



I-580 Express Lane Policy Committee  
Meeting Minutes  
Monday, June 13, 2016, 10:00 a.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

**1. Roll Call**

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

**Subsequent to the roll call:**

Commissioner Miley arrived during Item 4.1.

**2. Public Comment**

There were no public comments.

**3. Consent Calendar**

**3.1 Approval of the I-580 Express Lane PC May 09, 2016 Meeting Minutes**

*Commissioner Thorne moved to approve the Consent Calendar. Commissioner Harrison seconded the motion. The motion passed with the following vote:*

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

**4. Regular Matters**

**4.1 I-580 HOV/Express Lanes (PN 1373.002): Monthly Operation Update**

Liz Rutman presented the operational data for the month of April 2016. She covered express lane trip statistics including the total number of express lane users, including those who carried and failed to carry toll tags, express lane trips by month, express lane transactions breakdown (that shows HOV trips that use flex-tags), average lane speed and density, average daily toll rates (which correlate with density), and a comparison between commutes in the same segment in February vs. May.

Commissioner Kaplan inquired whether the toll system will capture a lane user when the toll tag battery is out. Liz stated that the toll system is capable of capturing license plate images which can be used to identify matching FasTrak accounts. Appropriate tolls will be charged to these matching accounts however, a HOV rate reduction cannot be contained in this manner.

Commissioner Haggerty asked how much revenue has been collected. Patricia Reavey confirmed that the gross revenue is slightly over \$2 million since opening the lanes. Art Dao stated that there are several pending costs that need to be accounted for, including MTC/BATA costs.

Commissioner Haggerty asked that if the agency is charged a transaction fee to process violators of the lane. Liz stated that the agency pays an additional fee to MTC to process violation notices. The agency standardly pay MTC 16.1 cents per transaction in addition to 72-cents per violation for handling and mailing the notices.

Commissioner Haggerty wanted to confirm that violators had the option to purchase a Fastrak instead of receiving a violation. Liz responded that this is still an option for first time violators.

Commissioner Haggerty asked if the committee can get a financial update each month. Liz stated that she would provide that for the committee.

Commissioner Kaplan asked whether we are doing another round of marketing and advertisement for the lane. Heather stated that marketing and public outreach efforts are continuing, and are expected to continue until the end of next fiscal year.

Commissioner Kaplan asked if there was an option to extend the hours of the express lanes. Liz stated that there are several operational costs for monitoring the system 24- hours, which may not be justify extending the hours of operation.

*This item was for information only.*

**5. Committee Member Reports**

There were no committee member reports.

**6. Staff Reports**

There were no staff reports.

**7. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, July 11, 2016 @ 10:00 a.m.

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

Attested by:



Vanessa Lee, Clerk of the Commission



**DATE:** July 5, 2016

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

**RECOMMENDATION:** Receive a status update on the operation of I-580 HOV/Express Lane

## Summary

The Alameda CTC is the project sponsor of the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects along the I-580 corridor in the Tri-Valley that are now in operation, opened to traffic on February 19<sup>th</sup> and 22<sup>nd</sup> of 2016. See Attachment A – Project Location Map for express lane operational limits.

The May 2016 operations reports indicate that the new express lane facility is providing travel time savings and travel reliability throughout the day, with average hourly speeds in the westbound express lanes estimated at 10 to 23 mph higher than the average hourly speeds in the general purposes lanes during the morning peak hours in the most congested segment of the corridor, and average hourly speeds in the eastbound express lanes estimated at 12 to 33 mph higher than the average hourly speeds in the general purposes lanes during the afternoon peak hours in the most congested segment of the corridor.

## Background

The I-580 Corridor 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 19<sup>th</sup> and 22<sup>nd</sup> of 2016, in the eastbound and westbound directions, respectively. Motorists who have been using the I-580 HOV/Express Lanes facility are enjoying travel time savings and travel reliability benefits, as the express lanes optimize the corridor capacity by providing a new choice to drivers. As anticipated, lane use continues to ramp up, and is expected to stabilize over time. Carpool, clean-air vehicles, motorcycles and transit vehicles are enjoying the benefits of toll-free travel in the HOV lanes, including in the two new HOV lanes, one each added in each direction of travel.

**May 2016 Operation Update:** The May update is included as Attachment B to this report. During the 22 days of operations in May, we documented over 647,000 trips in the express

lanes; over 270,000 westbound trips and 375,000 eastbound trips. An estimated 27% of motorists in the express lanes were of HOV users with FasTrak® flex toll tags, 40% were single-occupant vehicles with FasTrak® (standard or flex) toll tags, and the remaining 33% failed to carry a toll tag or had an invalid tag. In these instances, pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," our customer service representatives either assess tolls to the matching FasTrak® accounts or issue notices of toll evasion violation to the registered vehicle owners. Of those motorists without a toll tag, approximately 40% of the trips were matched to existing FasTrak® by means of license plate information. The percentage of HOV users with FasTrak® flex toll tags has increased each month since inception, suggesting increased awareness of how the express lane works.

During the morning commute hours, which appear to span between 5 am and 10 am, the motorists in the westbound express lane traveled with average speeds approximately 10 to 23 mph faster than the motorists traveling in the general purpose lanes in the vicinity of Hacienda Drive, which was observed to be the most congested segment of the corridor. During the afternoon/evening commute hours, which appear to span between 2:30 pm and 7:00 pm, the motorists in the eastbound express lane traveled with average speeds between 12 and 33 mph faster than the motorists traveling in the general purpose lanes in the vicinity of N. First Street, a location of significant congestion in the general purpose lanes.

Even though the operational maximum toll rates to travel the entire length of the westbound and eastbound are set at \$13.00 and \$9.00, respectively, during the month of May, the actual maximum posted toll rates did not exceed \$7.25 in the westbound direction and \$6.50 in the eastbound direction. The average westbound posted toll rate to travel the entire corridor in May 2016 was \$2.54, with an average toll assessed to non-HOV users of \$1.34; the average eastbound posted toll rate to travel the entire corridor was \$2.60, with an average assessed toll to non-HOV users of \$2.32.

Through May 2016, the I-580 Express Lanes have recorded nearly 1.9 million total trips and generated over \$2.031 million in toll revenues.

Broad public outreach and education activities have been underway throughout the I-580 corridor commute shed, including paid and earned media, special events and employer and other stakeholder outreach. These efforts are planned to continue through the end of Fiscal Year 2016/17 in order to promote the benefits of the lanes, emphasize proper use of the facility, and encourage the public to carpool and to obtain FasTrak® and FasTrak® flex toll tags.

**Fiscal Impact:** There is no fiscal impact due to this item.

## Attachments

- A. I-580 Corridor Express Lane Projects – Location Map
- B. I-580 Corridor Express Lane May 2016 Operations Update
- C. I-580 HOV Lane Projects – Construction Update
- D. I-580 Corridor Express Lane – Outreach Update
- E. Summary of Toll System Construction Contract Change Orders

## Staff Contact

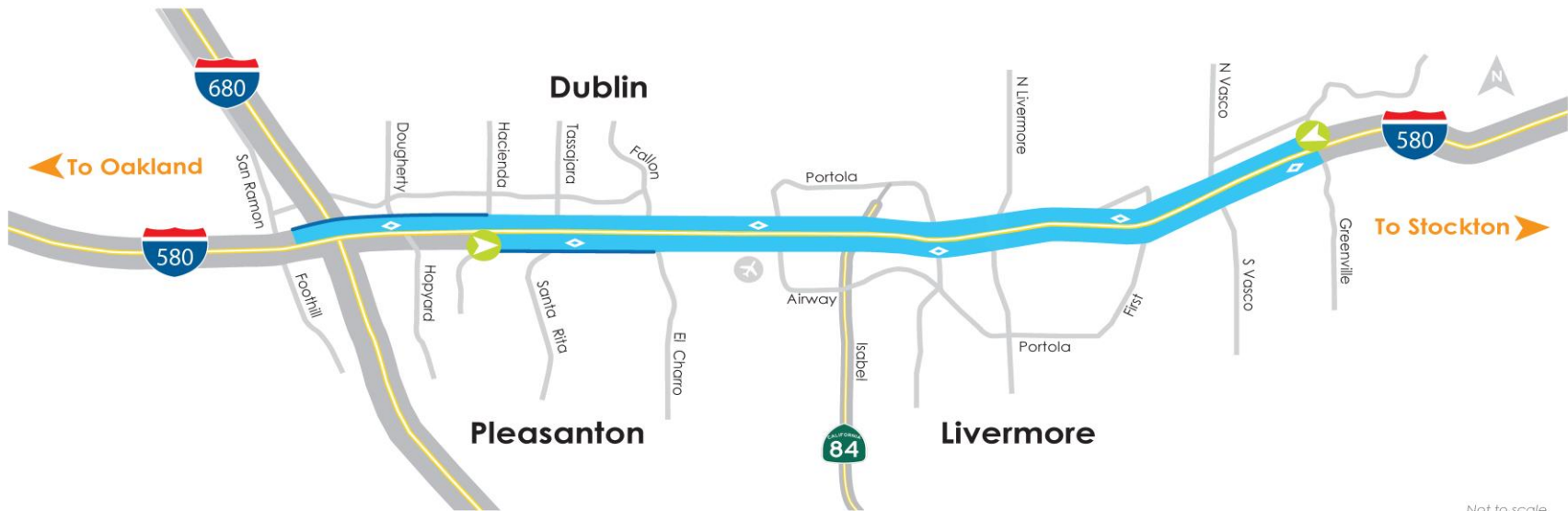
[Liz Rutman](#), Express Lanes Operation and Maintenance Manager

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# 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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## I-580 Express Lanes Monthly Operations Update



TOLL-PAYING  
VEHICLES  


◇

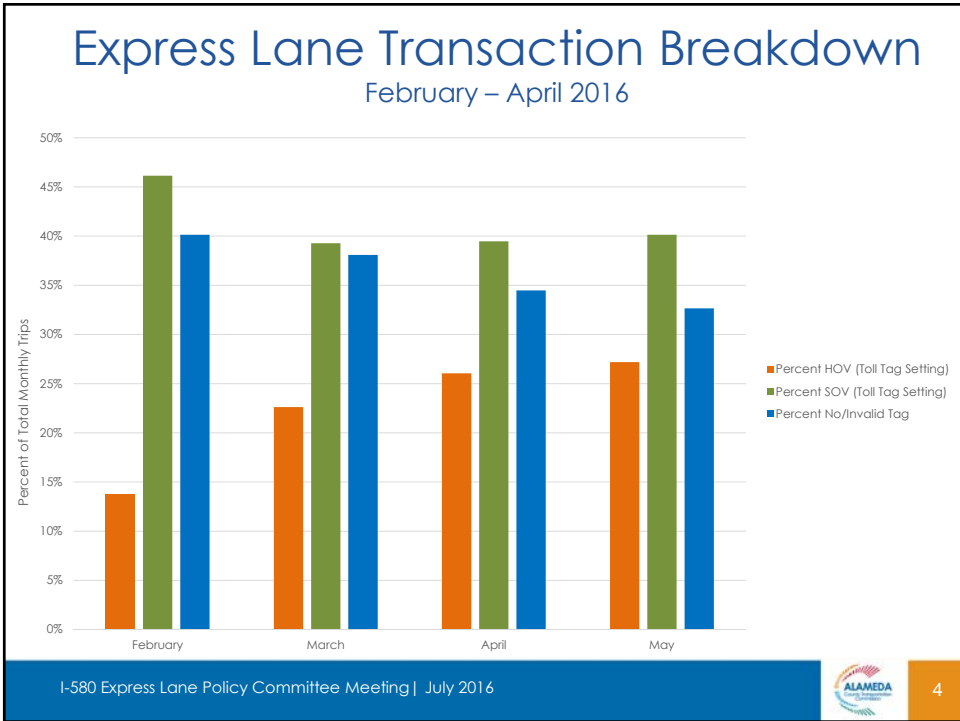
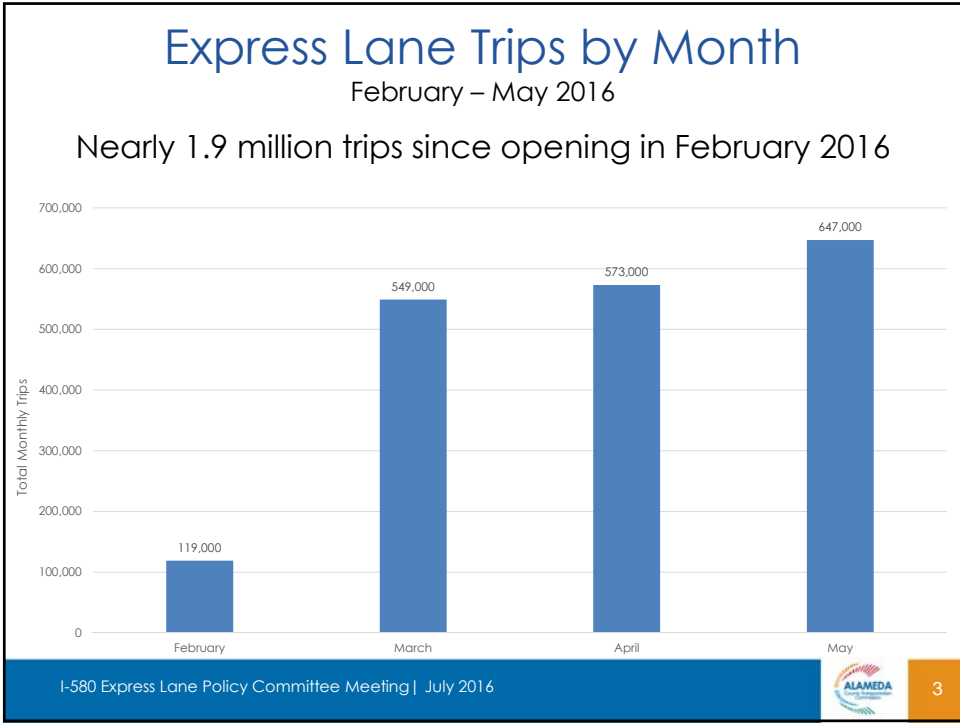
TRANSIT

A Presentation for the  
**I-580 Express Lane Policy Committee**  
July 11, 2016

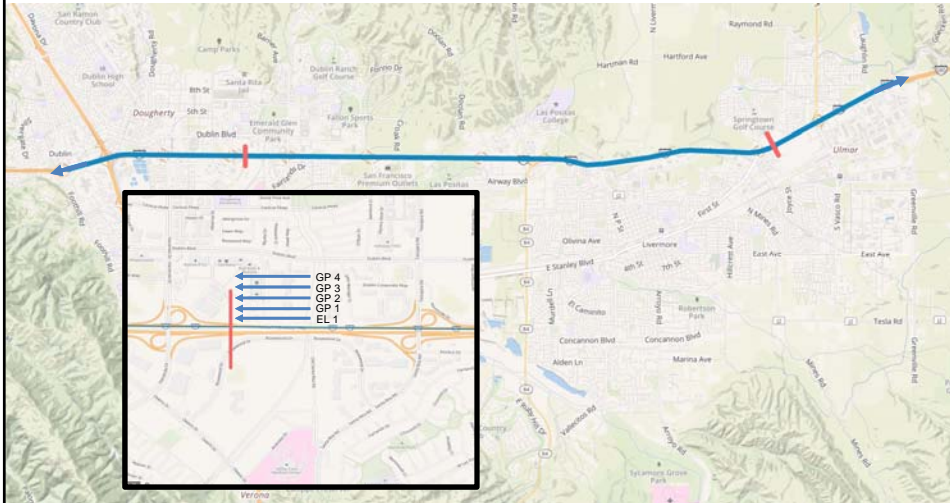


## I-580 Express Lanes – May 2016

- Over 647,000 total express lane trips in May 2016
  - 27% HOV (*Toll Tag Setting*)
  - 40% SOV (*Toll Tag Setting*)
  - 1% Invalid Toll Tag (*negative balance, stolen tag, etc*)
  - 32% No Toll Tag
    - Estimated 50% require violation notices to be sent
- Westbound: Over 270,000 trips in April
- Eastbound: Over 375,000 trips in April



## Speed/Density Data Location Westbound @ Hacienda Road



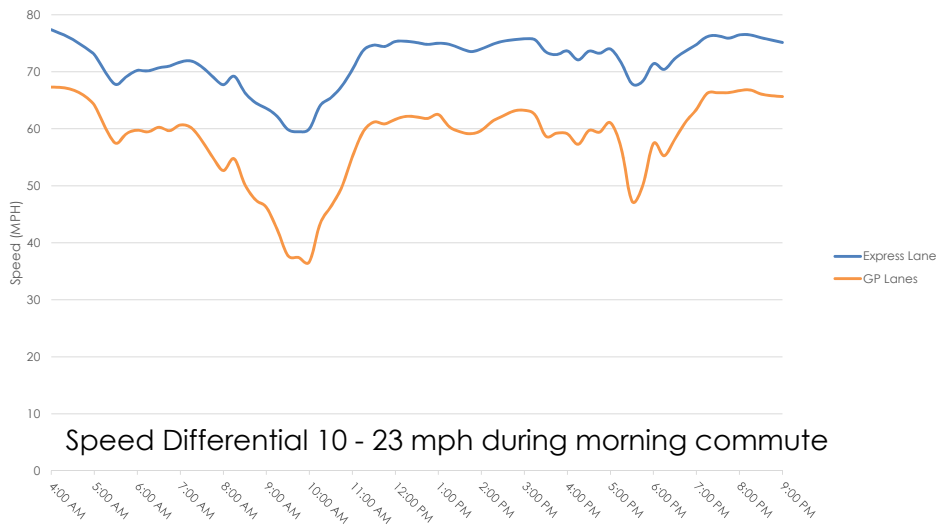
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## Average Travel Speed

May 2016, Tuesday – Thursday  
Westbound @ Hacienda Road



Speed Differential 10 - 23 mph during morning commute

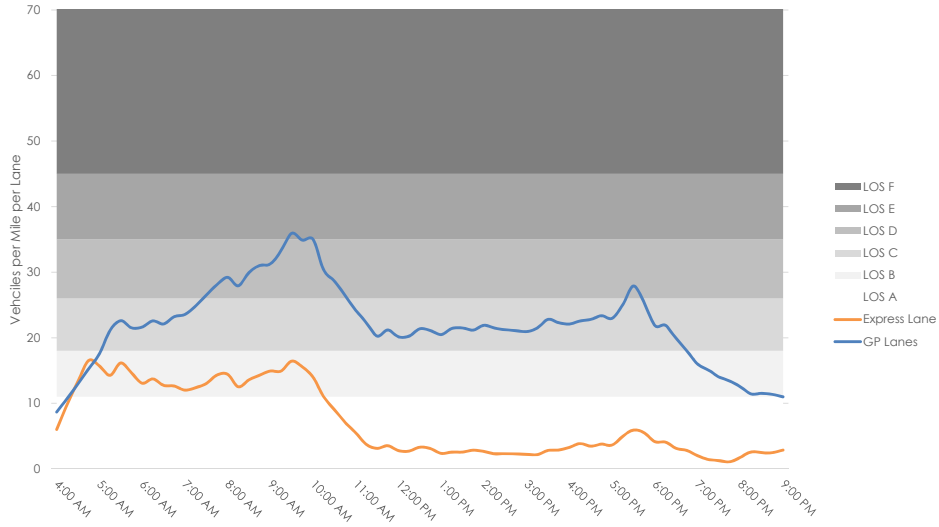
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## Average Lane Density

May 2016, Tuesday - Thursday  
Westbound @ Hacienda Road



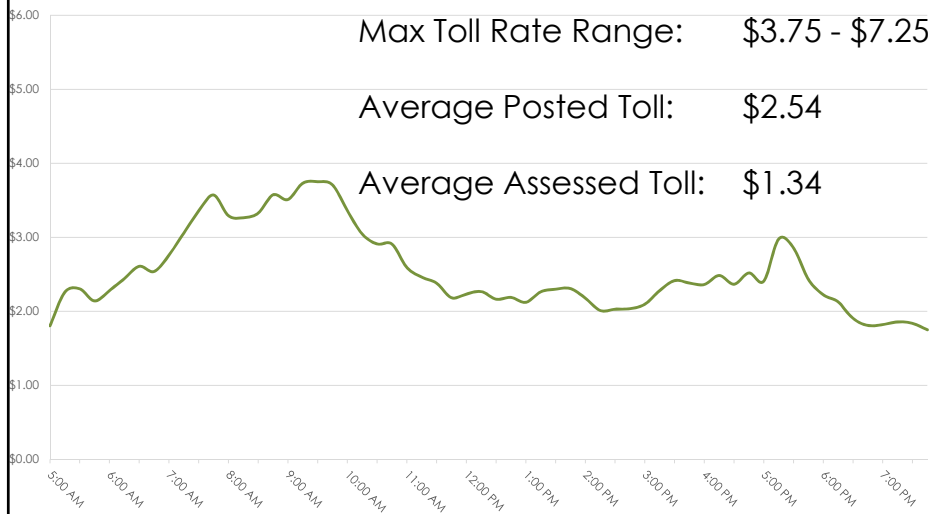
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## Average Daily Toll Rate

Westbound: Greenville Road to San Ramon Road (Full Corridor)  
May 2016

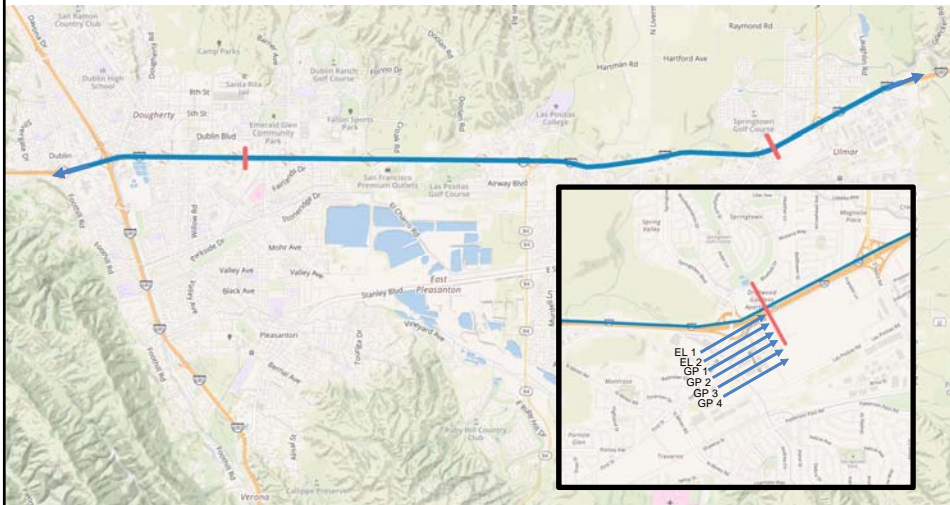


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## Speed/Density Data Location Eastbound @ North First Street



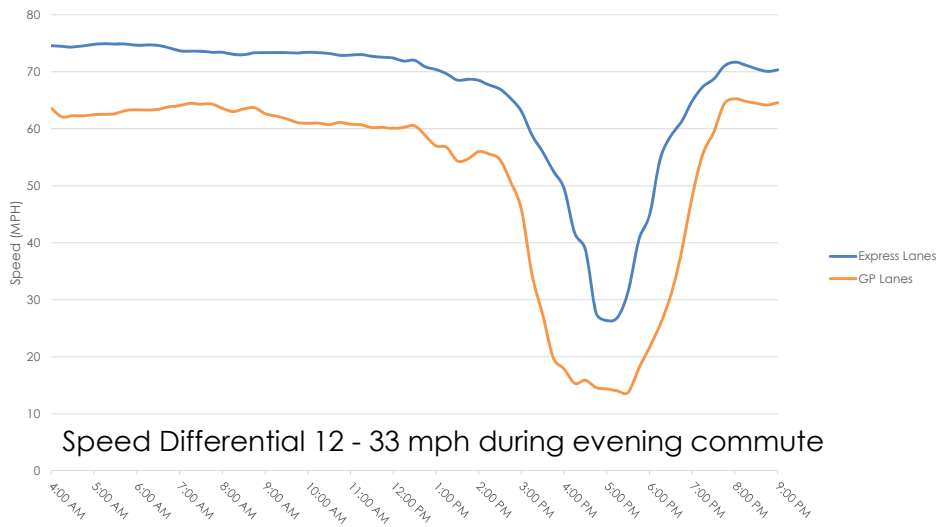
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## Average Travel Speed

May 2016, Tuesday - Thursday  
Eastbound @ N First Street

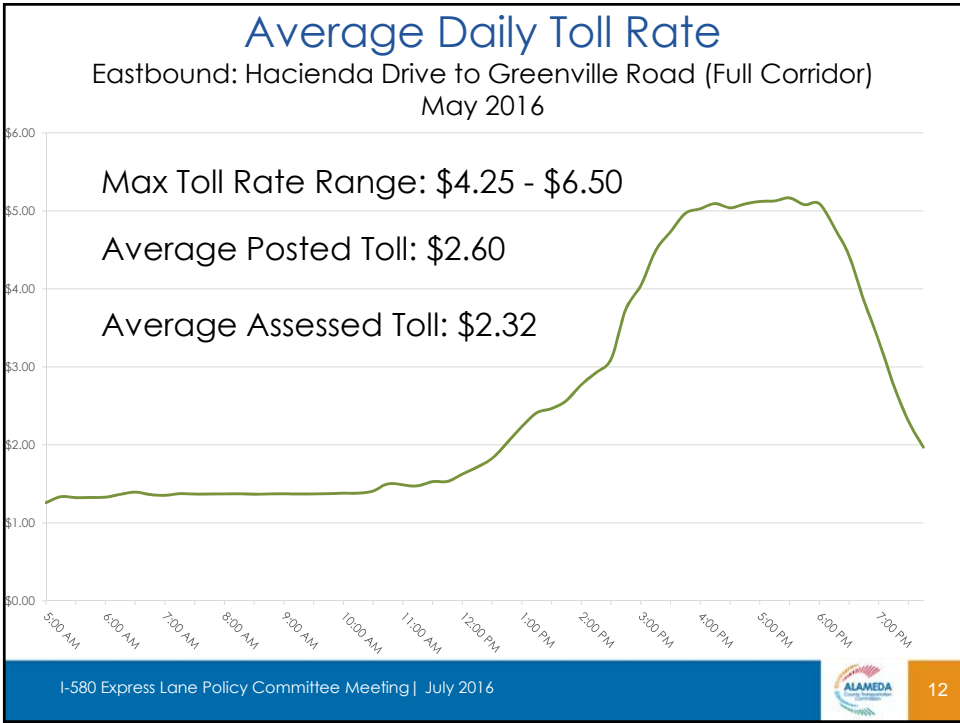
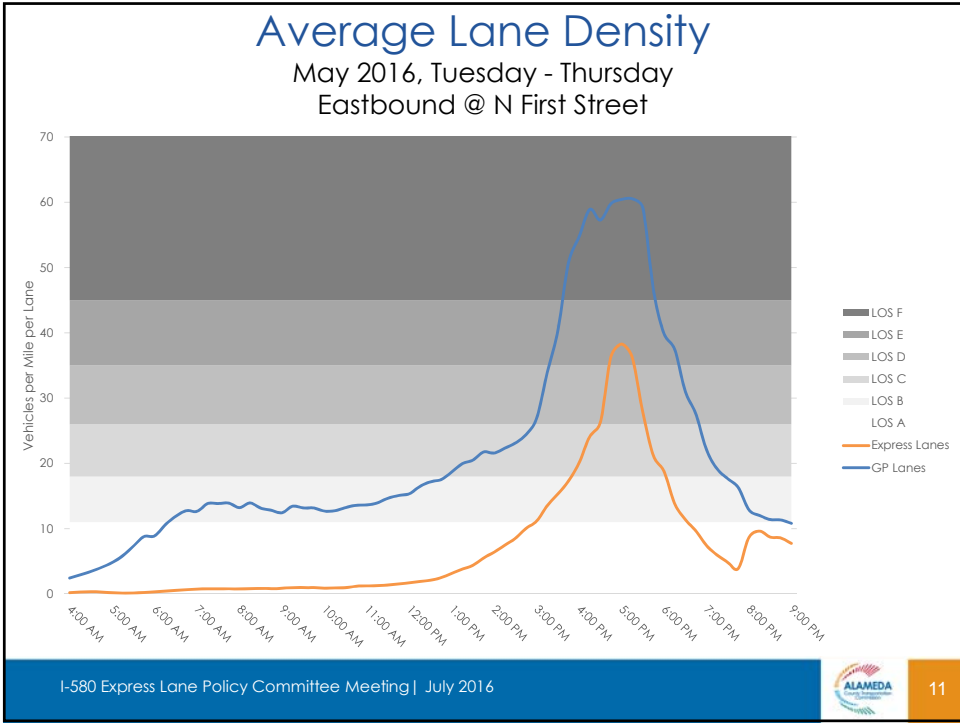


Speed Differential 12 - 33 mph during evening commute

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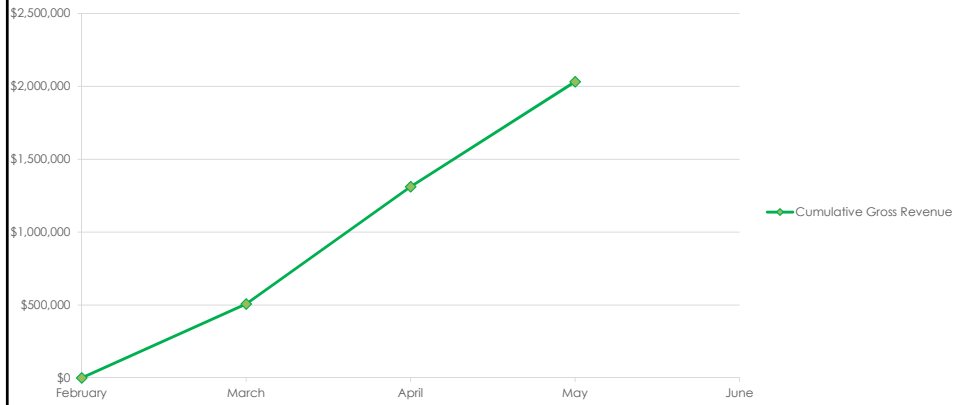


# Gross Revenue

Fiscal Year 2015-16

FY 2015-16 Gross Revenue  
(Feb 2016 – May 2016)

\$2,031,000



# Questions & Answers



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**ATTACHMENT C**  
**I-580 Corridor HOV Lane Projects**  
**Alameda CTC Projects 1368.004/1372.004/1372.005**  
**Monthly Progress Report**  
**June 2016**

4.1C

**PROJECT DESCRIPTION**

Completion of the construction of new HOV lanes in the I-580 Corridor in the Livermore Valley in the eastbound and westbound directions, and construction of auxiliary lanes.

The final I-580 Corridor HOV segments include:

- Eastbound (EB) Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road.
- Westbound (WB) HOV Lane between Greenville Road and San Ramon Road

**CONSTRUCTION STATUS**

Construction activities began in March 2013 and opened to traffic in February 2016 with the commissioning of both the Eastbound and Westbound Express Lanes.

**Ongoing & Upcoming Activities**

Ongoing and upcoming work activities include:

- Maintain Express Lane operations as HOV contract work punch list items and final corrective work is completed outside of commute hours.
- Complete the installation of permanent power sources along the corridor.
- Minor punchlist work is in progress. All construction is expected to complete in summer 2016.

A project website (<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) is maintained by Caltrans.

**FUNDING AND FINANCIAL STATUS**

The I-580 Corridor HOV Projects are funded through federal, state and local funds. All projects are tracking to complete within established and available budget.

**SCHEDULE STATUS**

The I-580 Corridor HOV Lane Projects completed the construction of the final HOV segments and opened them to traffic in February 2016 as Express Lanes. Closeout activities and final accounting will continue in 2016.

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**ATTACHMENT D**  
**I-580 Express Lane Public Outreach Update**  
**July 2016**

Extensive public outreach and education activities have been underway throughout the I-580 corridor commute shed since fall 2015 to create general awareness, promote the benefits of the express lanes, emphasize proper use of the facility, and encourage the public to obtain FasTrak® and FasTrak® flex toll tags, which are required to use the lanes. Efforts to date have generated significant positive media coverage, millions of impressions and have helped to support successful lane operations.

The communications plan was designed to effectively communicate about the opening of the I-580 Express Lanes to key stakeholders, local, Bay Area and San Joaquin County media outlets, local residents, businesses, transportation providers and commuters throughout the Tri-Valley corridor and larger commute shed - reaching the target audiences in English, Spanish and Chinese. The initial launch of the campaign generated more than 40 million impressions between January 4 and March 31, 2016 with some of the media vehicles extending beyond the scheduled opening date to maintain awareness in the marketplace.

Stakeholder outreach included the development and distribution of collateral materials including banners, posters, informational cards and fact sheets, video and website and social media content for localities, transportation partner websites, local radio, television, businesses and civic organizations.

Post-opening advertising on the Waze app began April 16, 2016. These targeted advertisements to carpoolers and all users when they are driving on the express lane corridor are ongoing. Advertising on Tri-Valley Community Television will occur later this summer. Information about the I-580 Express Lanes continues to be on the [alamedactc.org](http://alamedactc.org) homepage, [bayareafastrak.org](http://bayareafastrak.org) homepage, [bayareaexpresslanes.org](http://bayareaexpresslanes.org) homepage, [commuteconnection.com](http://commuteconnection.com) homepage (San Joaquin Valley's TDM program) and on [511.org](http://511.org).

More than 140,000 FasTrak flex tags have been activated through June 20, 2016 by retail locations and the BATA customer service center, as well as at stakeholder events.

Staff is now refining a post-opening public outreach and education plan for FY16-18 and will continue to participate in outreach events, and work with partner agencies, stakeholders, and media outlets with a focus on increasing FasTrak flex tag acquisition, encouraging carpooling, and supporting continued safe and appropriate express lane use. Staff continues to respond to public inquiries via the express lane hotline, social media and direct e-mails.

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## Summary of Toll System Construction Contract Change Orders:

CCO	CCO Budget	Description of CCO	CCO Amount	Remaining CCO Budget
Budget approved in July 2015	<b>\$936,000</b>			
No. 1		Additional scope and budget for ETCC to remobilize and provide increased traffic control to manage toll system installation	\$113,400	
No. 2		Additional three long-distance toll sites, based on field conditions that increased the labor and materials costs	\$70,500	\$752,100
No. 3		Additional staff and communication lease line costs, associated with delay in lane opening	\$567,200	\$184,900
No. 4		Additional scope for mobile enforcement	\$60,000	<b>\$124,900</b>

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