



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, January 9, 2017, 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 510-893-3347 (Voice) or 510-834-6754 (TTD) 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, January 9, 2017, 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: Mayor David Haubert, City of Dublin
Commissioners: Scott Haggerty, Rebecca Kaplan, Jerry Thorne, Nate Miley
Staff Liaison: Elizabeth Rutman
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

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|---|------|-----|
| 1. Roll Call | | |
| 2. Public Comment | | |
| 3. Consent Calendar | | |
| 3.1. Approve the November 14, 2016 I-580 Express Lane PC meeting minutes. | 1 | A |
| 4. Regular Matters | | |
| 4.1. Receive a status update on the operation of I-580 Express Lane | 3 | I |
| 5. Committee Member Reports (Verbal) | | |
| 6. Staff Reports (Verbal) | | |
| 7. Adjournment | | |

Next Meeting: February 13, 2017

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, November 14, 2016, 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 Miley and Commissioner Kaplan.

Commissioner Biddle was present as the alternate for Commissioner Haubert.

Subsequent to the roll call:

Commissioner Miley and Commissioner Kaplan 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 October 10, 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, Biddle, Harrison, Thorne

No: None

Abstain: None

Absent: Miley, Kaplan

4. Regular Matters

4.1. Receive a status update on the operation of I-580 HOV/Express Lane

Liz Rutman provided an update on the I-580 HOV/Express Lane for the month of September 2016, including aggregated information for the prior six months. She shared information on the corridors performance specifically express lane trip totals broken down by toll tag type in both directions, month-over month average daily express lane trips, average travel speed and density heat maps, and average daily toll rates and revenue. Liz stated that effective January 1, 2017 the maximum toll rate for a single zone will increase from \$0.30 to \$0.50.

Commissioner Haggerty asked if data exists on the number of accidents in the express lane and the corridor. Liz responded that the data does not include that information. She stated that the database of accidents is owned by Caltrans.

Commissioner Haggerty asked if staff can ask the local CHP for any data we can get on accidents in the lane. Art Dao responded that Alameda CTC will work with Caltrans and CHP to see if data may be collected.

Commissioner Harrison asked why the processing charges in the I-580 corridor differed from charges on the I-680 corridor. Art responded that I-580 has license

plate capture technology and the image review, which significantly increases the processing costs.

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, January 9, 2017 at 10:00 a.m.

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

Attested by:



Vanessa Lee, Clerk of the Commission



DATE: December 30, 2016

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

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

Summary

The Alameda CTC is the project sponsor of the I-580 Corridor Express Lane Projects along the I-580 corridor in the Tri-Valley that are now in operation, opened to traffic on February 19th and 22nd of 2016. See Attachment A for express lane operation limits.

The October and November 2016 operations report indicates that the new express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced average speeds up to 27 mph greater than the average speeds in the general purpose lanes, along with lesser average lane densities than the general purpose lanes, in the most congested segments 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 and 22, 2016 in the eastbound and westbound directions, respectively. See Attachment A for express lane operation limits. Motorists using the I-580 Express Lanes facility enjoy travel time savings and travel reliability benefits 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 carpool, 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. California Highway Patrol officers provide enforcement services and Caltrans provides roadway maintenance services through reimbursable service agreements.

October/November 2016 Operation Update: Over 618,000 and 620,000 express lane trips were recorded during operational hours in October and November, respectively. Table 1 presents the breakdown of trips based on toll classification and direction of travel. 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 FasTrak toll tag, then our customer service representatives either assess tolls to the matching FasTrak account or issues a notice of toll evasion violation to the registered vehicle owner based on the license plate read by the Electronic Tolling System. Of those motorists without a toll tag, approximately 14% of the trips for these two months were matched to existing FasTrak accounts by means of license plate information. The percentage of trips resulting in violation notices is thus less than 10%.

Table 1. Express Lane Trips by Type and Direction for October and November 2016

Trip Classification		Percent of Trips October	Percent of Trips November
By Type	HOV-eligible with FasTrak flex tag	35%	34%
	SOV with FasTrak standard or flex tag	42%	42%
	No Tag or Invalid Tag	23%	24%
By Direction	Westbound	45%	45%
	Eastbound	55%	55%

Express lane users generally 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 and Table 3 summarize the average speed differentials and LOS at four locations in each of the westbound and eastbound directions during respective commute hours for October and November, respectively. There was very little variation in the average speed differential and LOS between the two months.

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from June – November 2016. 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. From June through November, the average speeds in the westbound express lane ranged from 50 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring between Isabel Avenue and Santa Rita Road; average speeds throughout the rest of the day exceeded 70 mph.

Table 2. Speed Differentials and Level of Service for October 2016

Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
Westbound Morning Commute: 5 am – 11 am	North First Street	5 - 9	7	A	C
	North Livermore Ave	2 - 6	4	B	C
	Fallon Road	4 - 11	7	B	C
	Santa Rita Road	8 - 16	11	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	19 - 27	23	C	E
	Airway Blvd	8 - 11	10	B	C
	North First Street	4 - 10	7	B	C
	Vasco Road	9 - 20	13	B	C

Table 3. Speed Differentials and Level of Service for November 2016

Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
Westbound Morning Commute: 5 am – 11 am	North First Street	5 - 8	6	A	C
	North Livermore Ave	3 - 6	4	B	C
	Fallon Road	4 - 11	8	B	C
	Santa Rita Road	8 - 15	11	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	17 - 27	23	C	E
	Airway Blvd	10 - 12	11	B	C
	North First Street	5 - 12	8	B	C
	Vasco Road	8 - 21	14	B	C

The express lane operated at LOS C or better at all times, with LOS C occurring only for a short period of time in the middle of the corridor (Isabel Avenue to Santa Rita Road). By comparison, the general purpose lanes experienced speeds as low as 40 mph and LOS D for much longer periods of time, throughout a greater portion of the corridor.

In the eastbound direction, average express lane speeds from June through November ranged from 20 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 speeds throughout the rest of the day exceeded 70 mph. The express lane operated primarily at LOS B or C from during the evening commute hours, with small sections of degraded LOS at the eastern terminus of the express lanes between 4 pm and 6 pm; average LOS B or better was realized throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and LOS F at the western end of the corridor, and speeds and LOS similar to the express lanes but for a longer period of time at the eastern end of the corridor.

Table 4 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users, for October and November 2016.

Table 4. Toll Rate Data for October and November 2016

Direction	Maximum Posted Toll (Travel Entire Corridor)		Average Assessed Toll (All Trips)	
	October	November	October	November
Westbound	\$9.00	\$7.25	\$1.54	\$1.57
Eastbound	\$6.00	\$6.00	\$1.80	\$1.90

Through November 2016, the I-580 Express Lanes have recorded nearly 5.9 million total trips and generated over \$6.3 million in gross toll revenues.

Public outreach and education activities continue throughout the I-580 corridor commute shed. These efforts are planned through the end of Fiscal Year 2016/17 in order to increase awareness of the express lanes, promote the benefits of the lanes, emphasize proper use of the facility, and encourage the public to obtain FasTrak® and FasTrak® flex toll tags. Current activities include outreach via social media and advertising on Waze.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-580 Corridor Express Lane Location Map
- B. I-580 Corridor Heat Maps June – November 2016

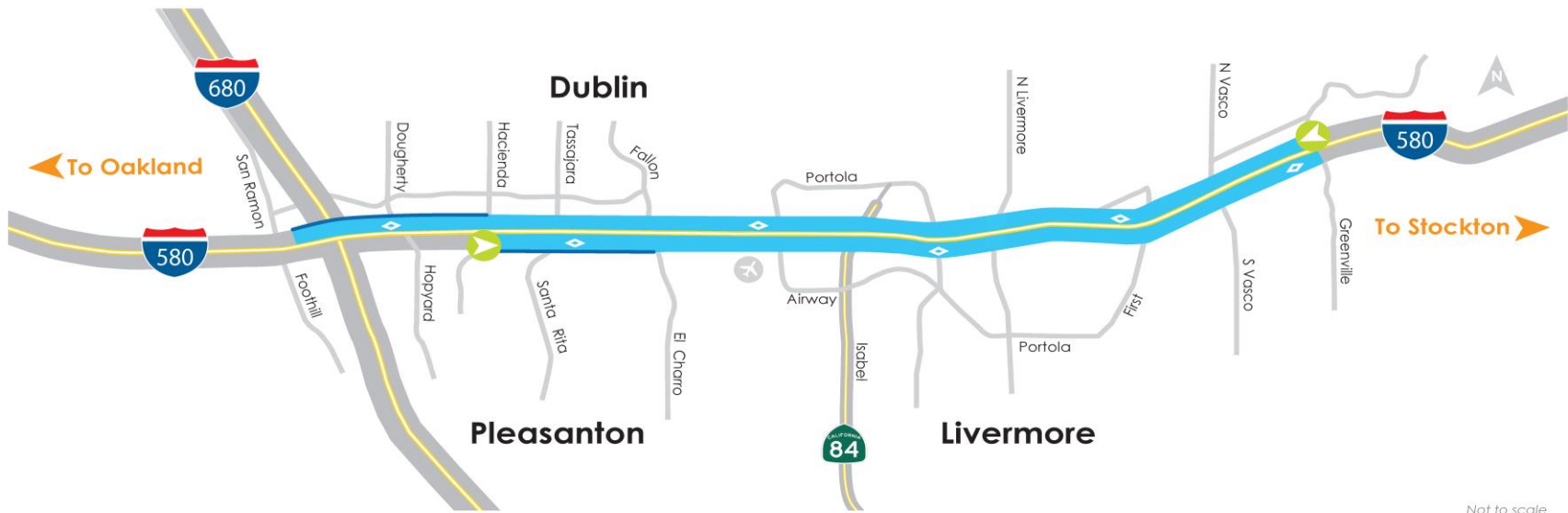
Staff Contact

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



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

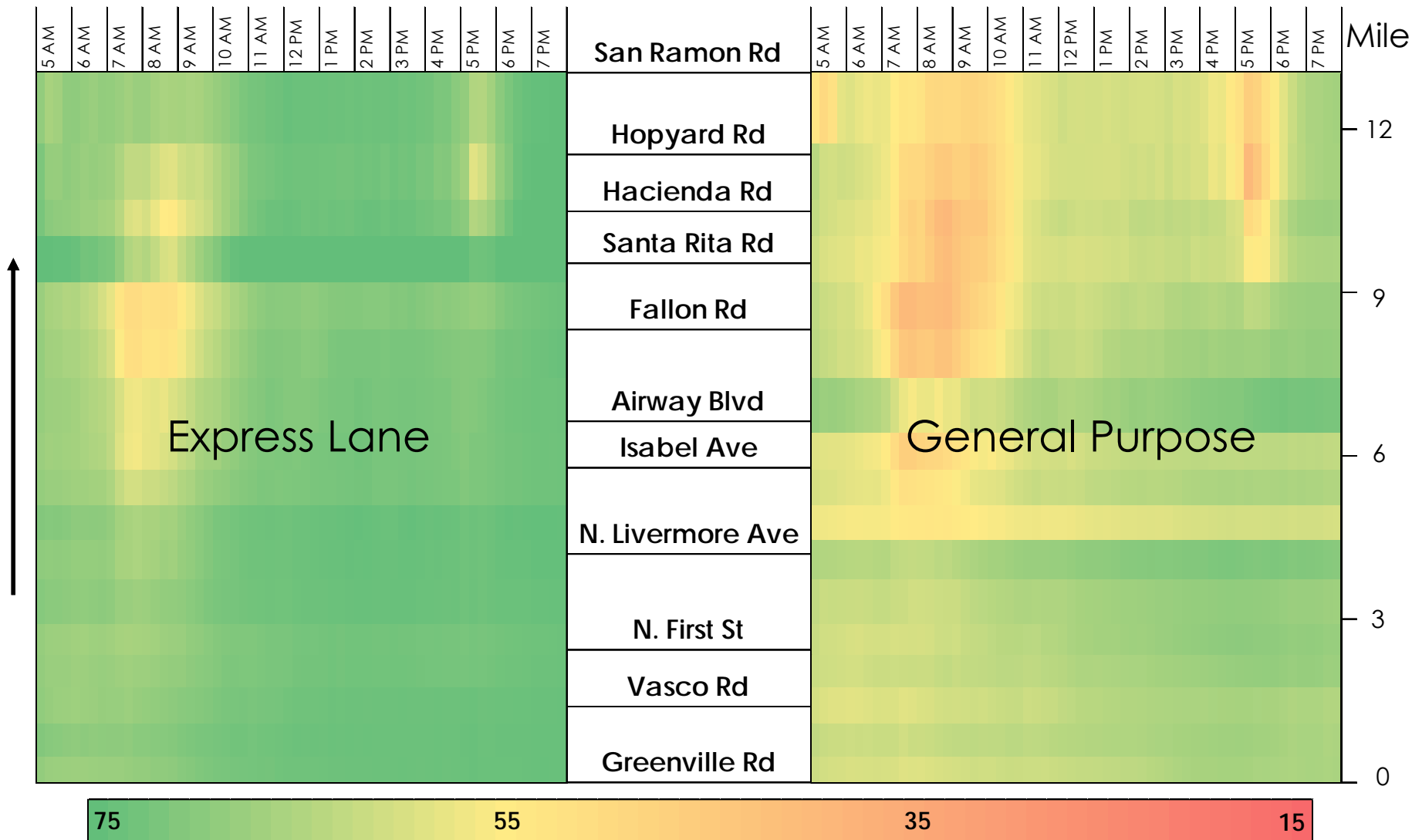
No entry/exit from westbound express lane from Hacienda to end.

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

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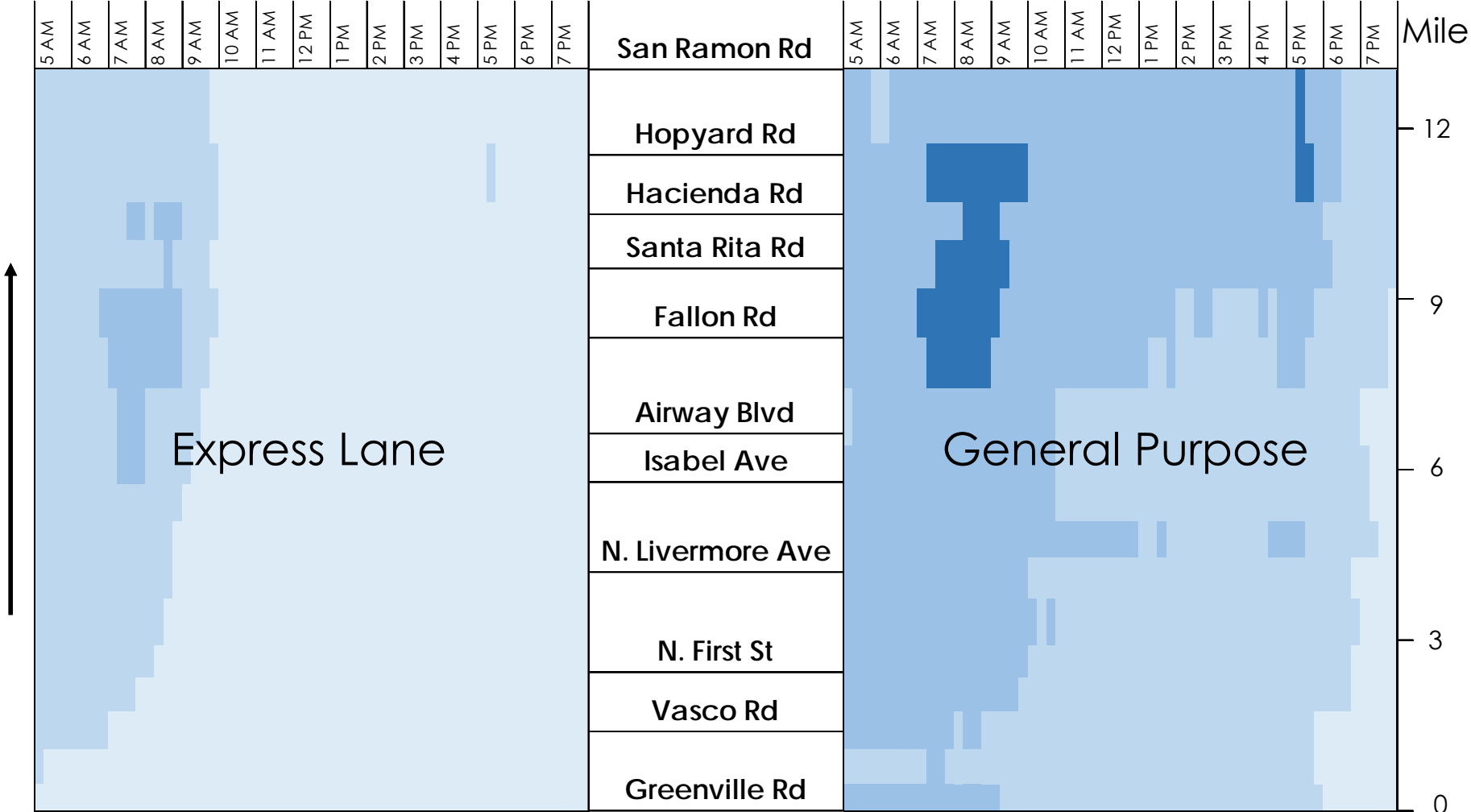
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, June 2016 – November 2016



Westbound I-580 Corridor Density Heat Maps

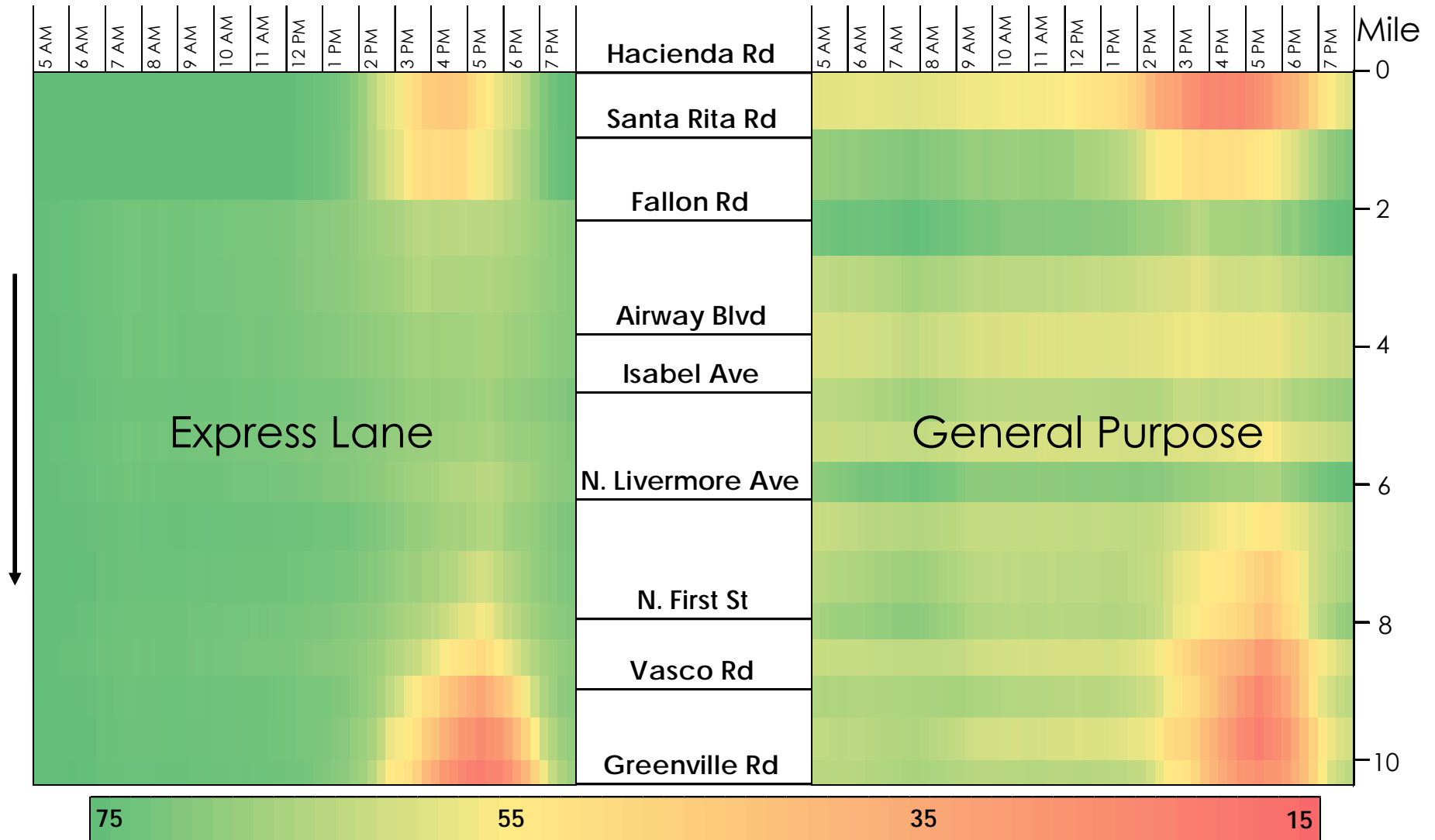
Monday-Friday, June 2016 – November 2016



LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
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Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, June 2016 – November 2016



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, June 2016 – November 2016

