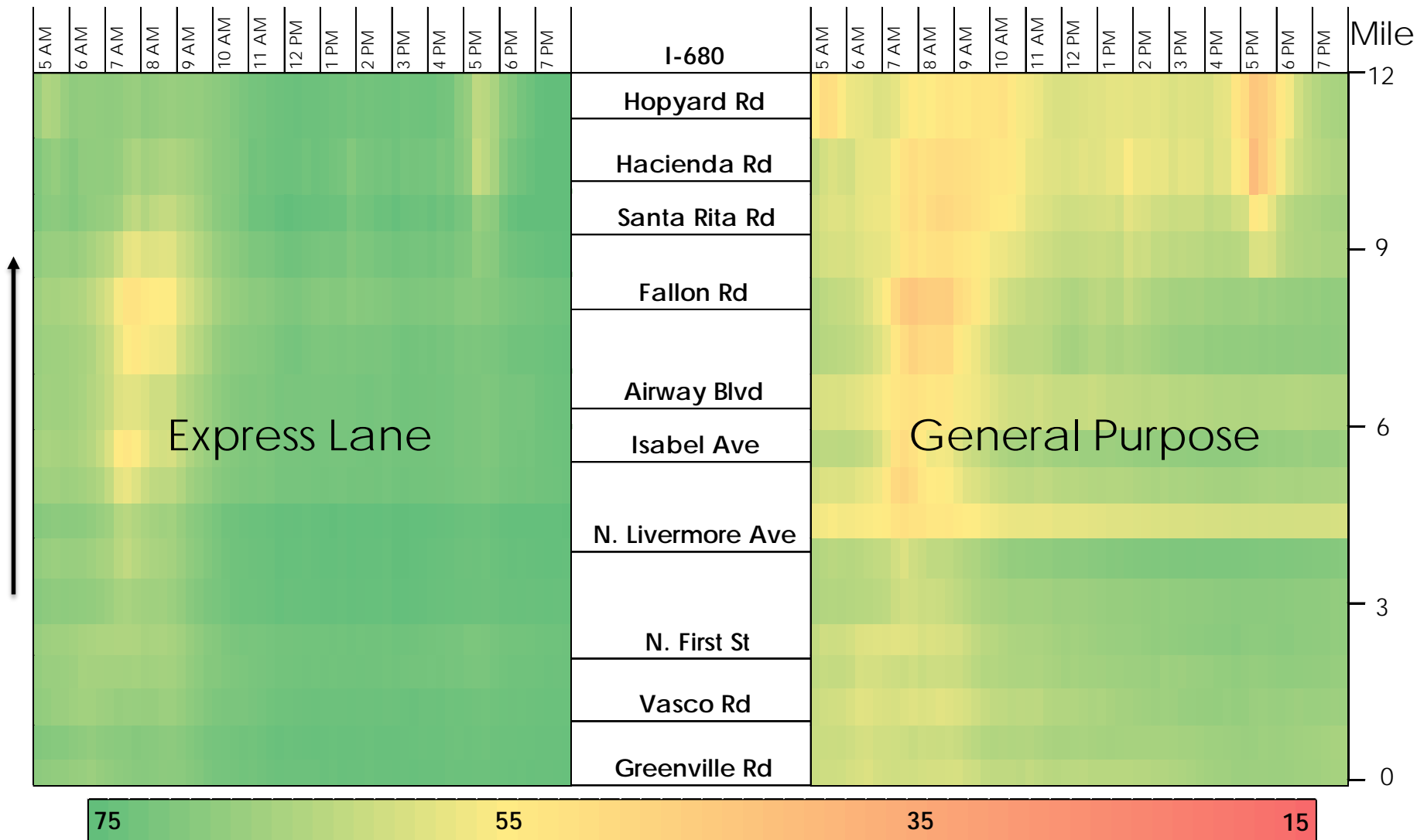
No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

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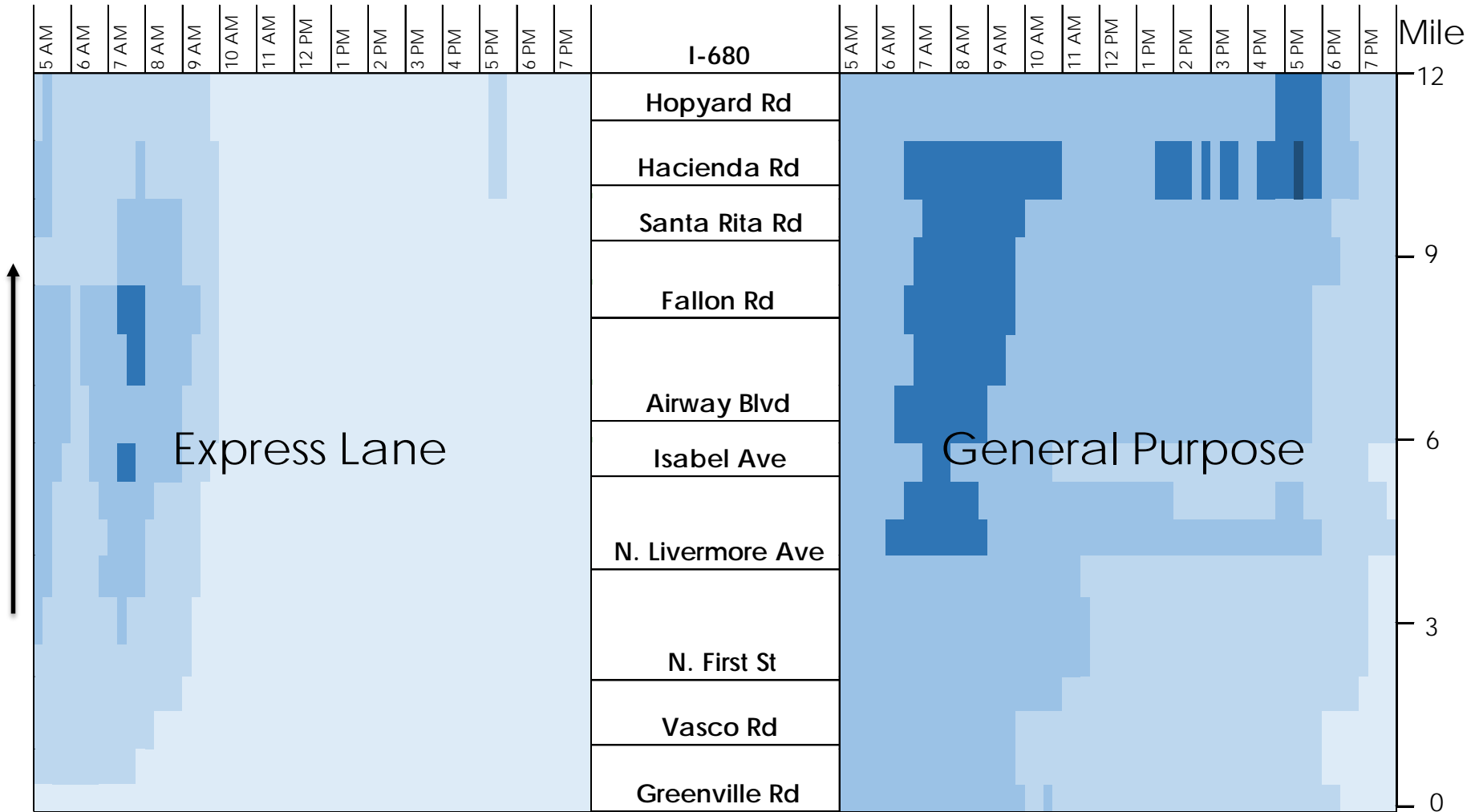
Westbound I-580 Corridor Speed Heat Maps 4.1B

Monday-Friday, July 2017 – December 2017



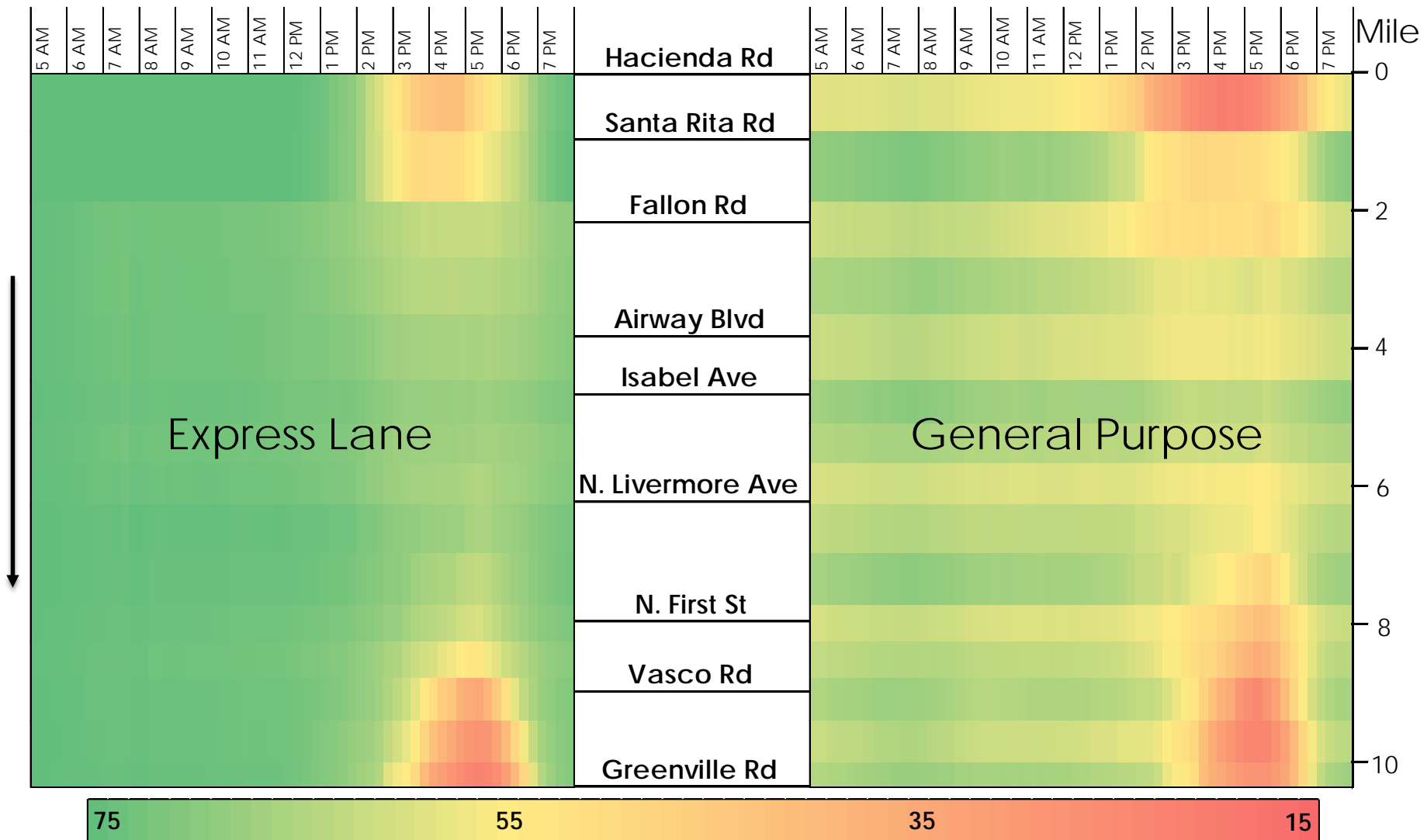
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2017 – December 2017



Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2017 – December 2017



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2017 – December 2017

