



Multi-Modal Committee Meeting Agenda Monday, June 8, 2020, 9:00 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Committee Chair: Rebecca Kaplan, City of Oakland
Vice Chair: John Marchand, City of Livermore
Members: Luis Freitas, Scott Haggerty,
Robert McBain, Lily Mei, Nate Miley,
Elsa Ortiz, Jerry Thorne
Ex-Officio: Pauline Russo Cutter, John Bauters

Executive Director: Tess Lengyel
Staff Liaison: [Carolyn Clevenger](#)
Clerk of the Commission: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://zoom.us/j/99213579078?pwd=WTBBRTIHNTk0YkIEV3VsRndoNmtCQT09>
Webinar ID: 992 1357 9078
Webinar Password: 103534

For Public Access (669) 900-6833
Dial-in Information: Webinar ID: 992 1357 9078
Webinar Password: 103534

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar Page/Action

- | | | |
|---|---|---|
| 4.1. Approve February 10, 2020 I-580 PC Meeting Minutes | 1 | A |
| 4.2. I-580 Express Lanes Operations Update | 3 | I |

5. Regular Matters

- | | | |
|--|----|---|
| 5.1. Adoption of Modified Business Rules/Toll Policies for the I-580 Express Lanes | 19 | A |
| 5.2. 2020 Countywide Transportation Plan: Multimodal Strategies | 31 | I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, July 13, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings June through July 2020

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board Vice President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	June 25, 2020 July 23, 2020
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680)	July 13, 2020
9:30 a.m.	Multi-Modal Committee (MMC)	
10:30 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

1:30 p.m.	Paratransit Advisory Committee	June 29, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	July 9, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	July 13, 2020

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.

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I-580 Express Lane Policy Committee Meeting Minutes Monday, February 10, 2020, 10:00 a.m.

4.1

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

1. Call to Order/Pledge of Allegiance

2. 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 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve January 13, 2020 I-580 Express Lane PC Meeting Minutes

Commissioner Marchand moved to approve consent calendar. Commissioner Thorne seconded the motion. The motion passed with the following votes:

Yes: Bauters, Cutter, Haggerty, Haubert, Marchand, Thorne

No: None

Abstain: None

Absent: Miley

5. Regular Matters

5.1. I-580 Express Lanes: Monthly Operations Status Update

Ashley Tam presented the I-580 Express Lanes monthly operations update. The update covered average trips by month, user trip breakdown, corridor speed and density heat maps for both directions of travel, as well as historical toll rates. Ms. Tam concluded by reviewing estimated gross toll revenues versus forecasted operating budget.

Commissioner Haggerty wanted to know if the presentation can include information comparing previous years' average toll rates to the current year. Ms. Lengyel stated that staff could provide that data.

Commissioner Haggerty wanted to ensure that staff was considering using toll revenue for transit improvements in the corridor working with Livermore Amador Valley Transit Authority. Ms. Lengyel noted that an expenditure plan will be brought to the Commission for consideration and transit is an eligible use.

This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, March 9, 2020 at 10:00 a.m.

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



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 1, 2020

TO: Multi-Modal Committee

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations
Ashley Tam, Associate Transportation Engineer

SUBJECT: I-580 Express Lanes Operations Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes for the third quarter of fiscal year 2019-2020. This item is for information only.

Summary

The purpose of this item is to provide the Commission with a Quarterly Operations Update of the existing I-580 Express Lanes for the third quarter of fiscal year 2019-2020 (January through March 2020). The express lanes continue to provide higher speeds and lower average lane densities than the general purpose lanes, as well as travel reliability along the corridor. See Attachment A for more detail. Due to the recent public health crisis, all Bay Area express lane operators suspended revenue operations effective March 20, 2020.

Background

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 in February 2016. The I-580 Express Lanes, extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction. 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 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 purpose 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.

After Bay Area Counties and the State of California issued Shelter in Place (SIP) orders during the COVID-19 public health crisis, all Bay Area regional express lane operators reached a consensus to suspend revenue operations beginning March 20, 2020. This decision was primarily based on the fact that express lanes in the Bay Area, by design, encourage carpooling by offering carpools toll-free use of the express lanes. Perpetuating tolling fosters the notion that operators are still encouraging carpooling, contradicting social distancing guidelines.

FY 2019-2020 Q3 Operations Update:

Performance of the I-580 Express Lane for the third quarter (Q3) of fiscal year 2019-2020 are highlighted below. See Attachment A for more details.

- Motorists made nearly 1,736,000 express lane trips during operational hours in Q3. Daily express lane trips averaged 31,000.
- Paid trips totaled 843,000, or 15,100 trips a day, a 10% decrease from the prior quarter and a 4% decrease from the same quarter in the previous year.
- Toll-free trips make up 51% of all trips, which increased from 49% in the previous year.
- Westbound Peak hour (8 AM - 9 AM) express lane speeds averaged 61 miles per hour (mph) throughout the corridor. Eastbound peak hour (5 PM - 6 PM) express lane speeds averaged 57 mph. Generally, express lane users experienced better LOS than the general purpose lanes, particularly during peak commute hours.
- The average assessed toll for SOV motorists was \$3.57 and \$3.87 for westbound and eastbound, respectively.
- CHP performed 1,084 hours of enforcement services and made 1,165 enforcement contacts during Q3. CHP enforcement was suspended when tolling operations were suspended.
- The estimated gross revenue generated from the I-580 Express Lanes in Fiscal Year 2019-20 is \$9,680,000 through March 2020, and the forecasted operating budget is \$4,630,000.

After the SIP orders were issued in March, traffic volumes in the express lane decreased by approximately 60 percent. The immediate revenue impact of the public health crises is an estimated loss of \$1.25 million per month while the express lanes are non-operational, offset by approximately \$150,000 in reduced operating costs associated with revenue collection and CHP enforcement services.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

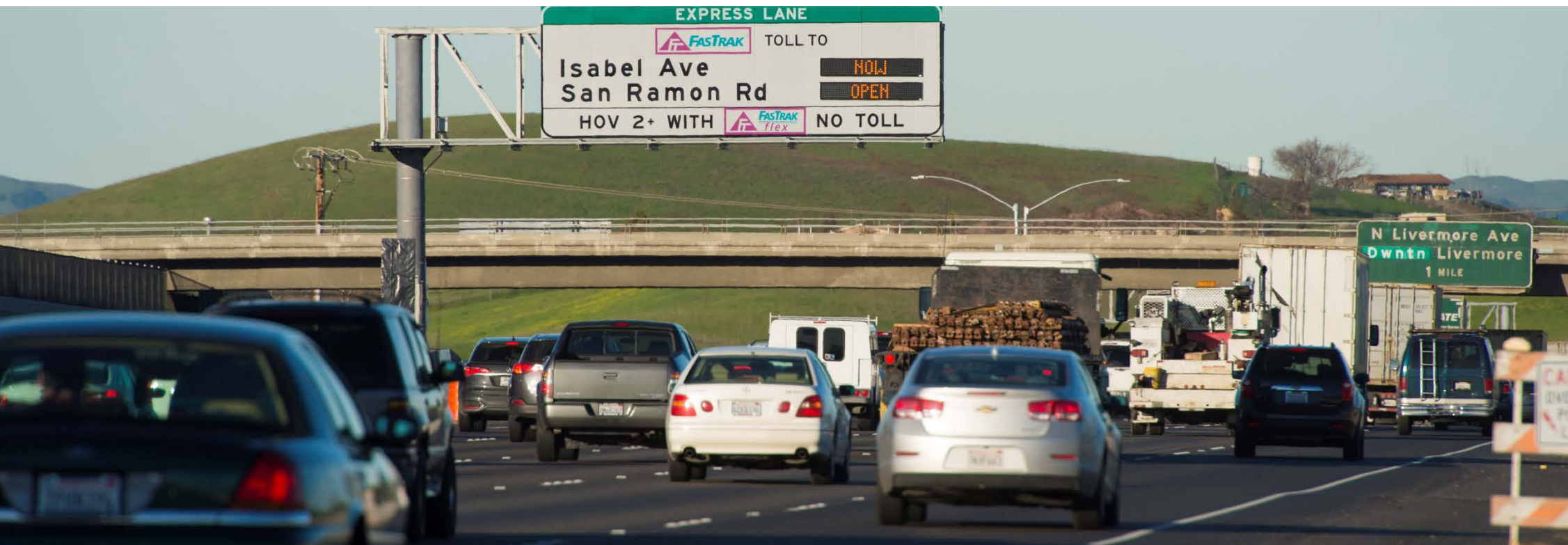
- A. I-580 Express Lane Operations Update (FY 2019-20 Q3)



ALAMEDA COUNTY TRANSPORTATION COMMISSION

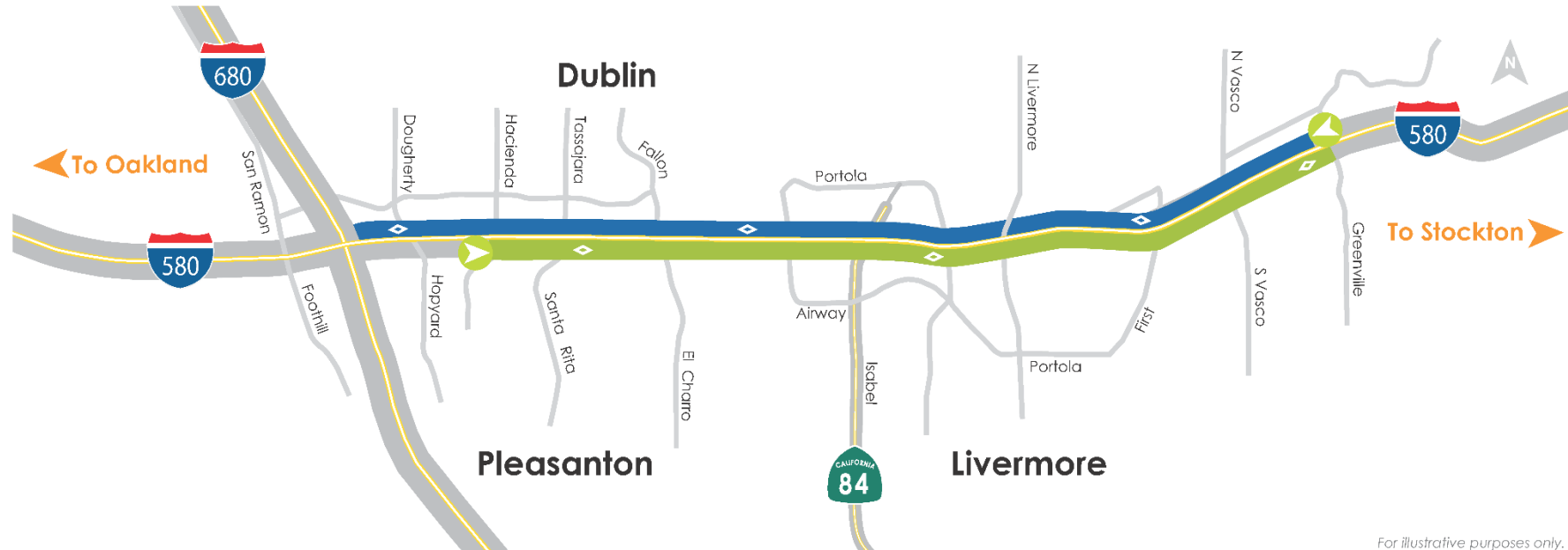
I-580 Express Lanes

Quarterly Operations Update

TOLL-PAYING
VEHICLES

TRANSIT

I-580 Express Lane Overview



Rules of the Road

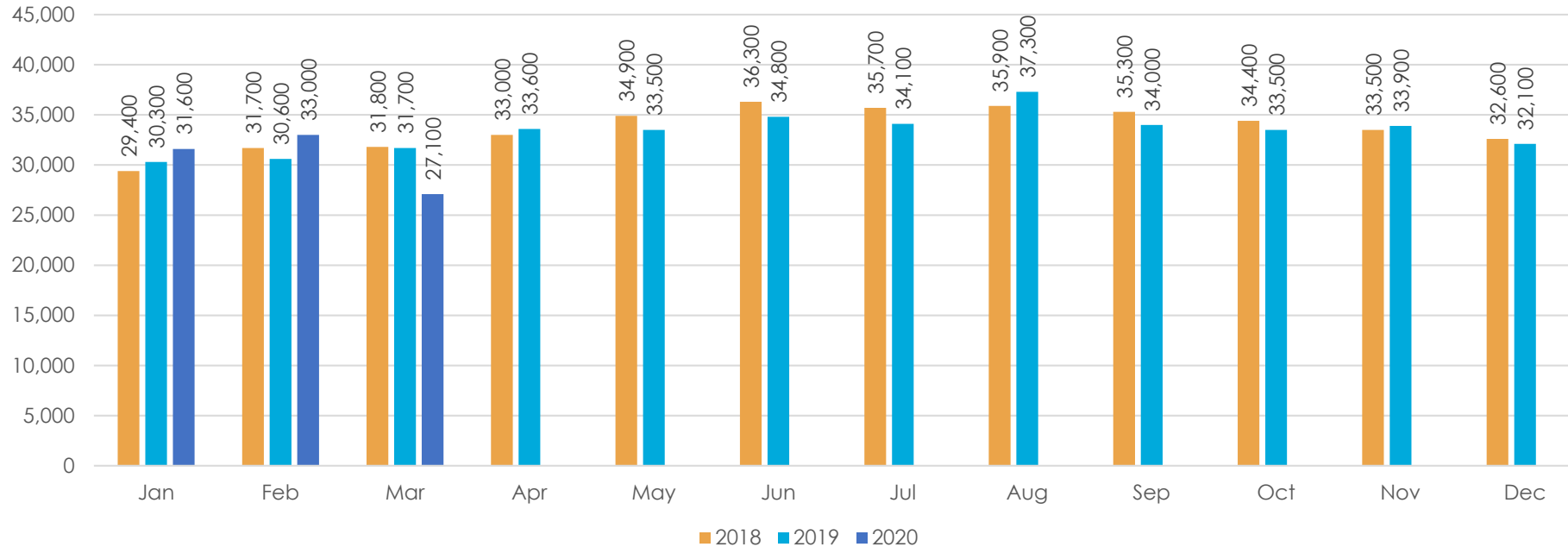
- Hours are 5 AM – 8 PM, Monday through Friday,
- FasTrak® is required
- Carpools (2+), eligible clean-air vehicles, motorcycles, and transit buses travel toll-free

FY 19/20 Q3 Performance Highlights

- Motorists made nearly 1,736,000 express lane trips during operational hours in Q3. Daily express lane trips averaged 31,000.
- Paid trips totaled 843,000, or 15,100 trips a day, a 10% decrease from the prior quarter and a 4% decrease from the same quarter in the previous year.
- Toll-free trips make up 51% of all trips, which increased from 49% in the previous year.
- Westbound Peak hour (8 AM - 9 AM) express lane speeds averaged 61 miles per hour (mph) throughout the corridor. Eastbound peak hour (5 PM - 6 PM) express lane speeds averaged 57 mph. Generally, express lane users experienced better LOS than the general purpose lanes, particularly during peak commute hours.
- The average assessed toll for SOV motorists was \$3.57 and \$3.87 for westbound and eastbound, respectively.
- CHP performed 1,084 hours of enforcement services and made 1,165 enforcement contacts during Q3. CHP enforcement was suspended when tolling operations were suspended.
- The estimated gross revenue generated from the I-580 Express Lanes in Fiscal Year 2019-20 is \$9,680,000 through March 2020, and the forecasted operating budget is \$4,630,000.

Average Daily Express Lane Trips

FY 2019-2020 Q3



Q3 of FY 2019-2020

843,000
Trips

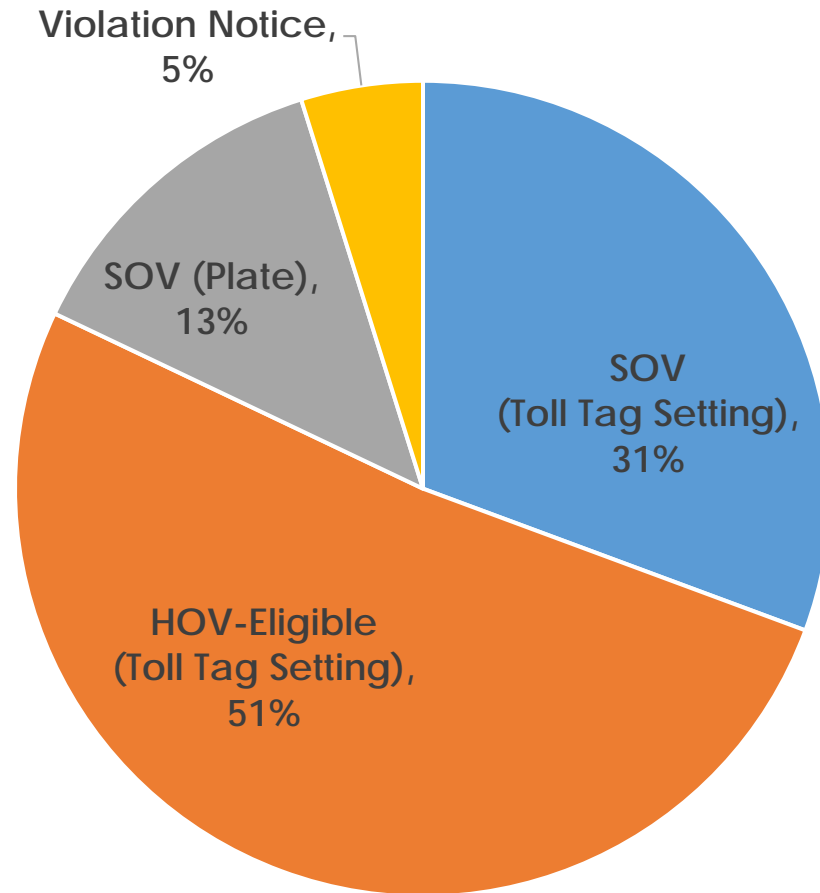
Daily Trip comparison to
Q3 of FY 2018-2019

+0.4%

Over 33 million trips have been taken since the I-580 Express Lane opened in February 2016. There were a total of 1,736,000 trips in Q3 of FY 2019-2020, or 31,000 average daily trips, which is similar to the number of trips compared to Q3 of the prior FY despite decrease in March trips as a result of Shelter In Place orders. Express Lanes encourage carpooling, so to comply with current social distancing protocols, all Bay Area Express Lane operators suspended tolling operations beginning 3/20/20. The data presented is representative of trips up to 3/20/2020.

Typical Express Lane Trip User Breakdown

FY 2019-2020 Q3

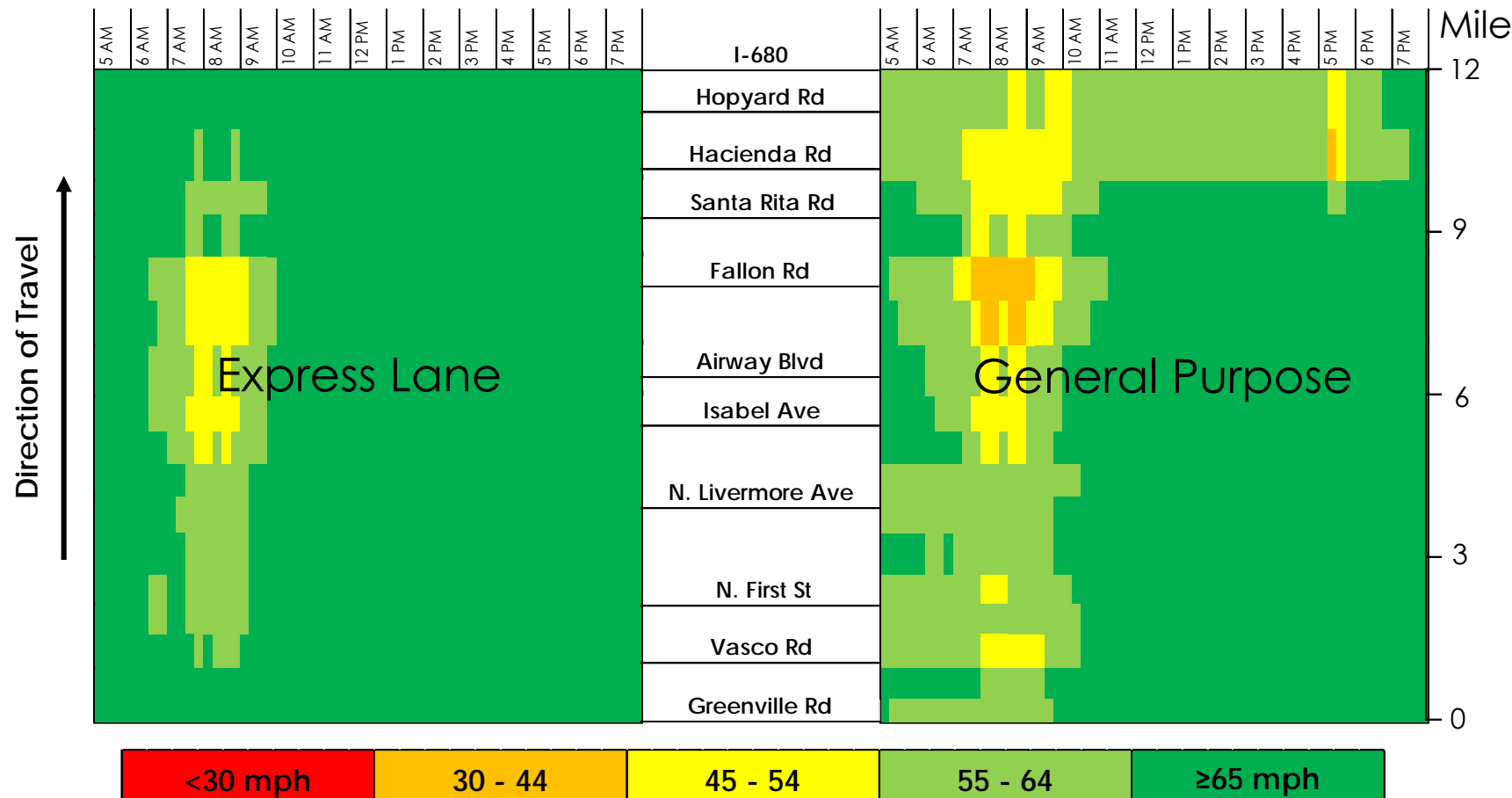


The share of toll-free trips has remained consistent in 2019. However in 2020, the share of toll-free trips has surpassed the share of toll-paying trips. Toll-free trips make up 51% of all trips, which increased from 49% in the previous year.

Approximately 74 percent of all trips by users without a toll tag are assessed tolls via FasTrak account.

Westbound I-580 Corridor Speed Heat Maps

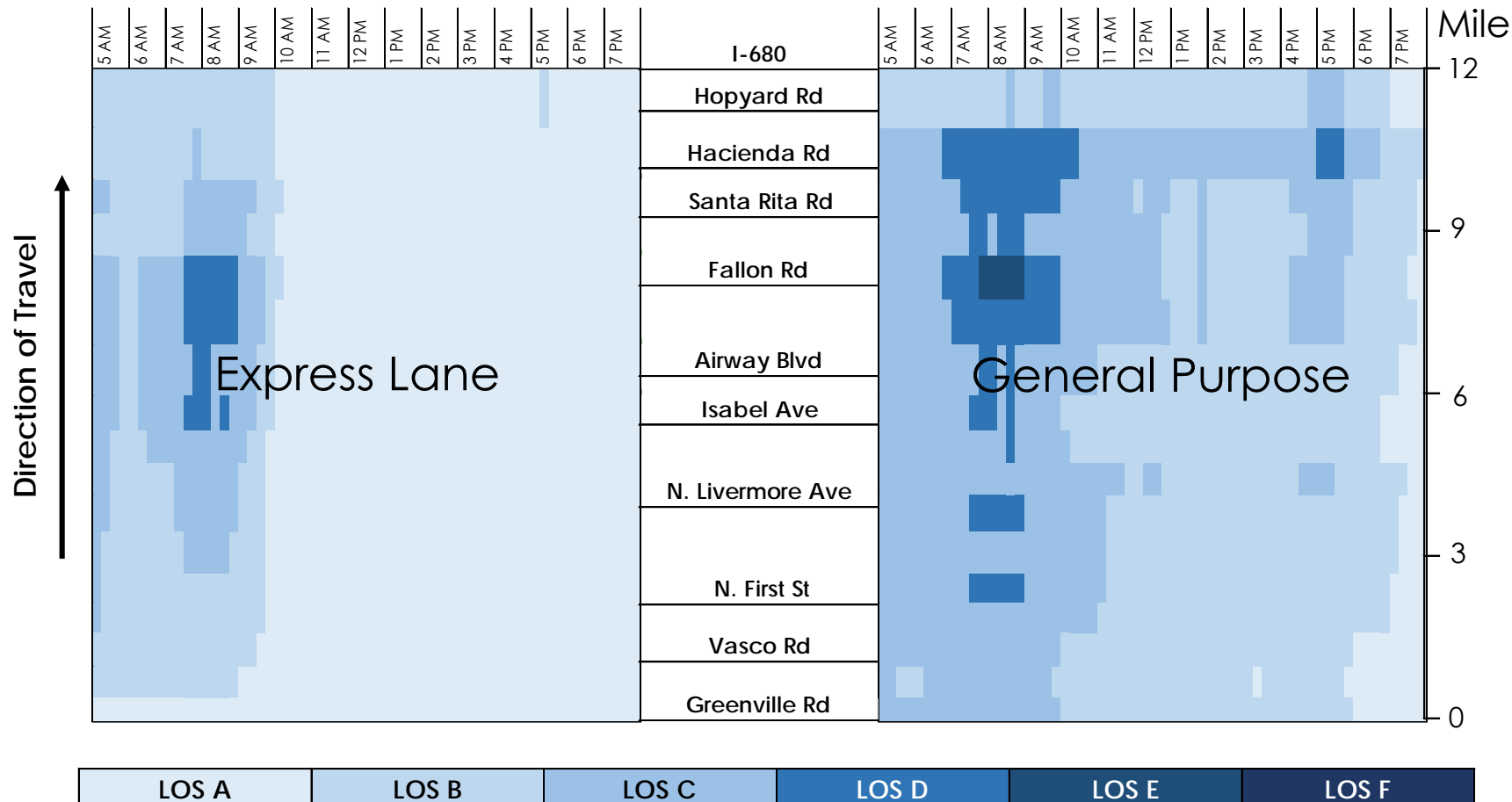
October 2019 – March 6, 2020



Express Lane speeds are generally above 50 mph at all times throughout the corridor, which is comparatively better than general purpose lanes speeds, which average 40 mph during the morning peak near Fallon Road. Average corridor speed differential range from 4-8 mph depending on time of day.

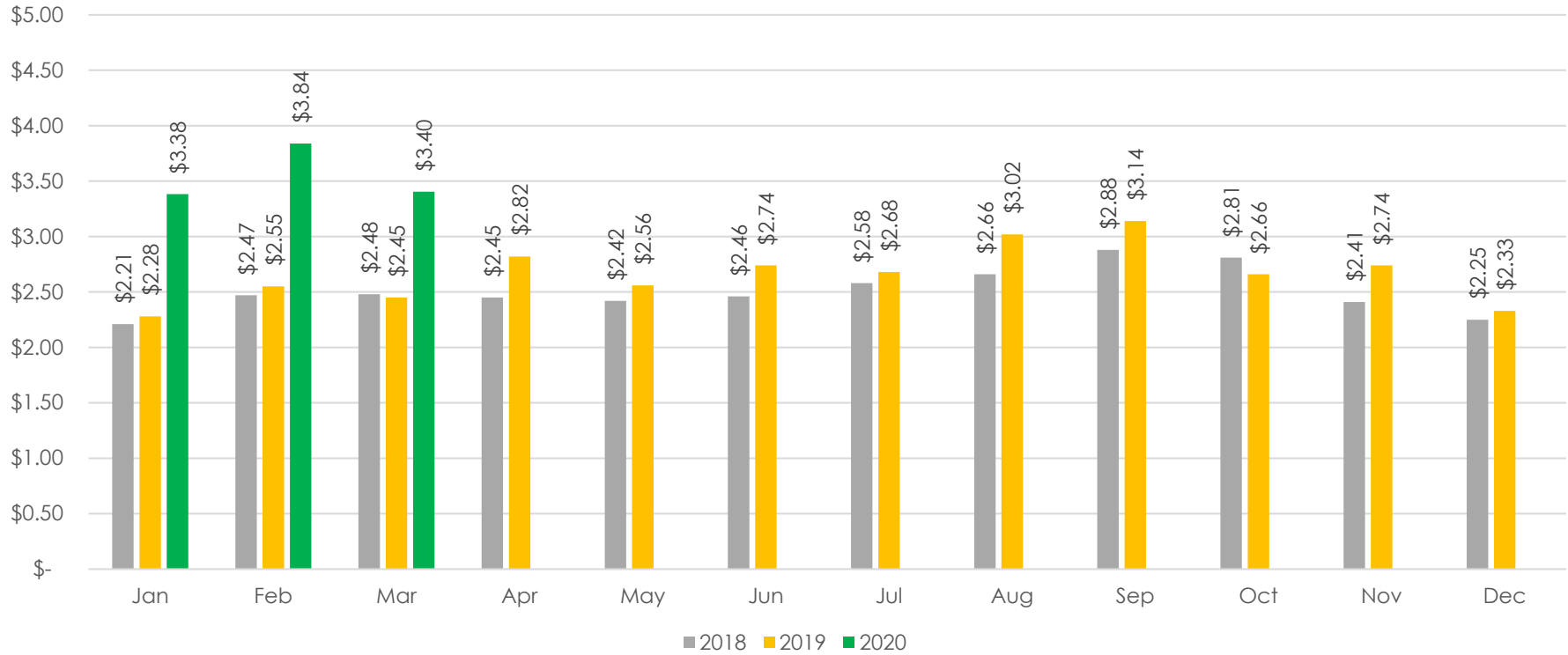
Westbound I-580 Corridor LOS Heat Maps

October 2019 – March 6, 2020



The express lane generally performs at LOS C or better except in the morning peak from Fallon Road to Isabel Ave. Comparatively, the general purpose lanes perform at LOS D for large segments, with some LOS E near Fallon Road.

I-580 Westbound Assessed Toll



Average tolls paid increased between Q3 2019 and Q3 2020, in large part due to biannual dynamic pricing adjustments implemented to maintain express lane traffic flow. While the maximum toll posted during peak times is \$14, only 0.22% of toll payers in Q3 chose to pay that amount. The remaining users paid a lesser toll, and the average assessed toll for all toll-paying users was \$3.57.

FY 19-20 Q3:

Maximum Posted Toll Rate:

\$14.00
(10 of 56 days)

Percent paying \$14:

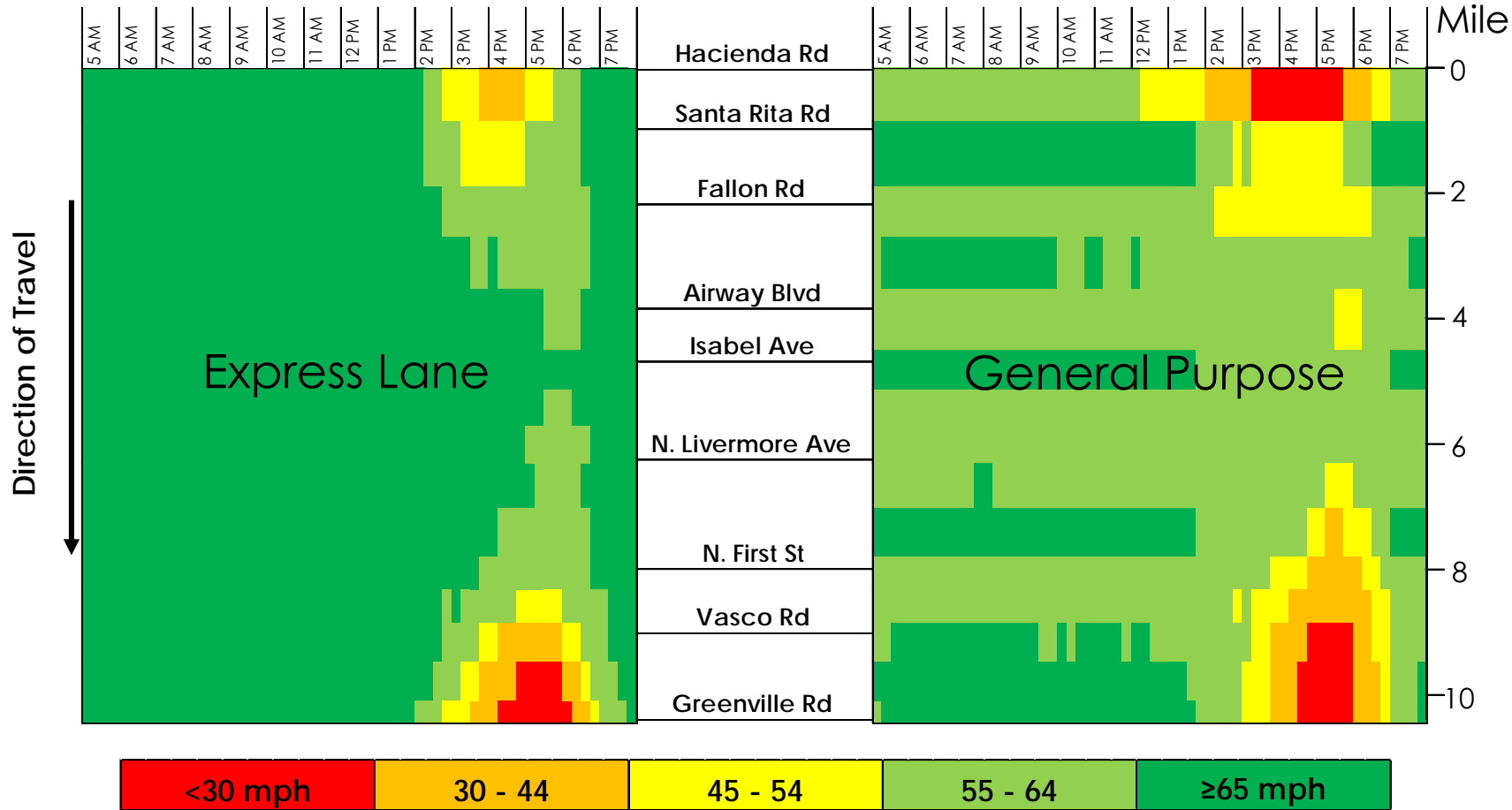
0.22%

Average Assessed Toll:

\$3.57

Eastbound I-580 Corridor Speed Heat Maps

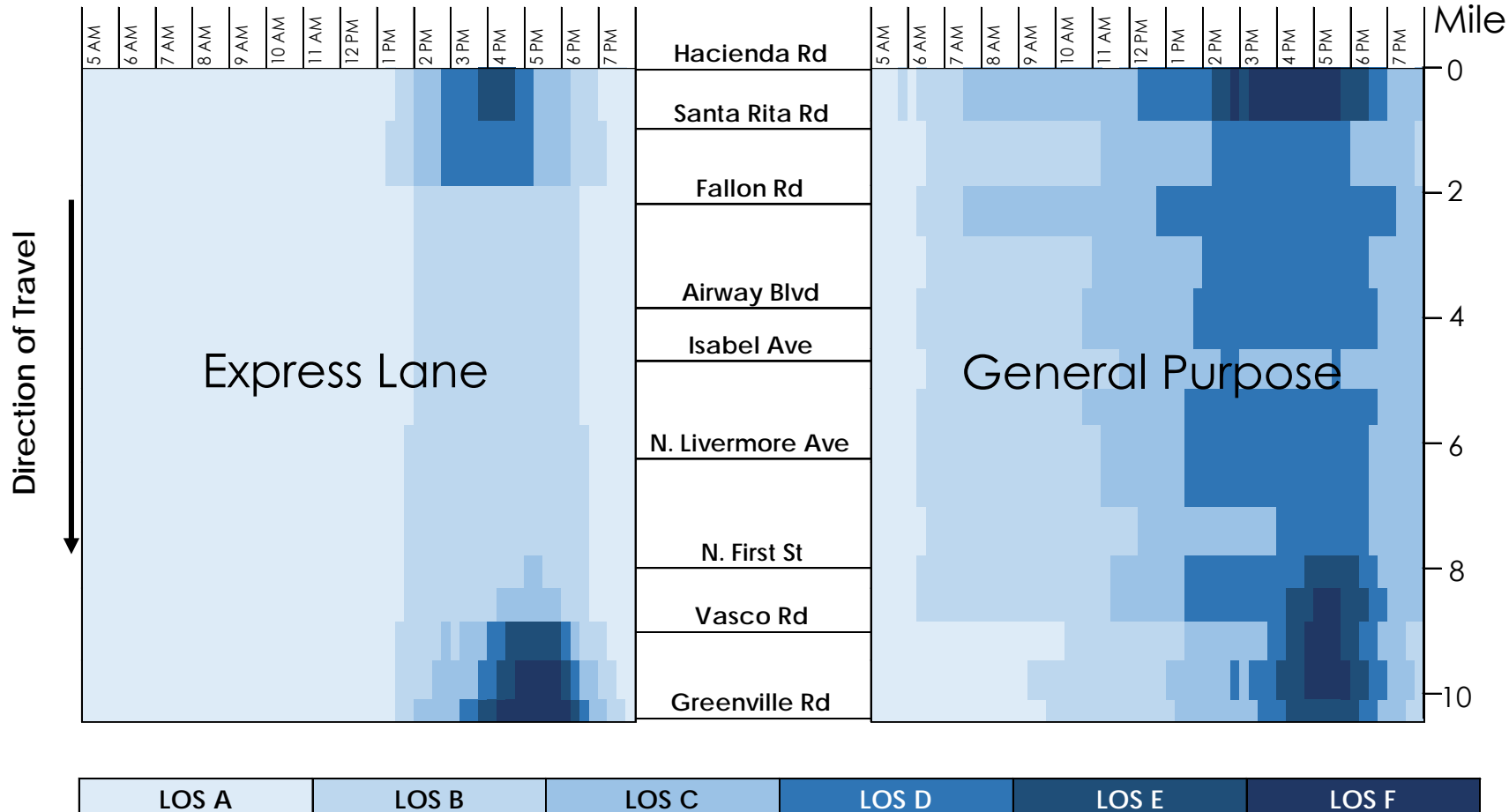
October 2019 – March 6, 2020



Express lanes average 5 – 10 mph faster depending on the time of day. During the evening commute period, general purpose lane speeds are as low as 25 mph at the beginning and end of the corridor. Comparatively, low speeds in the express lanes are experienced for shorter periods of time across smaller segments of the corridor. Low speeds at Greenville Road result from congestion over the Altamont Pass beyond the end of the express lane.

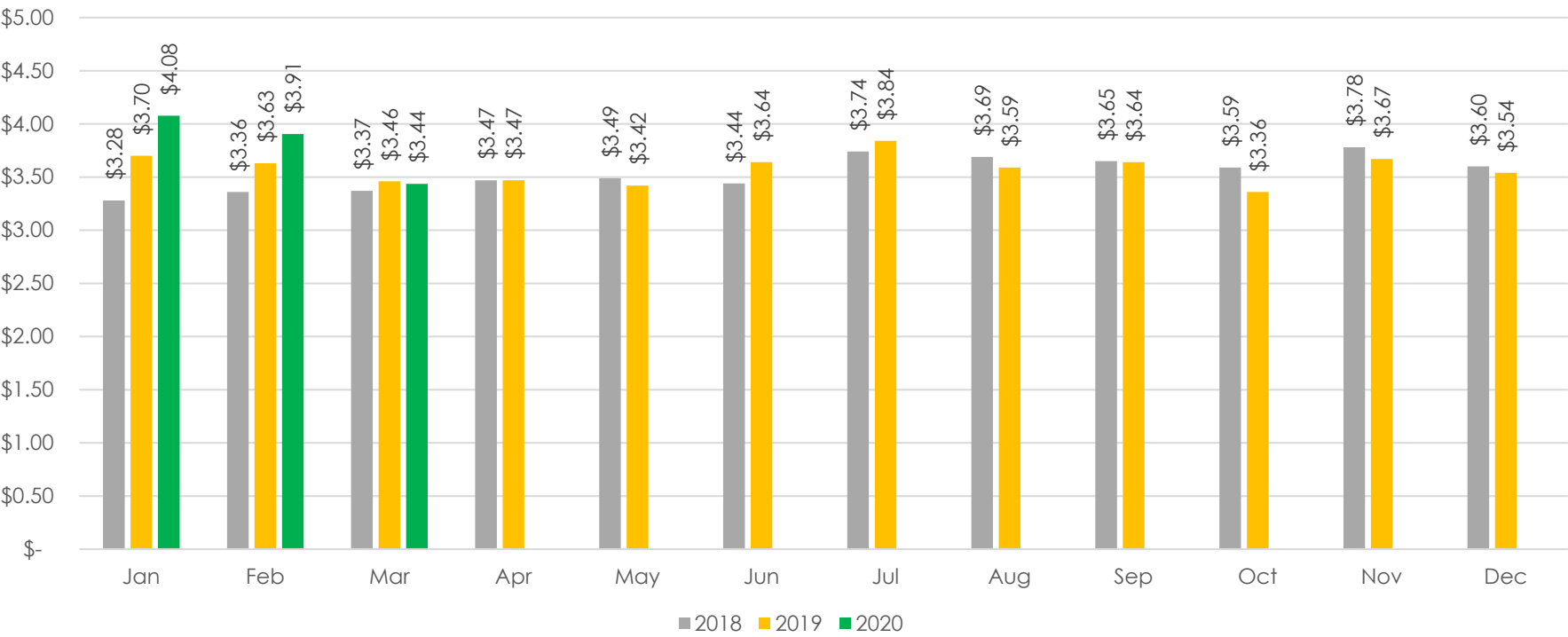
Eastbound I-580 Corridor LOS Heat Maps

October 2019 – March 6, 2020



During the evening commute period, general purpose lanes perform at LOS F at the start and end of the corridor. Comparatively, express lane degradation does not last as long or extend as far as the general purpose lanes.

I-580 Eastbound Assessed Toll



Average tolls paid increased between Q3 2019 and Q3 2020, in large part due to biannual dynamic pricing adjustments implemented to maintain express lane traffic flow. While the maximum toll posted during peak times is \$13, only 0.36% of toll payers in Q3 chose to pay that amount. The remaining users paid a lesser toll, and the average assessed toll for all toll-paying users was \$3.87.

FY 19-20 Q3:

Maximum Posted Toll Rate:

\$13.00
(6 of 56 days)

Percent paying \$13:

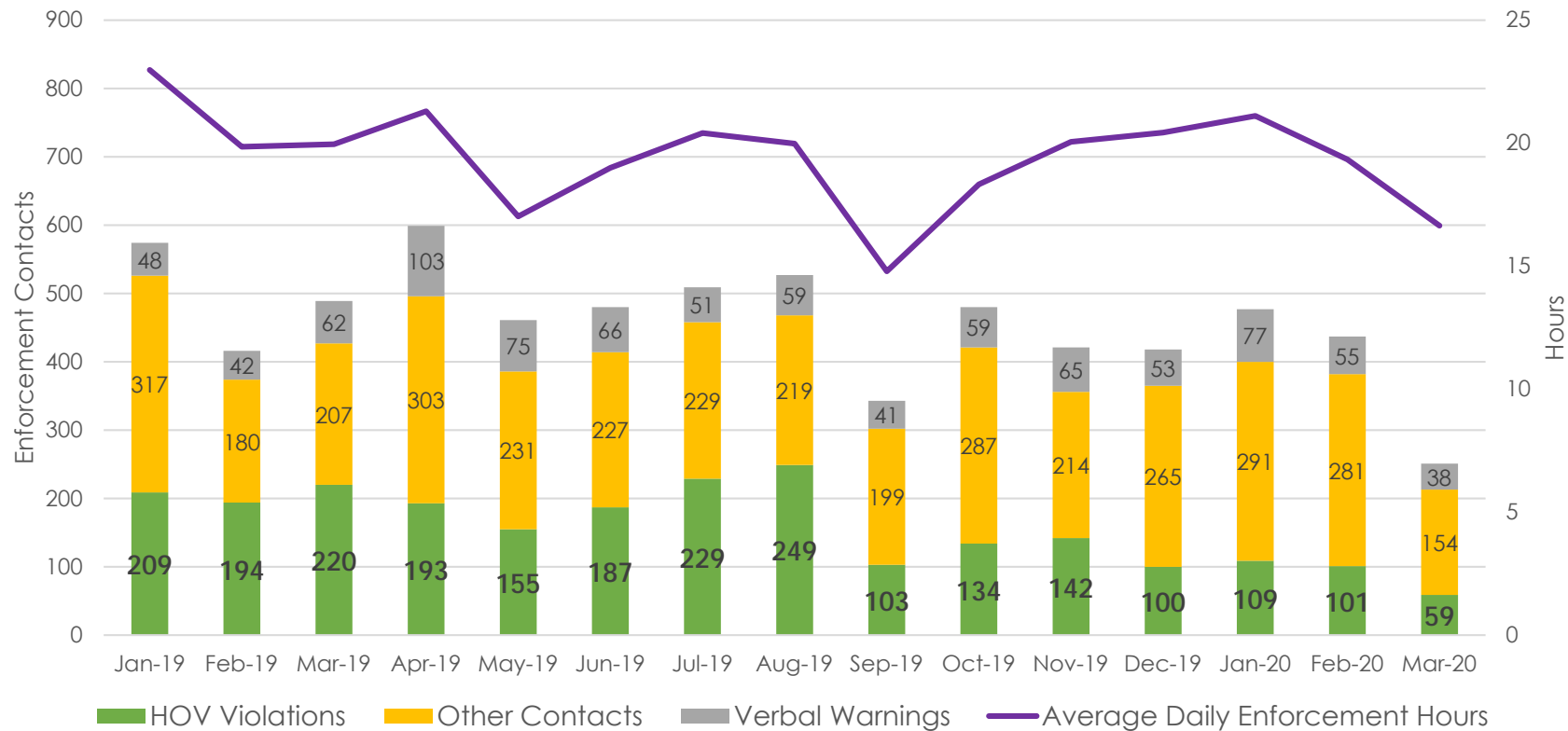
0.36%

Average Assessed Toll:

\$3.87

I-580 CHP Enforcement

January 2019 – March 2020

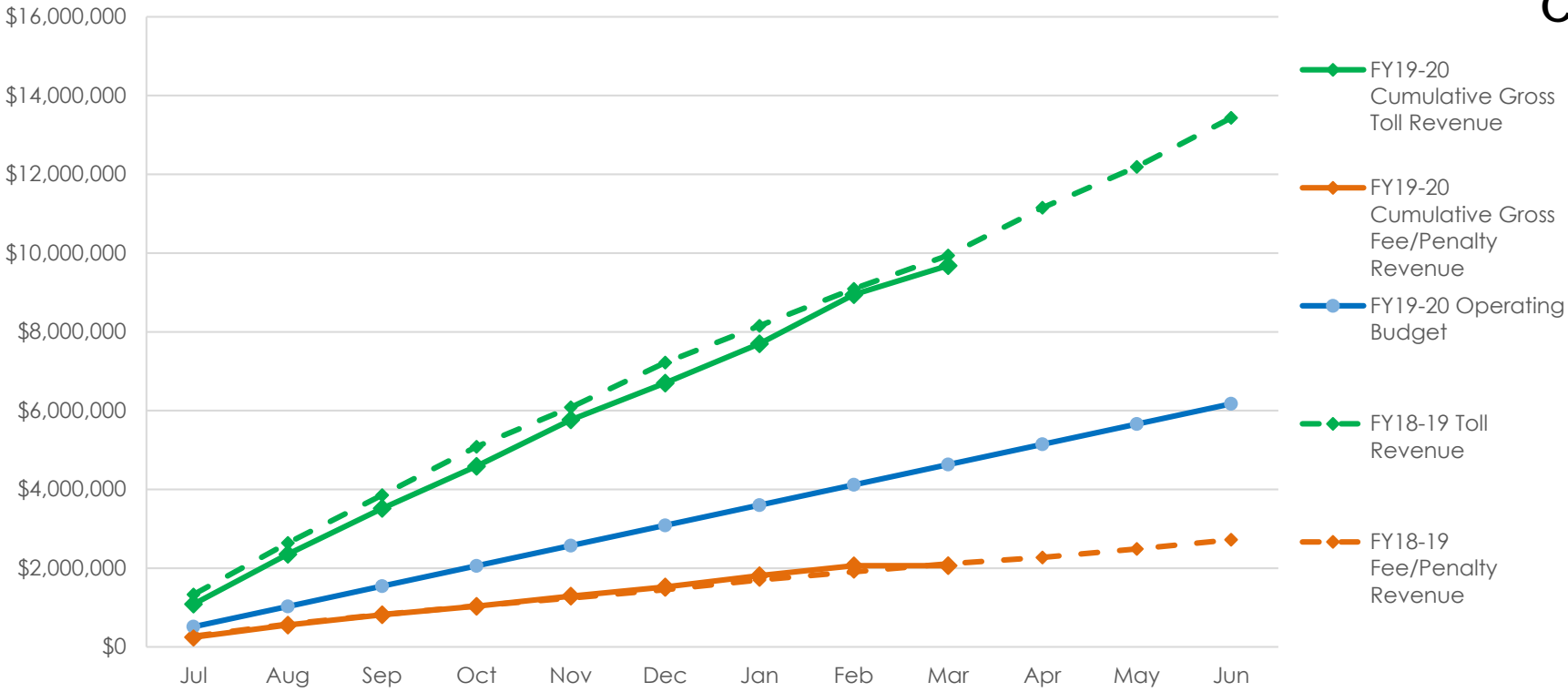


Average monthly cost for CHP in 2019: \$47,700

Average cost for a CHP contact in 2019: \$100

The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. CHP recorded approximately 1,200 enforcement contacts in FY 19-20 Q3, 23 percent of which resulted in toll evasion violations. Enforcement activities were put on hold when tolling operations were suspended due to COVID-19.

I-580 Express Lanes: Financials



The estimated gross revenue generated from the I-580 Express Lanes in Fiscal Year 2019-20 is \$9,680,000 through March 2020, and the forecasted operating budget is \$4,630,000. Reduced revenues received are expected to continue as tolling has been suspended as of 3/20/20.

Cumulative Revenue in FY2019-20 (July 2019 – March 2020)

Estimated Gross Revenue*

\$9,680,000

*Gross toll revenues do not include revenues from violation fees/penalties.

Forecast Operating Budget

\$4,630,000

For more information, visit
www.AlamedaCTC.org/expresslanes





Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 1, 2020

TO: Multi-Modal Committee

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: Adoption of Modified Business Rules/Toll Policies for the I-580 Express Lanes

Recommendation

It is recommended that the Commission adopt modified business rules and toll policies associated with operation of the I-580 Express Lanes toll system.

Summary

Section 149.5 of California Streets and Highway Code authorizes Alameda CTC, the administrative agency of I-580 Express Lanes, to adopt a fee structure to manage traffic congestion. See Attachment A for the I-580 Express Lanes operating limits. Express Lanes have been implemented throughout the Bay Area, either as conversions of existing high occupancy vehicle (HOV) lanes or by creation of new lanes, for the purpose of:

- Providing travel time savings and travel reliability to express lane users;
- Expanding the regional freeway network for HOVs and buses; and
- Optimizing the corridor capacity by allowing single occupancy vehicles (SOVs) to choose to pay a toll and travel in the express lanes.

The toll policies and associated business rules adopted by the Commission further the achievement of these goals. The Commission approved a set of toll policies and business rules in 2015, and also adopted the I-580 Express Lanes Toll Enforcement Ordinance in 2015. When the I-580 Express Lanes first opened to traffic in February 2016, it was the first express lanes facility in the Bay Area to implement an electronic violation enforcement system and adopt a toll ordinance. Since then, the Bay Area Infrastructure Financing Authority (BAIFA) opened the I-680 Contra Costa Express Lanes and the Santa Clara Valley Transportation Authority (VTA) expanded their SR-237 Express Lanes with comparable technology.

Under current toll policy, vehicles with two or more occupants, motorcycles, transit vehicles, and qualifying clean air vehicles (CAVs) may travel toll-free in the I-580 Express Lanes.

Consensus among Alameda CTC, MTC, Caltrans, and other express lane operators is to pursue toll policy consistency for both existing and new express lanes facilities. To achieve such consistency, as well as improve the general express lanes operations, staff recommends modifying the current I-580 toll policy for qualifying SOV clean air vehicles (CAVs) from toll-free to a 50% discount toll.

Background

First opened in February 2016, the I-580 Express Lanes uses an All Electronic Toll (AET) collection method to collect tolls. Toll pricing is displayed on dynamic message signs (DMS) throughout the corridor; and equipment installed on toll gantries, which are spaced approximately every three-quarters of a mile, detect vehicles in the express lane by FasTrak® toll tags (also known as transponders) and/or license plate capture cameras. Toll policies and associated business rules inform the design and operation of the express lanes.

Caltrans retains its authority to set freeway operations policy, but Alameda CTC has the authority to establish toll policy. Table 1 lists the current I-580 Express Lanes freeway operational policies adopted by Alameda CTC and approved by Caltrans.

Table 1: Freeway Operations Policies

Item	Policy
Access Control	Near-continuous access: Continuous access except where buffer separation is provided based on traffic safety analysis
Hours of Operation	5 am – 8 pm, Monday - Friday
Occupancy Requirement (for toll-free travel)	2 or more persons (HOV 2+)

Toll Policies provide the guidelines for operations. Table 2 provides a summary of adopted I-580 Express Lanes toll policies.

Table 2: Current Toll Policies

Item	Current Policy
Pricing Strategy	Dynamic pricing based on real-time congestion in the corridor updated as frequently as every 3 minutes.
Minimum Toll Rate	\$0.50 (operational minimum unless the Express Lanes are opened for use to all motorists in conjunction with incident management).
Maximum Toll Rate	No policy maximum. The Executive Director is authorized to establish operational maximum toll rates and adjust as needed to optimize corridor throughput, with incremental increases no greater than \$5,

Item	Current Policy
	and shall report back to the Commission when toll rates are revised within the approved parameters.
Toll-Free Users	Carpools, motorcycles, transit vehicles, and clean air vehicles with qualifying DMV decals.
User Requirements	<ol style="list-style-type: none"> 1. Every motorist traveling in the I 580 Express Lanes shall have a properly mounted toll tag (FasTrak or FasTrak Flex®) or a properly-mounted license plate associated with a valid FasTrak Account having a balance sufficient to pay the Toll. 2. To be eligible for HOV toll discounts, HOV customers must have a properly mounted FasTrak Flex toll tag set to either "2" or "3+" in accordance with the actual occupancy of the vehicle. 3. To be eligible for toll-free travel, motorcycles and transit vehicles must be equipped with a properly mounted FasTrak Flex toll tag set to the "3+" position. 4. To be eligible for toll-free travel, SOV vehicles displaying a valid DMV-issued CAV decal for HOV lane usage must either carry a FasTrak Flex toll tag set to the "2" or "3+" position or carry a FasTrak CAV toll tag set to match the number of people in the vehicle. 5. All vehicles traveling in the Express Lanes without toll tags are subject to being charged the Single Occupant Vehicle (SOV) toll and violation penalties, if applicable.
Enforcement	The Commission has adopted a Toll Ordinance to enact toll violation processing/penalties. Motorists who incur a toll and do not have a valid FasTrak account eligible for posting the Trip Transaction at the time of travel will be issued a Violation Notice.
Performance Goals	<p>Federal Requirement: During morning and evening commute hours, or both, maintain 45 MPH or higher in HOV lane for 90% of the time.</p> <p>State requirement: maintain Level of Service C or better at all times, though D is permitted for short periods of time.</p> <p>If goals are not being met even with increases in pricing, express lanes users may be limited to only HOV and HOV-eligible vehicles. When "HOV Only" is displayed on a dynamic message sign it means that solo drivers shall not enter the Express Lane unless they are a motorcycle or clean air vehicles allowed in the HOV lane, as "HOV Eligible Vehicles" per current State laws.</p>

Business Rules inform the specific design of the toll system. Table 3 lists the business rules under which the I-580 Express Lanes currently operate.

Table 3: Current Business Rules

Item	Business Rules
Zone tolling	Flat rate for travel within a single zone.
Locked-in Rates	<p>Customers are locked-in to pay the lesser of the toll rate displayed on the Dynamic Message Sign (DMS) that is directly prior to the customer's first read point <u>or</u> the toll rate previously determined for that DMS within the toll rate safeguard time parameter. The toll rate safeguard provides a defined interval within which the customer has ample opportunity to view the toll rate on the DMS before entering the Express Lanes.</p> <p>The locked-in toll rates will not change if the price goes up or down while the customer is still driving in the Express Lane.</p>
Trip Building	A customer's "Trip" is created from all of the associated toll tag reads and/or license plate images captured at toll gantries.
Rate Assignment	<p>The locked-in toll rate will apply from entry into the Express Lane and include travel through each successive toll zone for that Trip.</p> <p>If a customer exits the Express Lane and decides to get back in after the allowable travel time passes (currently 10 minutes), two separate trips are constructed and the guaranteed price from the initial entry is considered expired.</p> <p>Trips with different switch FasTrak Flex occupancy settings within a single Trip will be assigned the lowest occupancy setting that is detected during that Trip.</p>
Toll Rate during "HOV ONLY" Operation	An SOV that enters the express lane during HOV-Only mode is subject to a \$30 toll and may also be cited by CHP.
Non-Tolling Hours	During non-tolling hours the Express Lanes are available for all vehicles to use toll-free as general purpose lanes and without any occupancy restrictions.
Toll Waiver/Reduction	Executive Director is authorized to plan and execute a toll waiver/reduction plan.

Staff recommends the toll policy regarding CAV discounts be modified to set the toll rate for eligible CAVs to 50% of the full toll. MTC and VTA have already adopted this same partial-tolling policy for CAVs, thus adoption of the same policy for the I-580 Express Lanes would make the corridor regionally consistent with respect to CAV tolling. This policy would be implemented subsequent to adoption of a revised I-580 Express Lanes Toll Ordinance.

Staff also recommends that the I-580 Express Lanes toll zones be modified to consolidate the existing eight eastbound and seven westbound toll zones shown in Attachment B to five eastbound and four westbound toll zones, respectively, as shown in Attachment C, to improve the operational effectiveness of the express lanes. This change would be implemented with the activation of the new toll system host being developed as part of the I-580 Toll System Upgrade Project, which is expected to go live in November 2020.

Fiscal Impact: There is no fiscal impact associated with this action.

Attachments:

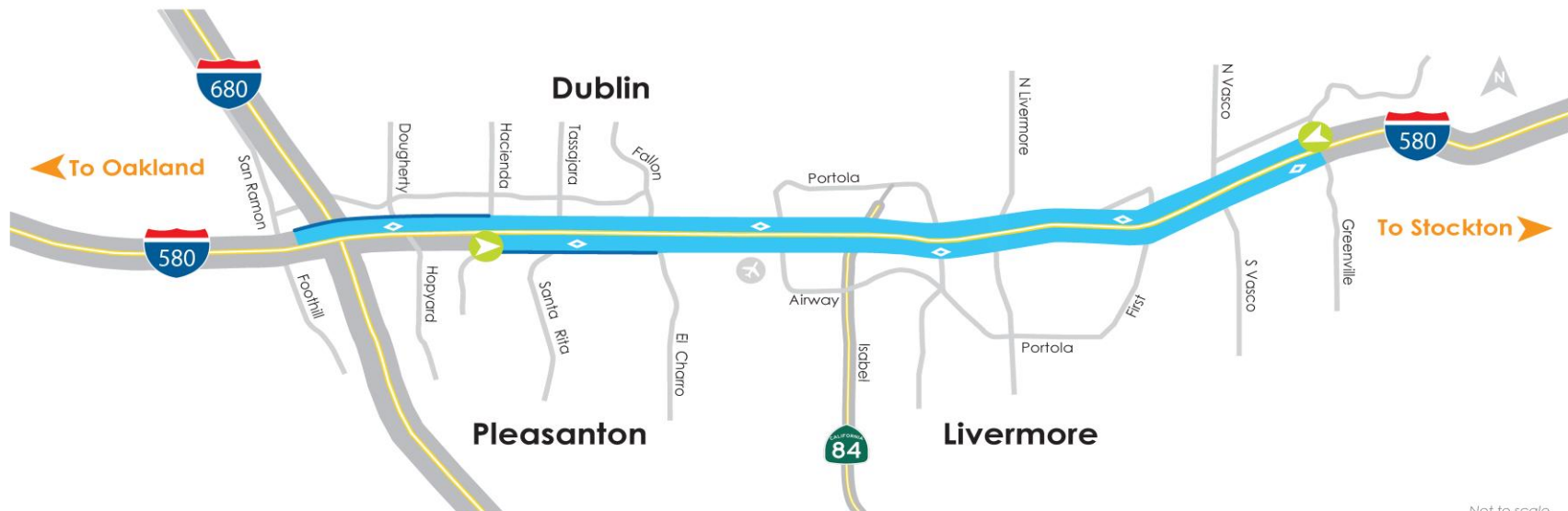
- A. I-580 Express Lanes Location Map
- B. I-580 Express Lanes Current Toll Zones
- C. I-580 Express Lanes Proposed Toll Zones

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I-580 Express Lanes Location Map

5.1A



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



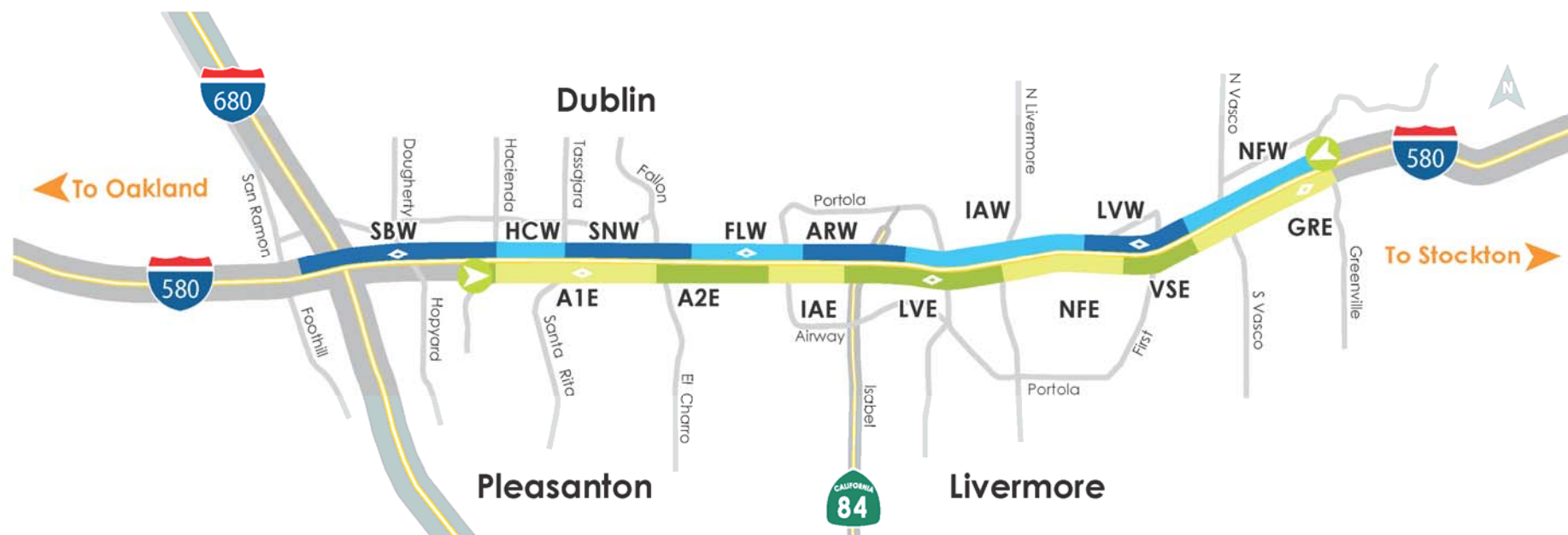
No entry/exit from westbound express lane from Hacienda to end.

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

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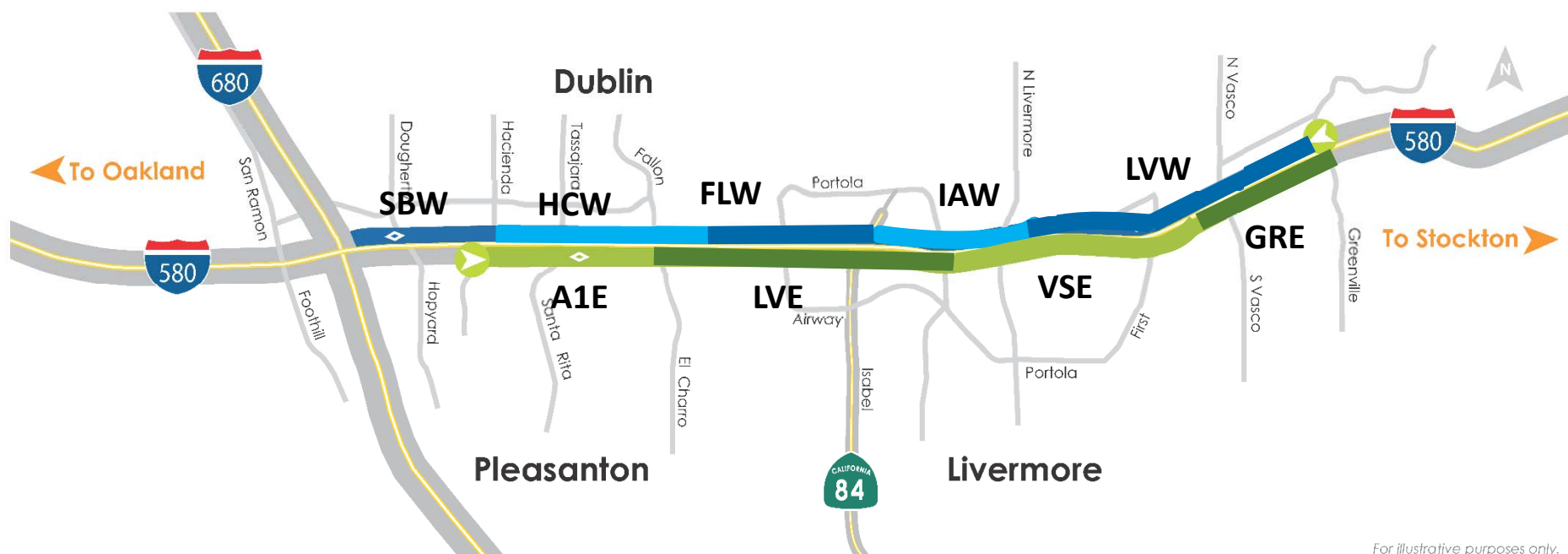
I-580 Express Lanes Existing Toll Zone Map



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I-580 Express Lanes Proposed Toll Zone Map



For illustrative purposes only.

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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 1, 2020

TO: Multi-Modal Committee

FROM: Cathleen Sullivan, Director of Planning
Kristen Villanueva, Senior Transportation Planner

SUBJECT: 2020 Countywide Transportation Plan: Multimodal Strategies

Recommendation

This item is to provide the Commission with an overview of multimodal strategies under consideration for the 2020 Countywide Transportation Plan (CTP).

Summary

At this inaugural meeting of the Multi-Modal Committee (MMC), staff will highlight some of the multimodal aspects of the 2020 CTP, which is a foundational document that guides the work of Alameda CTC. The focus of the discussion will be two key sets of strategies that are deeply rooted in a multimodal approach: Safe Systems Approach and Complete Corridors. At the end of this memo for context is the full list of draft strategies under consideration for the 2020 CTP, which were discussed at the planning area meetings with Commissioners in May. A revised set of strategies will be presented to the Planning, Policy and Legislation Committee (PPLC) in July.

Background

Every four years, Alameda CTC prepares and updates the CTP, which is a long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. Starting in 2012, the CTPs have become increasingly multimodal and integrated with land use planning. Since the start of developing the 2020 CTP, Commissioners have provided direction to create a multimodal system, as reflect in the vision and goals which emphasize creation of a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

As discussed in detail at PPLC earlier this year and with small groups of Commissioners in May, there are three primary outcomes of the CTP and each one of these is multimodal in nature:

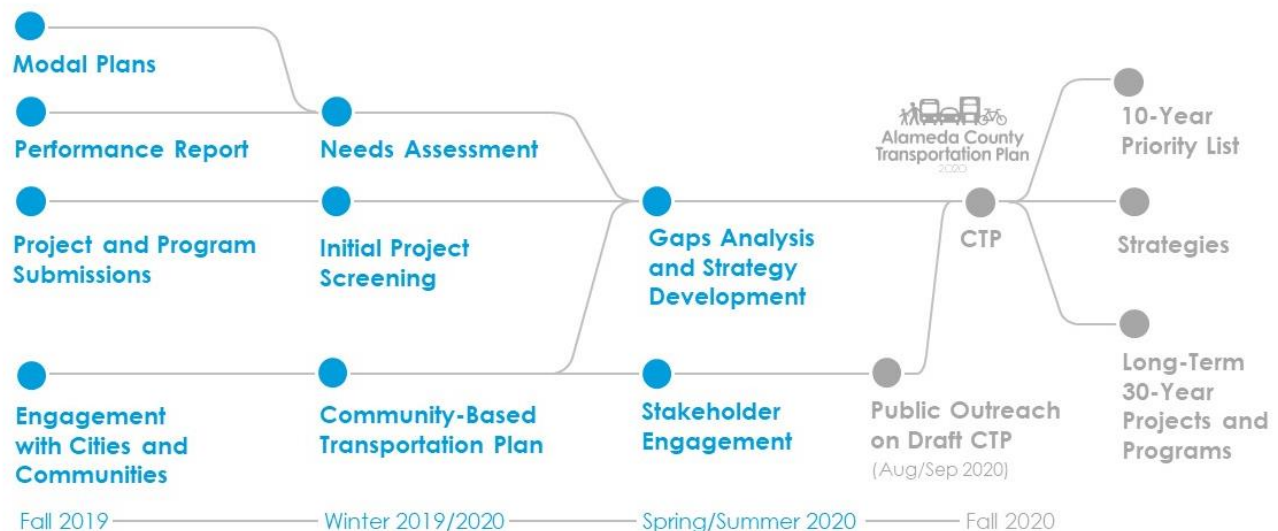
- **10-year Priorities:** The development of a near-term priority list is meant to help focus county efforts on those projects that best meet and advance the county goals and

reflect countywide and local priorities. The priority project list supports priorities for each mode, includes multimodal corridor projects and reinforces complete streets project bundles along corridors.

- **Strategies:** Strategies are designed to complement projects; they reflect guiding principles, industry best practices and new focus areas that aren't fully covered in the current projects. Strategies can inform funding, advocacy, policy, planning, technical assistance, and project implementation. There are strategies for every mode and many cross-cutting strategies that pertain to multiple modes.
- **Long-Term Projects:** The full range of projects submitted to the CTP is included in the plan for the 30-year time horizon; these projects include projects of all modes as well as many complete streets projects and programmatic project.

The CTP development process is shown in Figure 1.

Figure 1 CTP Development Process



The CTP projects and strategies represent an ambitious vision for the future that will require partnership and leverage to deliver. Together with our partner agencies, these can have a transformative impact on moving Alameda County towards our vision for 2020 and beyond. The strategies element of the CTP is new and has the potential to have profound impact on how we deliver transportation improvements in coming years.

Strategies

There are approximately twenty strategies currently proposed for inclusion in the CTP. This full set of strategies was presented in the planning area meetings conducted with Commissioners in May, and will be presented again in July as part of the core recommendations of the CTP. There will also be actions associated with the strategies that define how each strategy can be advanced, including a focus on the highest need and highest impact actions for Alameda CTC. These priority actions are currently under development and will also be presented to the Commission in July.

The June Multimodal Committee will cover two over-arching sets of strategies that are strongly rooted in a multimodal approach and encompass some of the most critical work the CTP aims to advance:

1. **Safe Systems Approach** includes strategies to address the high injury network, speed management and enforcement, implementation of the near-term low-stress biking and walking network, modernizing interchanges, and improving safety of at-grade rail crossings.
2. **Complete Corridors Approach** seeks to ensure users of all modes have safe, comfortable and efficient facilities to travel along major arterials, in particular acknowledging the importance of major arterials for the high capacity transit network. This strategy acknowledges the critical role that these main streets play in moving people as well as their role as places for people to do business and congregate; they are economic generators and the front door to businesses and homes.

Safe Systems Approach

Development of the CTP has reinforced that safety is an over-arching priority that needs to permeate throughout the countywide transportation network. With the current COVID-19 crisis, communities have reported upticks in biking and walking activity. This represents an unprecedented opportunity to capitalize on this activity and ensure it is sustained by providing safe multimodal facilities. In addition, the concept of safety may need to expand in the future to include public safety issues like transit cleanliness to attract riders back to the system and ensure all riders feel safe.

The Safe Systems Approach has many components:

- **Supporting projects to address the high injury network** (HIN) where the majority of fatalities and injuries occur. While there are HIN segments throughout the county, high injury streets tend to be disproportionately located in historically disadvantaged communities.
- **Supporting policies to allow context-appropriate speeds and enforcement strategies** in order to reduce speeds on arterials to appropriate urban speeds. This is particularly important as cut-through traffic is increasing in neighborhoods throughout the county with usage of navigation apps.
- **Modernizing interchanges** to better allow for safe multimodal travel; interchanges pose major barriers to safe comfortable travel by biking and walking. This requires close partnerships with Caltrans, and cities and Alameda CTC can work together to seek ways to more quickly move projects through the Caltrans approval process.
- **Enhancing safety at at-grade rail crossings** which pose a barrier to walking and biking activity in many parts of the county. This requires close coordination with Union Pacific Railroad.

Alameda CTC is currently defining priority actions to implement a Safe Systems Approach. These could include actions such as funding projects on the high-injury network, supporting

legislation that enables automatic speed enforcement and context sensitive speed limit setting, facilitating discussions with Caltrans on expediting multimodal treatments at Interchanges, implementing the Rail Safety Enhancement Program, and implementing ongoing safety programs such as Safe Routes to Schools.

Complete Corridors

As Alameda CTC and jurisdictions throughout the county are moving to support more multimodal systems, corridor planning is taking on a role of elevated importance and increasing in complexity. Multimodal corridor planning involves taking a more systematic approach to developing transportation improvements, rather than addressing each project and/or mode in a silo. It involves defining key travel corridors and working in partnership to improve travel by all modes within those corridors, acknowledging that one single street may not be able to serve all modes, but rather that a set of parallel facilities together can create strong multimodal travel options. These corridors often center on a major arterial, and include parallel and perpendicular access streets, as well as interfaces with the interstate system. This type of corridor planning requires partnerships between cities, transit operators, Caltrans and countywide agencies as our major arterials often cross jurisdictional boundaries, as well as active engagement with communities along the corridors.

Planning for complete streets corridors requires balancing competing needs and engaging in difficult trade-off discussions as decisions are made about how to allocate limited right-of-way. These discussions have to balance the role that arterials play as transportation corridors with the role they play as places where people live, work, and do business. Arterials are key economic generators as well as critical means to move people around the county, second only to freeways for moving large numbers of people efficiently. Cities throughout the county are engaged in hard conversations with local communities about the future of arterials that have historically been auto- and through-put oriented, accommodating significant pass through traffic. Increasingly these are considered “main streets,” places where people like to spend time and want to bike and walk safely and comfortably. Creative and innovative solutions are needed to ensure all needs are met.

Some key components of a Complete Streets strategy are:

- **Improving bus frequency, reliability, quality, and travel time** on major arterials as these are often the only routes available to serve transit within a travel corridor; this includes access to transit stops and enhancements to bus stops and stations.
- **Managing the curb** is a critical piece of a complete streets approach. Some of the hardest trade-offs are around how to use precious curb space, balancing needs for passenger and commercial loading, vehicle parking, and curb-running bikeways and transit lanes. There is a need for creative and innovative solutions.
- **Building the low-stress biking and walking network** is a key tool to facilitate more active travel. For walking this includes wide sidewalks, improved lighting, seating, safe crosswalks that ensure good visibility and sufficient crossing time, and greenery. For biking, this could include improvements to arterials such as protected bikeways, or

developing low-stress routes on parallel routes that provide a good alternative to biking on an arterial.

- **Planning and Delivering Urban Greenways and Trails** is a critical component of the low-stress active transportation network, as well as a key enhancement to quality of life. Urban greenways and trails are used for commuting and recreational trips.
- **Coordinating with Caltrans** to advance project approvals on conventional state highways more quickly and allow for innovative solutions and design exceptions.
- **Using technology to enhance operations** including transit signal priority, efficient and safe movement of vehicles, and addressing needs of bicycles and pedestrians.
- **Supporting placemaking & economic development** through street design to ensure that transportation projects truly enhance quality of life for communities and generate economic benefit.
- **Accommodating trucks and truck parking** safely and in a way that minimizes impacts on local communities. This is increasingly important as online shopping and home deliveries become ever more common.
- **Managing the relationship with freeways** by simultaneously investing in infrastructure and technology that guides interregional traffic to these facilities and reduces cut-through traffic along arterials.

Alameda CTC is currently defining priority actions to implement a Complete Corridors approach. These could include actions such as engaging in multi-jurisdictional multimodal corridor projects such as San Pablo Avenue and East 14th/Mission/Fremont Blvd., working in partnership to deliver urban greenway and trail projects, and working closely with our transit operators to enhance transit operations.

COVID-19 Risks and Opportunities

Development of the 2020 CTP has been underway for a year; as CTP development was coming into its final stages, the COVID-19 pandemic occurred. Given the long-term horizon of the CTP, the projects and strategies that were already developed will be maintained, while also recognizing that this current crisis will influence near-term priorities and actions by all transportation agencies in Alameda County and the region.

These unique and unprecedented current conditions create both risks and opportunities. Alameda CTC is beginning to catalog these risks and opportunities. For example, a dramatic drop in transit ridership has created major challenges for our transit operators whereas a major drop in traffic on our streets has created opportunities for re-allocating right-of-way to biking and walking. Alameda CTC has also begun to work on short-term pandemic/economic response strategies; these may build off of the existing strategies, as current conditions accelerate the need for and importance of some strategies, while creating challenges for others. Development of this component of the CTP has just begun; initial COVID response risks, opportunities and strategies will be discussed at the July Commission meeting.

Next Steps

In July, PPLC and the Commission will receive a full update on the CTP including the core recommendations: the 10-year priority list, the strategies and priority actions, and the long-term 30-year project list. The MMC will receive regular updates on the action items specifically related to the safe systems and complete corridors strategies.

Fiscal Impact: There is no fiscal impact. This is an information item only.