



Multi-Modal Committee Meeting Agenda Monday, October 12, 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	Executive Director:	Tess Lengyel
Vice Chair:	John Marchand, City of Livermore	Staff Liaison:	Carolyn Clevenger
Members:	Luis Freitas, Scott Haggerty, Robert McBain, Lily Mei, Nate Miley, Elsa Ortiz, Jerry Thorne	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information: <https://zoom.us/j/95687219842?pwd=cVJCUmxFWVBoUEpiNnRHemE3NU9iUT09>
Webinar ID: 956 8721 9842
Password: 023613

For Public Access
Dial-in Information: (669) 900-6833
Webinar ID: 956 8721 9842
Password: 023613

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 July 13, 2020 MMC Meeting Minutes | 1 | A |
| 4.2. I-580 Express Lanes Operations Update | 5 | I |
| 4.3. I-580 Express Lane Expenditure Plan Update | 27 | I |

5. Regular Matters

- | | | |
|--|----|---|
| 5.1. South Bay Connect Project update | 31 | I |
| 5.2. New Transbay Rail Crossing Project update | 33 | I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: TBD

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, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- 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.
- 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 Schedule of Upcoming Meetings October through December 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
1:00 p.m.	Audit Committee	October 22, 2020
2:00 p.m.	Alameda CTC Commission Meeting	October 22, 2020 November 19, 2020 December 3, 2020
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	November 9, 2020
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	October 13, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 26, 2020 November 16, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 5, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	November 9, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 18, 2020

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.

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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Multi-Modal Committee Meeting Minutes Monday, July 13, 2020, 9:00 a.m.

4.1

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

1. Call to Order

2. Roll Call

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

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve June 8, 2020 Multi-Modal Committee Meeting Minutes

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

Yes: Bauters, Cutter, Freitas, Haggerty, Kaplan, Marchand, Mei, Miley, Ortiz, Thorne

No: None

Abstain: None

Absent: McBain

5. Regular Matters

5.1. Approve Deferral of the Interstate 580 Express Lane Expenditure Plan Update

Liz Rutman recommended that the Commission approve deferral of the Interstate 580 Express Lanes Expenditure Plan (Expenditure Plan) Update, due to the COVID-19 pandemic. Ms. Rutman stated that the Expenditure Plan is a fiscal and planning document that presents the history, objectives, benefits, and costs of the program as well as develops a strategic expenditure plan for net revenues over the next twenty years. Assembly Bill (AB) 2032, mandates that revenue generated from the express lanes first be available for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the program. All remaining net revenues are to be allocated pursuant to an expenditure plan adopted biennially by the administering agency for transportation purposes within the corridor, which may include funding for the construction of high-occupancy vehicle facilities and the improvement of transit services that directly service the corridor.

A biennial update was anticipated to be developed for adoption in spring 2020; however, with the onset of the COVID-19 pandemic and the ensuing impacts to regional traffic, the express lane toll revenues projections that would inform the expenditure plan update are now uncertain. Staff recommends that the Interstate 580 Express Lanes Expenditure Plan update be deferred until the economic impacts and the associated impacts to traffic and toll revenue forecasts can be appropriately addressed.

Commissioner Kaplan confirmed that the Expenditure Plan will come back to the Committee again regardless of COVID-19 continuing. Ms. Lengyel confirmed.

Commissioner Haggerty wanted more information on the reserve amounts for the I-580 Express Lanes. Ms. Lengyel responded that the Expenditure Plan adopted in 2018 allowed for a \$20 million reserve balance and as of this year Alameda CTC will meet that reserve amount.

Commissioner Kaplan suggested that the Committee designate a specific amount of funding for bus transit along the corridor which would allow staff to perform analysis and bring the item back to the Commission in the fall. Ms. Lengyel noted that the Commission adopted the current Expenditure Plan that identified three priorities for expenditures: 1) expand the HOV system and the express lanes; 2) transit investments; and 3) other capital investments along the corridor. She also stated that there are funds dedicated to operations and maintenance, administration, loan repayment, technology upgrades, and replacements for the Express Lanes, as well as future resurfacing that is expected during a 10-year horizon. Ms. Lengyel stated that Alameda CTC has been in communication with Michael Tree to look at potential investments in that corridor for transit.

Commissioner Haggerty requested that the Committee move forward with the deferral and staff bring this item back at a future date. Ms. Lengyel confirmed that staff will bring information back as well as continue coordination with the Livermore Amador Valley Transit Authority Executive Director.

Commissioner Haggerty moved to approve the item. Commissioner Marchand seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cutter, Freitas, Haggerty, Kaplan, Marchand, Mei, Miley, Ortiz, Thorne
No: None
Abstain: None
Absent: McBain

5.2. Introduction of the Alameda CTC Express Lanes Toll Enforcement Ordinance

Liz Rutman recommended that the Commission waive the reading and introduce an ordinance repealing the existing I-580 Express Lanes Toll Enforcement Ordinance and replacing it with an ordinance for the administration of tolls and enforcement of toll violations for Alameda CTC Express Lanes and incorporation of Article 4, Chapter 1, Division 17 of the Vehicle Code by reference. Ms. Rutman stated that the purpose of the toll ordinance is to establish usage requirements for the Alameda CTC express lanes and to establish civil penalties for the evasion of those tolls or noncompliance with other policies set forth in the ordinance. She reviewed the existing I-580 Express Lanes toll ordinance and mandates, and the key changes to the toll ordinance, toll evasion violation enforcement procedure, issuance and process of violation notice, and violation penalties/fees.

Ms. Rutman reported that the introduction and adoption of the ordinance must take place at two separate meetings. A public hearing will be held at the second meeting. Prior to the second meeting, a notice of public hearing will be published along with a summary of the toll ordinance. The public hearing is expected to be held at the Commission meeting scheduled for September 24, 2020. The ordinance would be put forth for adoption subsequent to the public hearing, also at the same meeting.

Commissioner Cutter confirmed that if a toll violator does not have a toll tag, the license plate will be used to issue a charge to the account. Ms. Rutman confirmed.

Commissioner Haggerty confirmed that if a person buys a toll tag on their first offense, the fine is waived. Ms. Rutman confirmed that is correct based on language in the Bay Area Toll Authority policy.

Commissioner Haggerty moved to approve the item. Commissioner Cutter seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cutter, Freitas, Haggerty, Kaplan, Marchand, Mei, Miley, Ortiz, Thorne
No: None
Abstain: None
Absent: McBain

5.3. Approve long-term concept for East 14th St/Mission Blvd. and Fremont Blvd. Multimodal Corridor

Tess Lengyel stated that Alameda CTC is working on three multimodal corridors: San Pablo Avenue in North County, Dublin Blvd in East County and E/14th St/Mission Blvd. and Fremont Blvd. in Central and South Counties. Ms. Lengyel stated that Alameda CTC recommended that the Commission approve the long-term concept for the East 14th St/Mission Blvd. and Fremont Blvd. Multimodal Corridor. Saravana Suthanthira stated that the corridor is a major north-south arterial composed of numerous neighborhoods and commercial districts that connect the communities of Central and Southern Alameda County to regional transportation networks and employment activity centers in Silicon Valley and the Peninsula. The 30-mile study corridor traverses five jurisdictions (cities of San Leandro, Hayward, Union City and Fremont, and unincorporated county), and is served by two bus agencies (AC Transit and Union City Transit). BART runs parallel to the corridor and serves the study area via seven BART stations. The corridor is also served by one ACE station, and the roadway is under mixed ownership, with portions that are Caltrans right-of-way, and other portions are under the control of local jurisdictions. The presentation provided an overview that included agency and stakeholder engagement, key findings from baseline conditions analyses, the purpose, need, and goals of the project, as well as long-term concepts, near-term safety and operational improvements, draft implementation framework and next steps.

Commissioner Cutter asked why the Rapid Bus is proposed for the southern section and bus rapid transit (BRT) BRT in the northern section. Ms. Suthanthira stated that the

analysis showed less anticipated ridership in the southern section however, in the northern section, larger projected ridership showed potential for extending BRT. Ms. Suthanthira stated that in the next five years staff will look at the first segment between San Leandro and Bay Fair BART stations and consider both rapid bus and BRT.

Commissioner Cutter asked why not have the bicycles use the East Bay Greenway. Ms. Lengyel stated that staff is looking at class 4 bike lanes on the roadway for safety for those who bike on the street, as well as a class 1 facility on the East Bay Greenway.

Commissioner Ortiz suggested that staff should consider the proper separation of buses, bicycles and pedestrians to ensure safety for all users. She stated that AC Transit is in a precarious financial situation and the agency is evaluating future service levels. She noted that this project may propose levels of service that AC Transit is not able to provide.

Commissioner Ortiz asked if there will be more stakeholder input regarding mobility hubs. Ms. Suthanthira stated that staff will work with agency stakeholders and the public to advance the mobility hubs concept.

Commissioner Mei stated that she wants to ensure that staff will work with other agencies on this project including ACE and Capitol Corridor and she wanted to ensure that outreach was done in multiple languages.

Commissioner Marchand moved to approve this item. Commissioner Ortiz seconded the motion. The motion passed with the following votes:

Yes: Bauters, Cutter, Freitas, Haggerty, Kaplan, Marchand, Mei, Miley, Ortiz, Thorne
No: None
Abstain: None
Absent: McBain

6. Committee Member Reports

Commissioner Kaplan stated that she heard about a potential pilot program for zero-emission trucks and asked staff to bring more information back to the Committee. Ms. Lengyel stated that Jamie Levin reached out to Alameda CTC and he's developing a grant application to bring to the California Energy Commission to use waste to fuel trucks.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, October 12, 2020 at 9:00 a.m.



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 5, 2020

TO: Multi-Modal Committee

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

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 fourth 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 fourth quarter of fiscal year 2019-2020 (April through June 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 through May 31, 2020. Tolling resumed on June 1, 2020, and this Operations Update is based on June 2020 data.

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 using a FasTrak® flex toll tag may 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. All regional express lanes resumed operation June 1, 2020.

FY 2019-2020 Q4 Operations Update:

The Q4 Operations Update only reflects operations for June 2020, the only month of the quarter for which revenue was collected. Performance of the I-580 Express Lane for the fourth quarter (Q4) of fiscal year 2019-2020 are highlighted below. See Attachment A for more details.

- Motorists made over 520,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 23,600.
 - Paid trips totaled 281,000, or 12,800 trips per day. This constitutes a 15% decrease from Q3 and a 28% decrease from the same quarter in the previous year.
 - Toll-free trips made up 46% of all trips, which decreased from 48% in the same quarter of the previous year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound Peak hour (8 AM - 9 AM) express lane speeds averaged 65 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak hour (5 PM - 6 PM) express lane speeds averaged 60 mph and users experienced averaged LOS B throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was \$1.78 and \$2.82 for westbound and eastbound, respectively.
- CHP performed 129 hours of enforcement services and made 145 enforcement contacts during Q4. CHP enforcement was suspended when tolling operations were suspended.
- The estimated gross toll revenue generated from the I-580 Express Lanes in Fiscal Year 2019-20 is \$9.84 million, excluding revenues from violation fees and penalties. The forecasted operating budget is \$5,545,000.

After the SIP orders were issued in March, traffic volumes in the express lane decreased by approximately 60 percent. Express lane usage in June, after tolling resumed, reflected an overall 36% decrease in average daily traffic volumes and 42% decrease in average daily

assessed toll revenue compared to June 2019. Westbound I-580 commute traffic is still at only 60% of pre-COVID levels; however, with eastbound I-580 commute traffic up to 80-85% of pre-COVID levels, staff restored the January 2020 dynamic pricing for eastbound I-580 in October 2020.

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

Attachment:

- A. I-580 Express Lane Operations Update (FY 2019-20 Q4)

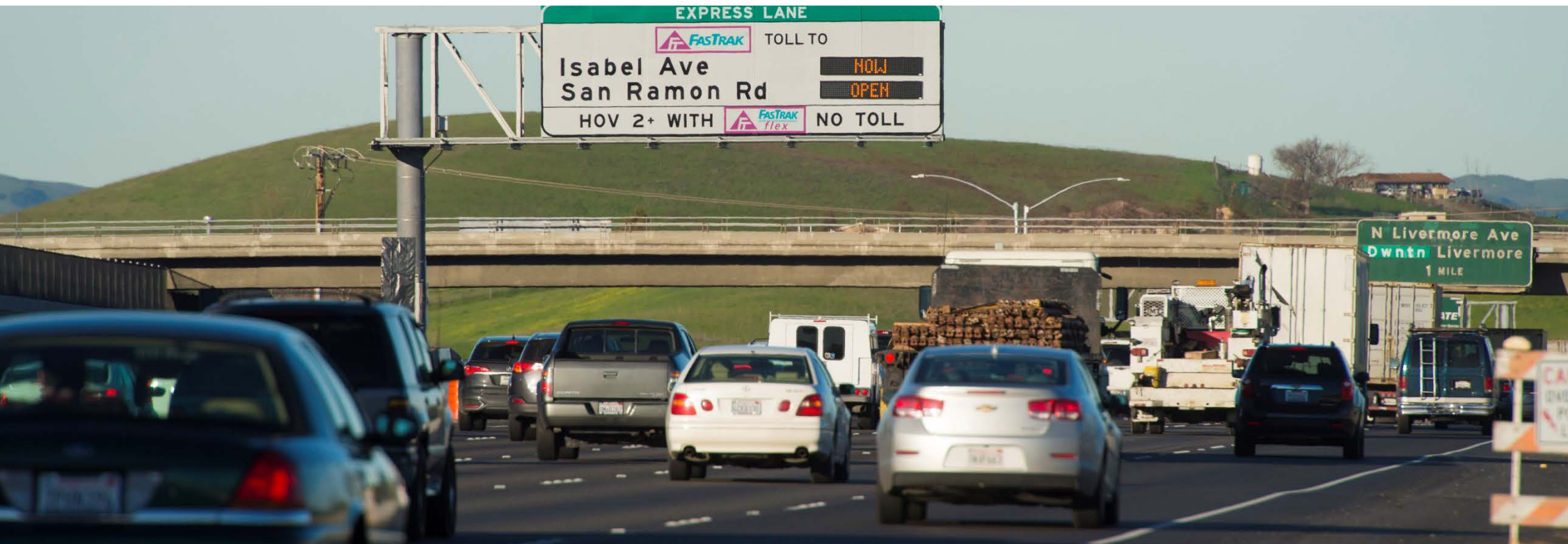
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ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-580 Express Lanes

Quarterly Operations Update

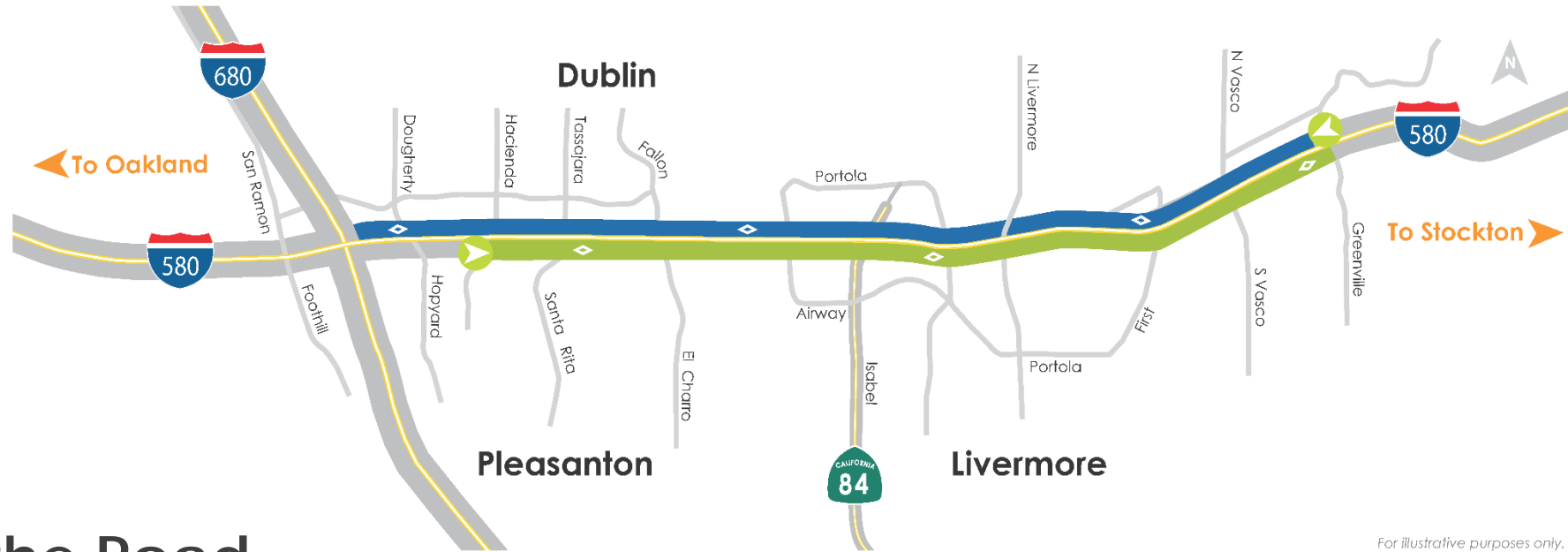


TOLL-PAYING
VEHICLES



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 with FasTrak Flex set to HOV 2 or HOV3+

FY 19/20 Q4: COVID-19 Impacts

All Bay Area express lane toll operations were suspended from March 20th, 2020 through May 31st, 2020. This action was intended to encourage compliance with mandated social distancing protocols enacted in March 2019.

Tolling operations resumed on June 1st, 2020, with pricing schemes that reflected the decrease in overall traffic volumes on Bay Area freeways.

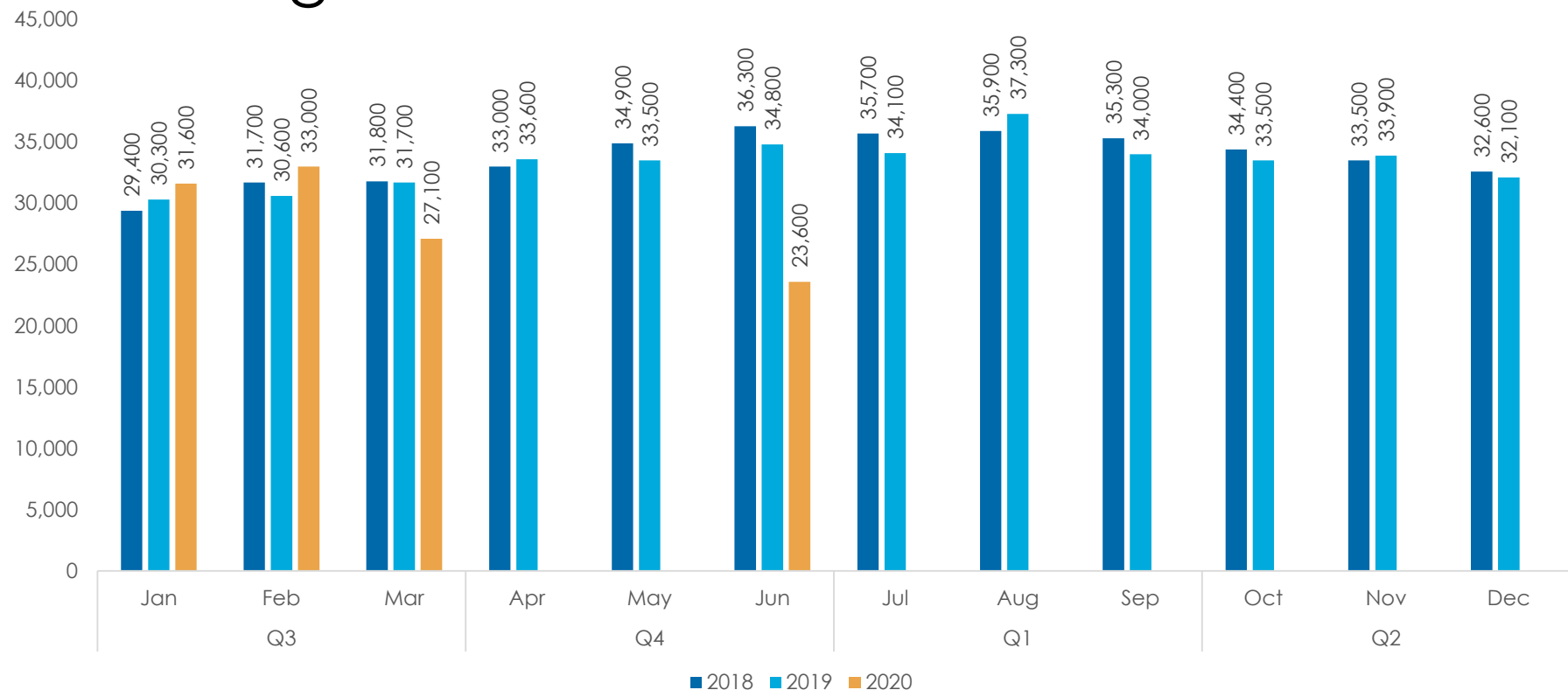
This Operations Update therefore reflects only June 2020 operations, as this was the only month of FY19/20 Q4 for which revenue was collected.

FY 19/20 Q4 Performance Highlights

- Motorists made over 520,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 23,600.
 - Paid trips totaled 281,000, or 12,800 trips per day. This constitutes a 15% decrease from Q3, and a 28% decrease from the same quarter in the previous year.
 - Toll-free trips made up 46% of all trips, which decreased from 48% in the same quarter of the previous year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound Peak hour (8 AM - 9 AM) express lane speeds averaged 65 miles per hour (mph), and users experienced average Level of Service (LOS) A throughout the corridor.
 - Eastbound peak hour (5 PM - 6 PM) express lane speeds averaged 60 mph, and users experienced average LOS B throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was \$1.78 and \$2.82 for westbound and eastbound, respectively.
- CHP performed 129 hours of enforcement services and made 145 enforcement contacts during Q4. CHP enforcement was suspended when tolling operations were suspended.
- The estimated gross toll revenue generated from the I-580 Express Lanes in Fiscal Year 2019-20 is \$9.84 million, excluding revenues from violation fees and penalties. The forecasted operating budget is \$5,545,000.

Average Daily Express Lane Trips

Through FY 2019-2020 Q4



Q4 of FY 2019-2020

520,000
Trips

Avg. Daily Trips compared to
Q4 of FY 2018-2019

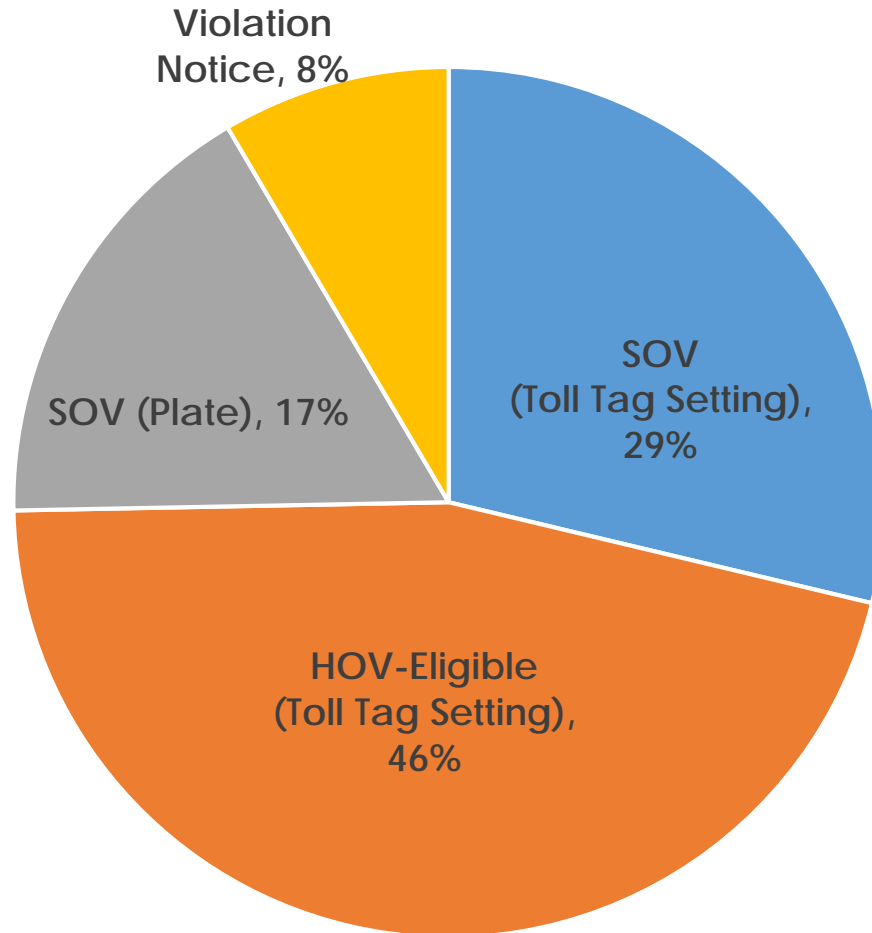
-30%

Note: Express Lane tolling operations were suspended between 3/20/20 and 6/1/2020 in response to the COVID-19 public health crisis.

Over 34 million trips have been taken since the I-580 Express Lane opened in February 2016. There was a total of 520,000 trips during tolling hours in Q4 of FY 2019-2020. Express Lanes saw an average of 23,600 trips per day, which is approximately 30% fewer trips compared to Q4 of the prior FY.

Typical Express Lane Trip User Breakdown

FY 2019-2020 Q4

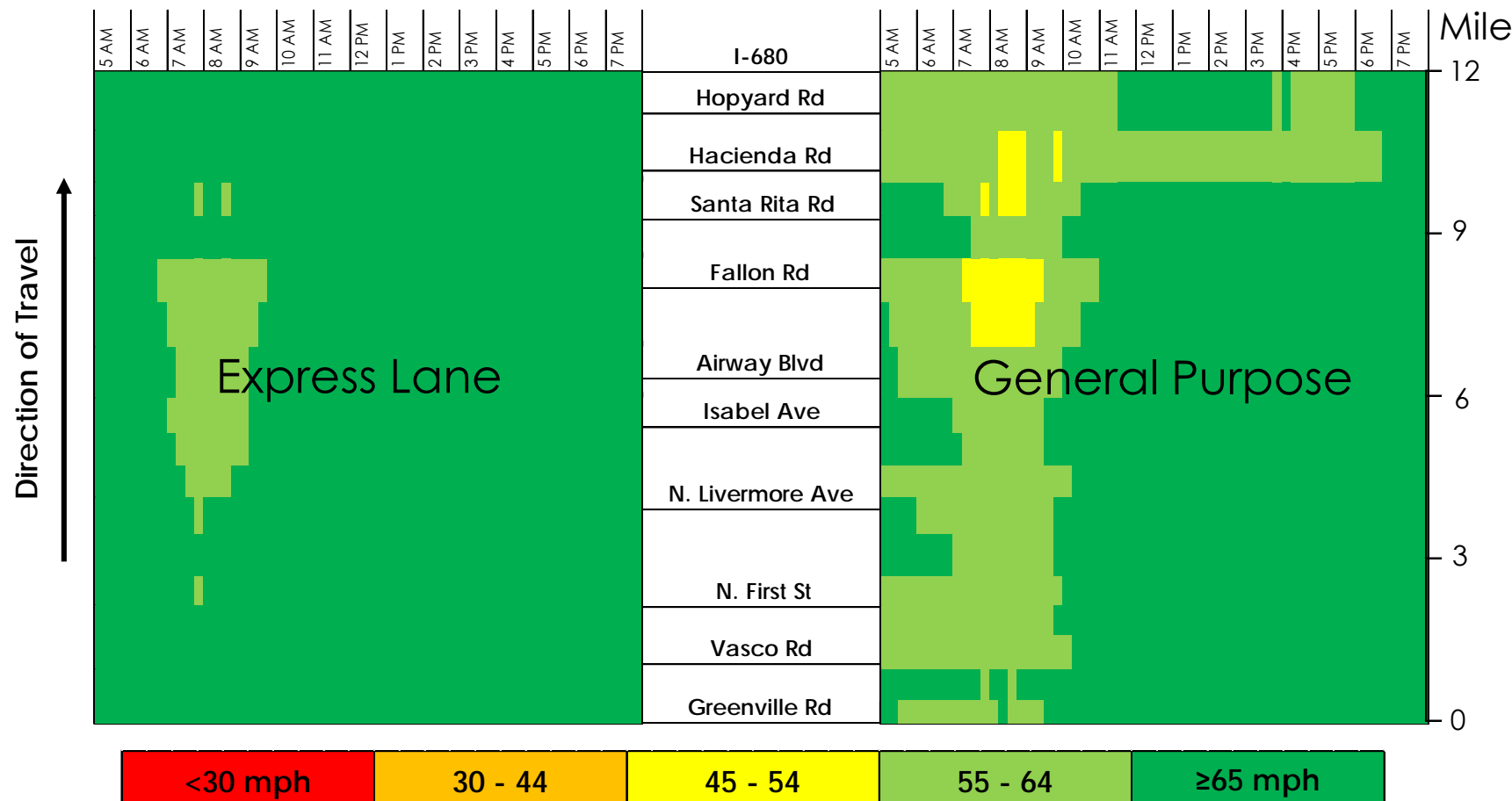


Toll-free trips made up 46% of all trips in Q4, which is a decrease from 51% in the previous quarter but only a 1% reduction from June 2019. Suggests that users were migrating toward carpooling prior to the pandemic but have since reversed course.

Approximately 65% percent of all trips taken by users without a toll tag are assessed tolls via FasTrak account. All others are issued violation notices.

Westbound I-580 Corridor Speed Heat Maps

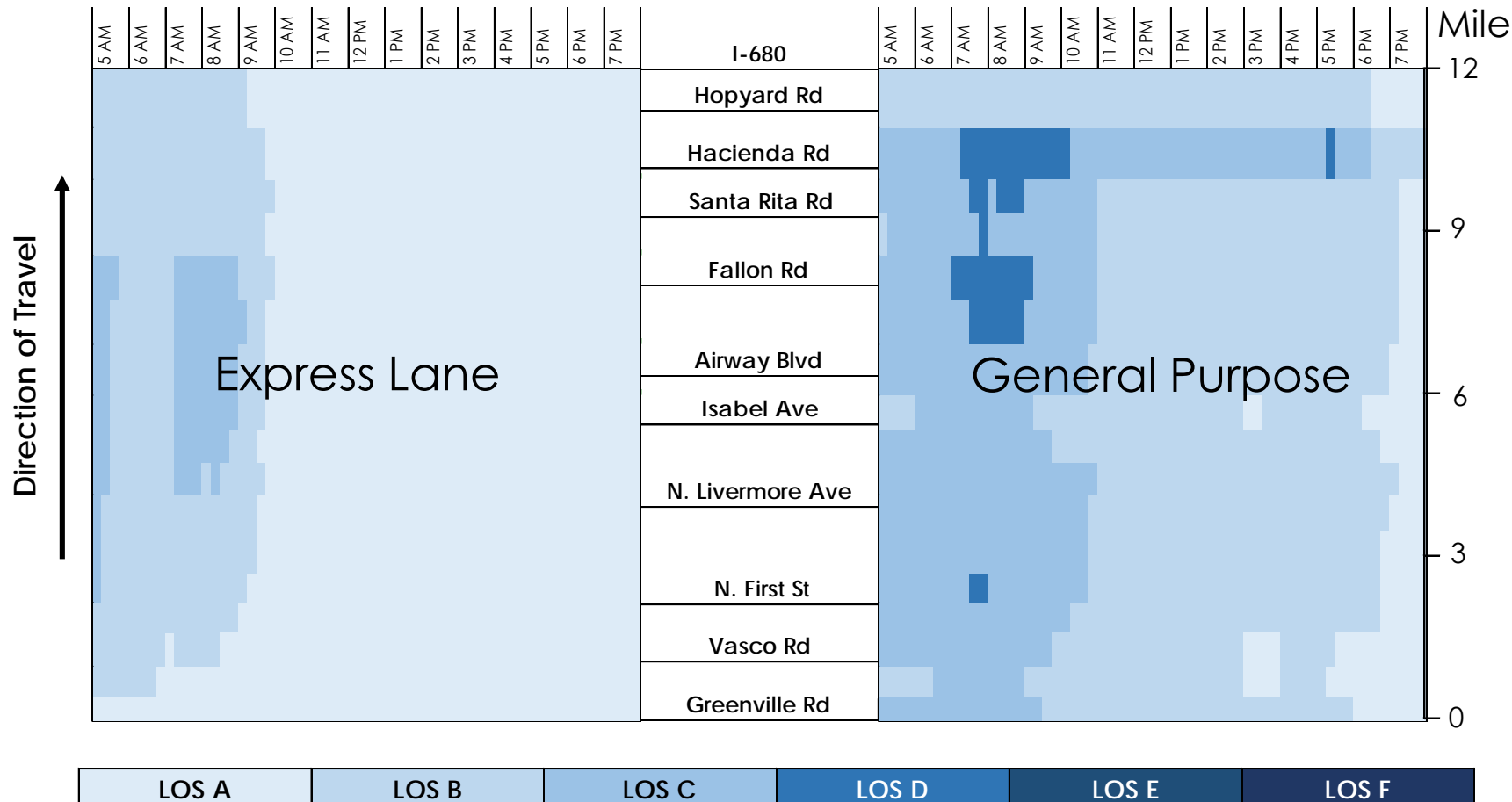
January 2020 – June 2020



Express Lane speeds are generally above 55 mph at all times throughout the corridor. This is comparatively better than general purpose lanes speeds, which average just 40 mph during the morning peak near Fallon Road. Average corridor speed differential ranges from 4-8 mph depending on time of day and location in the corridor.

Westbound I-580 Corridor LOS Heat Maps

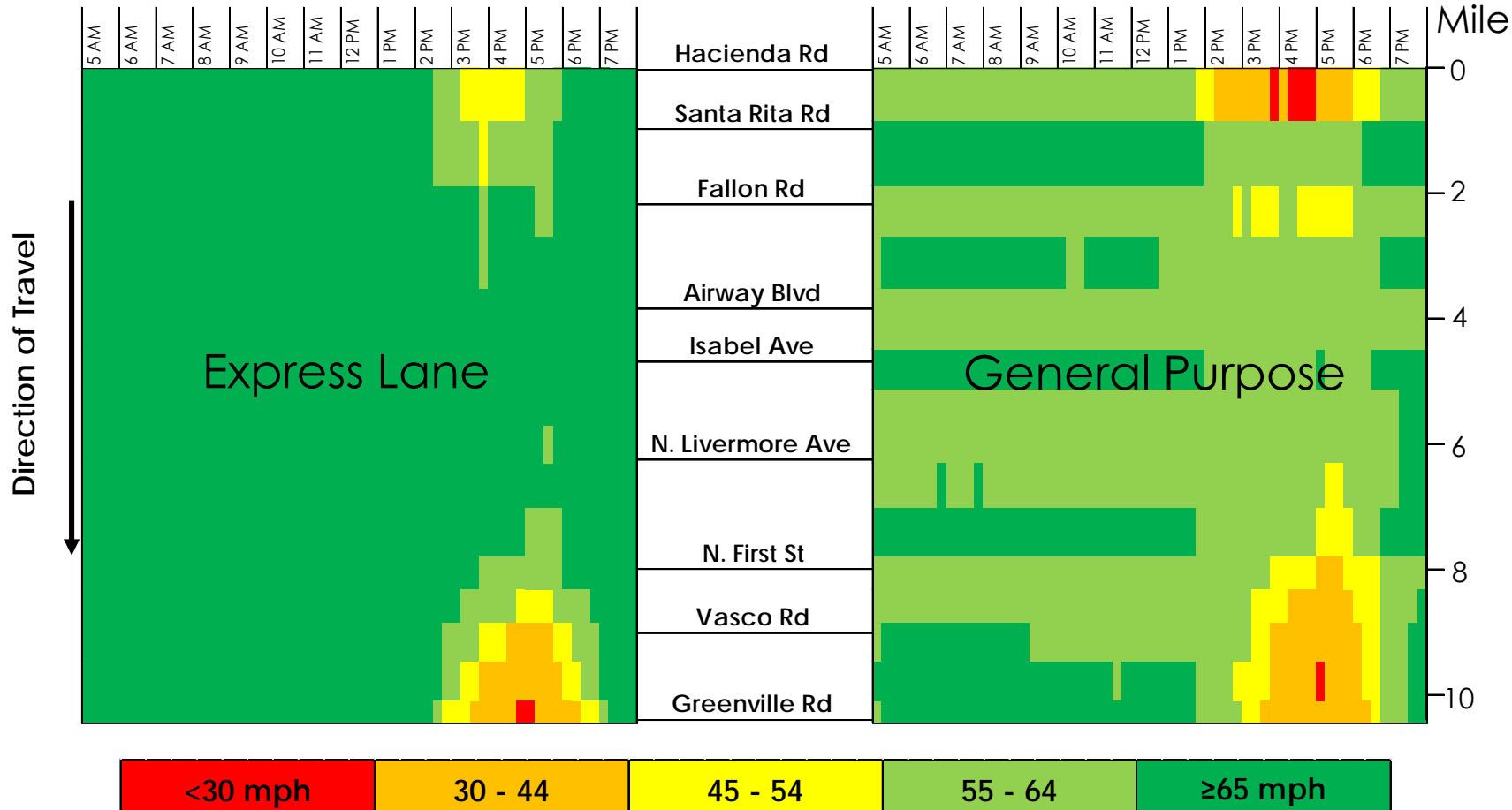
January 2020 – June 2020



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

Eastbound I-580 Corridor Speed Heat Maps

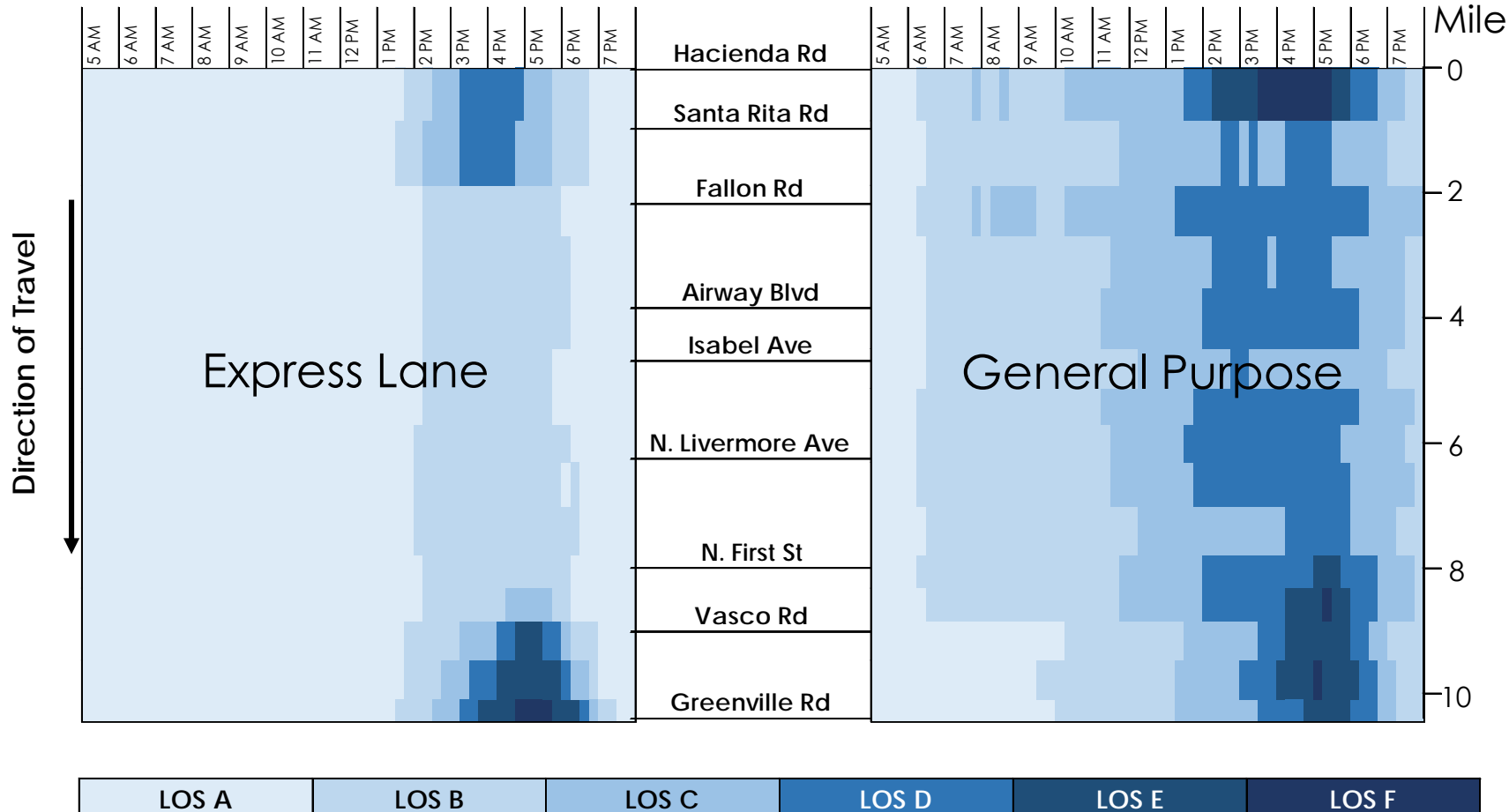
January 2020 – June 2020



Express lanes average 5 – 10 mph faster than general purpose lanes depending on the time of day and location within the corridor. Low speeds at Greenville Road result from congestion over the Altamont Pass that extends back along I-580 into the express lane corridor.

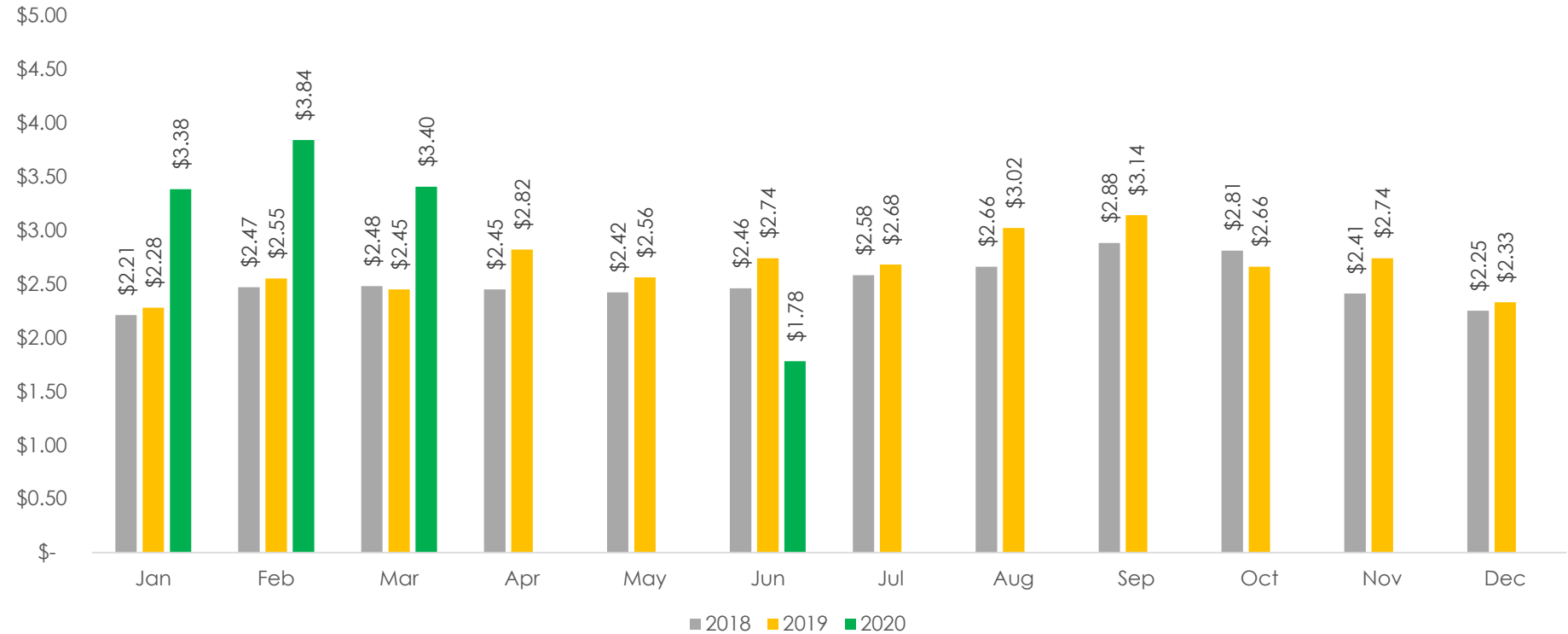
Eastbound I-580 Corridor LOS Heat Maps

January 2020 – June 2020



During the evening commute period, general purpose lanes perform at LOS E and 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 Westbound Assessed Toll



Average tolls paid decreased between Q3 and Q4, in large part due to dynamic pricing reflecting the reduced traffic demand during the pandemic. Although the pricing cap on the maximum toll was reduced to \$12, the dynamic pricing did not reach the cap during Q4. The average assessed toll for all toll-paying users was \$1.78.

FY 19-20 Q4:

Maximum Posted Toll Rate:

\$10.25
(1 of 22 days)

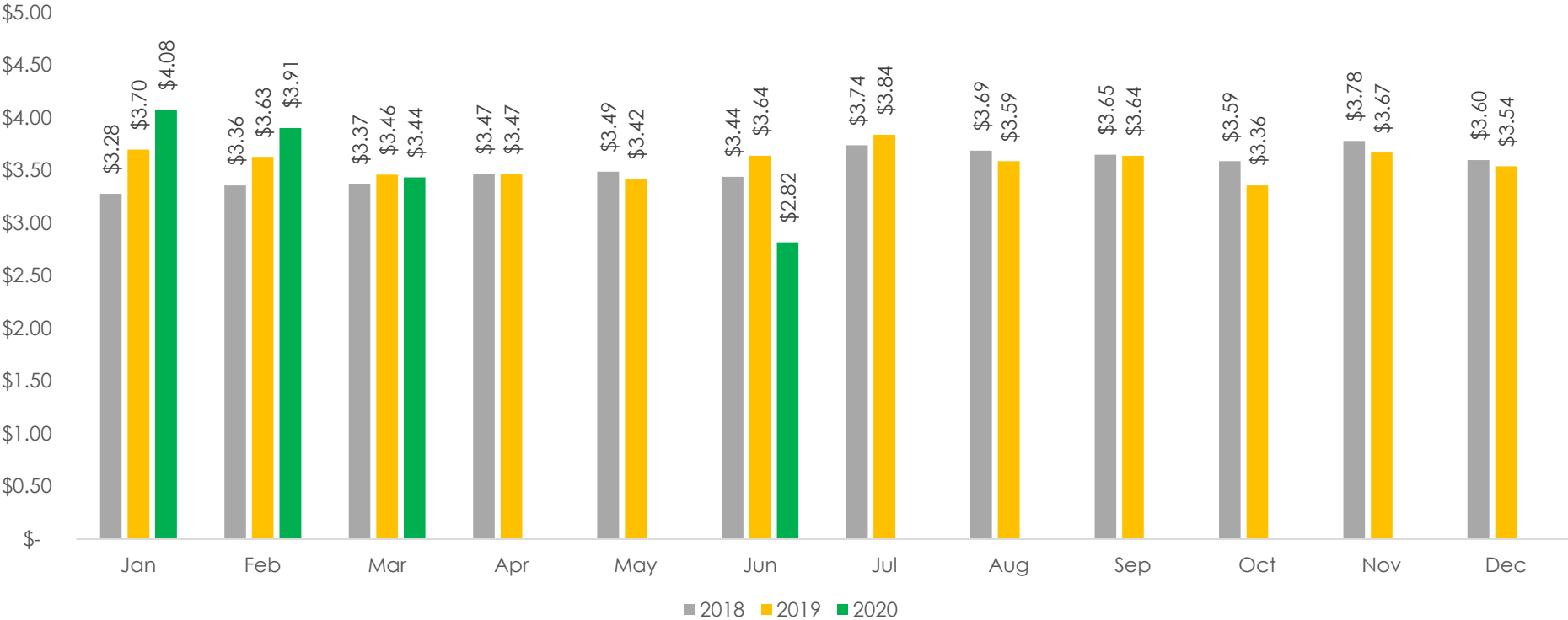
Percent paying \$12
(Maximum Toll):

0%

Average Assessed Toll:

\$1.78

I-580 Eastbound Assessed Toll



Average tolls paid decreased between Q3 and Q4, in large part due to dynamic pricing reflecting the reduced traffic demand during the pandemic. The cap on the maximum toll posted was reduced to \$9.50, and 1.8% of toll-paying users paid the maximum. The average assessed toll for all toll-paying users was \$2.82.

FY 19-20 Q4:

Maximum Posted Toll Rate:

\$9.50
(15 of 22 days)

Percent paying \$9.50
(Maximum Toll):

1.8%

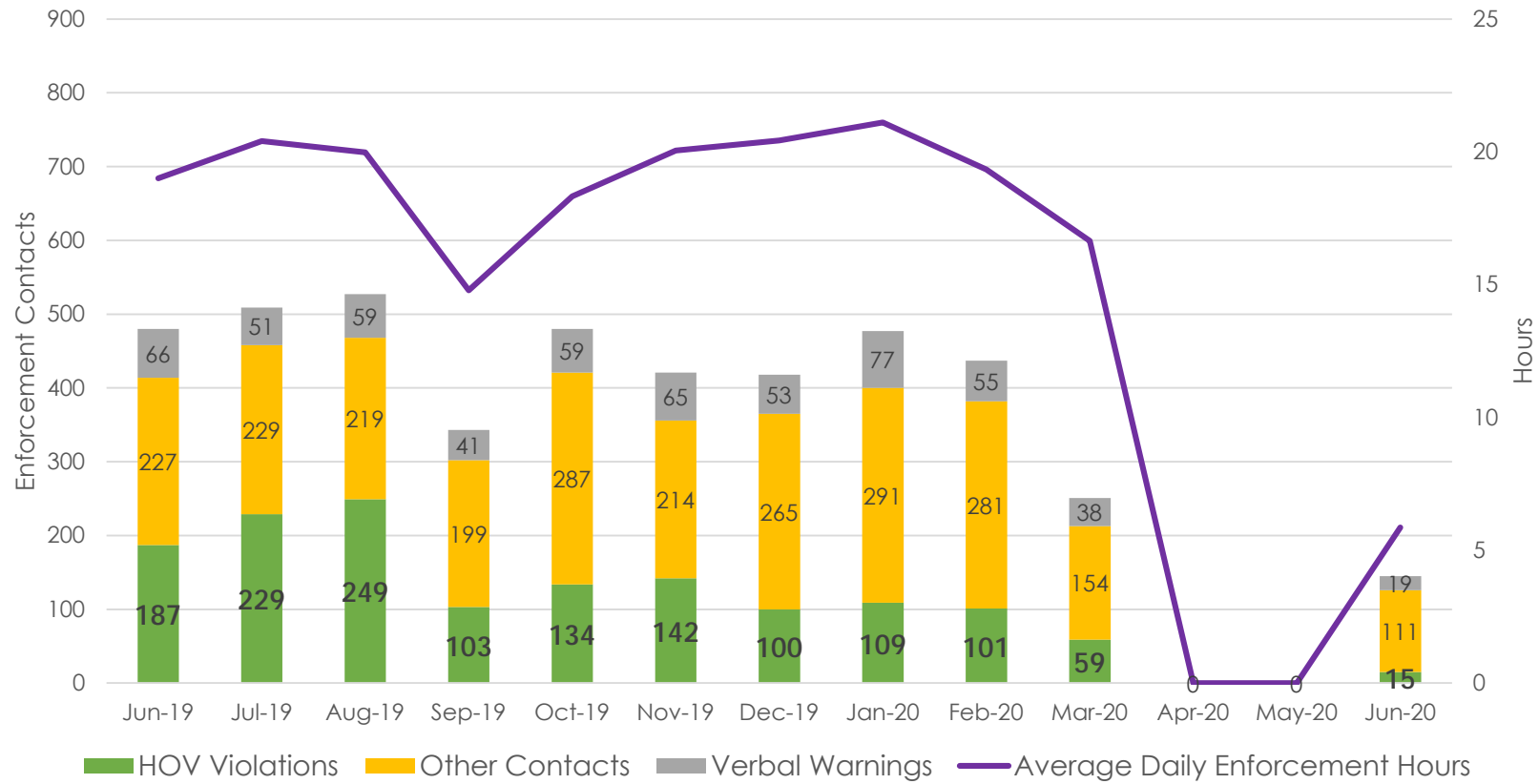
Average Assessed Toll:

\$2.82



I-580 CHP Enforcement

June 2019 – June 2020

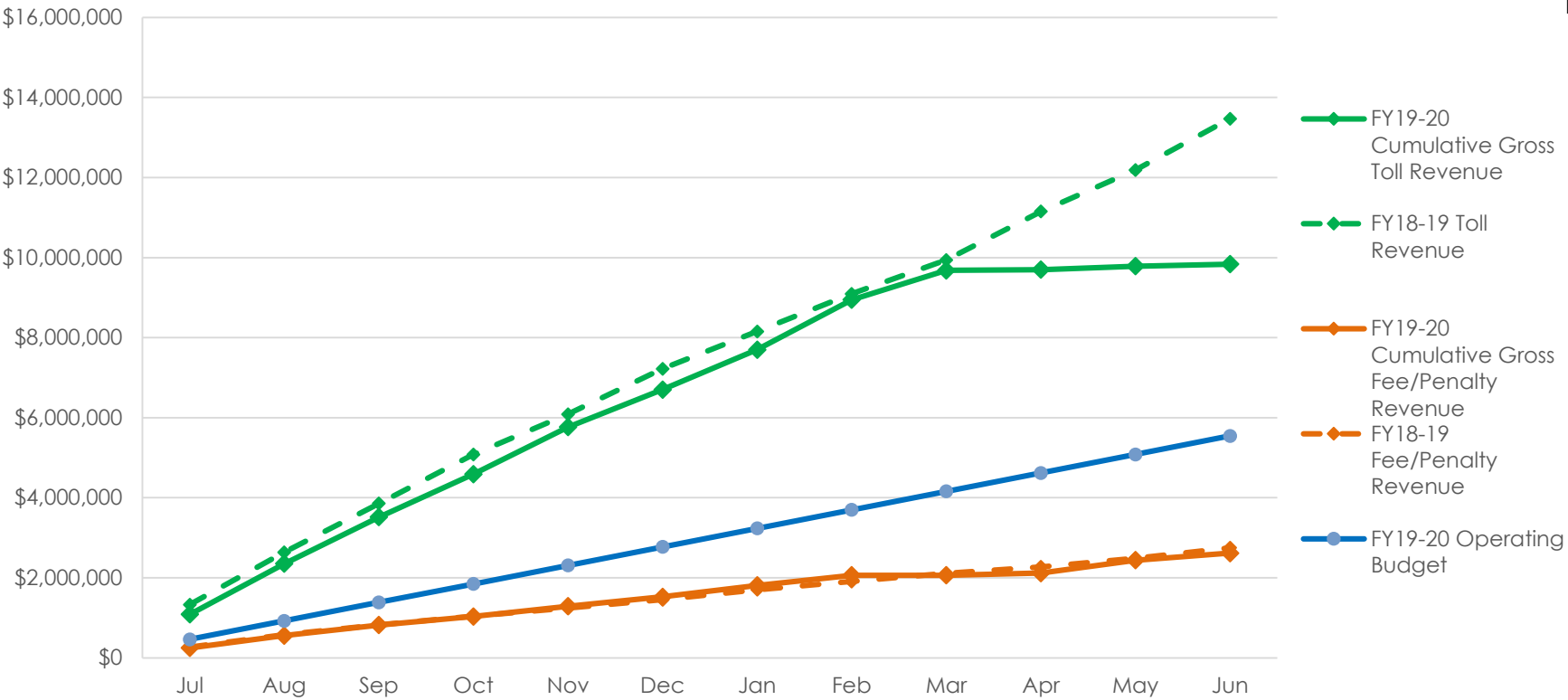


Average cost
per CHP contact in Q4:

\$107

The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. Enforcement activities were put on hold when tolling operations were suspended due to COVID-19, and resumed in June. CHP recorded approximately 145 enforcement contacts in FY 19-20 Q4, 10 percent of which resulted in toll evasion violations.

I-580 Express Lanes: Financials



FY19-20 Cumulative Revenue (July 2019 – June 2020)

Estimated Gross Toll
Revenue*

\$9,840,000

*Does not include revenues from
violation fees/penalties.

Est. Operating Budget

\$5,545,000

The I-580 Express Lanes generated an estimated \$9,840,000 in gross toll revenues during Fiscal Year 2019-2020. The FY 2019-2020 adopted operating budget is \$5,545,000. Cumulative gross toll revenues plateaued in Q4 due to the suspension of tolling operations from 3/20/20 – 5/31/20 and full June 2020 revenues not yet received.

COVID-19 Impacts – Daily Traffic/Revenue

	Pre COVID-19 (June 2019)	June 2020	% Difference
Avg Daily EL volume	331,000	213,000	-36%
Avg Daily Trips	34,800	23,600	-30%
% Toll-free	47%	46%	-1%
Assessed Revenue	\$1,197,000	\$690,000	-42%
Average Toll	\$3.24	\$2.46	-24%
Maximum Posted Toll	\$13.00 WB \$12.00 EB	\$10.25 WB \$9.50 EB	-21% -21%

The I-580 Express Lanes average daily traffic was 36% lower in June 2020 compared to June 2019. Staff reduced the system caps for maximum tolls to in response to the reduced demand. The net result of both of these was a in assessed toll revenues for June 2020 by 42% compared to June 2019.

COVID-19 Impacts – Before and After

Averages	Westbound Peak Period (6-9 AM)			Eastbound Peak Period (3-6 PM)		
	Pre COVID-19 (June 2019)	June 2020	% Difference	Pre COVID-19 (June 2019)	June 2020	% Difference
EL Speed (mph)	65	74	+14%	60	64	+7%
EL Volumes (veh/hr)	1,200	600	-50%	1,800	1,500	-17%
GP Speed (mph)	58	65	+12%	48	53	+10%
GP Volume (veh/hr)	5,900	5,100	-14%	5,300	5,100	-4%

During the morning commute period, express lane traffic volume for June 2020 was about 50% of June 2019 values, while general purpose traffic was about 86%. However, during the evening commute period, express lane traffic volume was about 83% of June 2019 values, while general purpose traffic was close to 100% of 2019 values.

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



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Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 5, 2020

TO: Multi-Modal Committee

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations
Patricia Reavey, Deputy Executive Director of Finance
and Administration

SUBJECT: Update on the Interstate 580 Express Lane Expenditure
Plan Update

Recommendation

This item is to provide the Commission with an update on the Interstate 580 Express Lanes Expenditure Plan Update. This item is for information only.

Summary

The purpose of this item is to provide an update to the Commission on staff actions related to the pending biennial update to Interstate 580 (I-580) Express Lanes 20 Year Expenditure Plan (Expenditure Plan). In July 2020, the Commission voted to defer the Expenditure Plan update until such time as revenue forecasts can be reasonably updated with consideration for the economic impacts associated with the COVID-19 pandemic. The Commission requested that staff provide an update on this assessment in fall 2020.

Background

Authorized under California State Assembly Bill (AB) 2032 in September 2004, Alameda CTC implemented express lanes on I-580 in both the eastbound and westbound directions through the cities of Dublin, Pleasanton, and Livermore in the eastern sub-region of the county. These lanes opened to traffic in February 2016.

In April 2018, the Commission adopted the initial Interstate 580 Express Lanes 20 Year Expenditure Plan, Fiscal Year 2016-17 through 2035-36. A biennial update was anticipated to be developed for adoption in spring 2020. However, the onset of the COVID-19 pandemic and the ensuing impacts to regional traffic and express lane toll revenues have called into question revenue projections that would inform the expenditure plan update. In July 2020, staff recommended that the Interstate 580 Express Lanes Expenditure Plan update be deferred until the economic impacts associated with the

pandemic are more evident and the associated impacts to traffic and toll revenue forecasts can be appropriately addressed, and the Commission concurred.

The Expenditure Plan is a fiscal and planning document for Alameda CTC. It is prepared in order to present the history, objectives, benefits, and costs of the program in a single document and develop a strategic expenditure plan for the associated net revenues for the next twenty years. The operational revenues in the adopted Expenditure Plan assumed a flat 3% growth rate beginning in FY 2017-18 and did not consider any changes to operational policies, such as occupancy requirements and other toll discounts, that might impact toll revenues. After operating the express lanes for several years and observing different trends to revenue growth, a consultant was procured in April 2019 for toll revenue forecasting services so that refined forecasts could better inform the anticipated timeframe of net revenue availability for additional investments. The forecasts for the I-580 Express Lanes were nearing completion in March when the first Shelter in Place order was issued in response to the COVID-19 pandemic. Regional express lane operations were suspended between March 20, 2020 and June 1, 2020.

Staff have been monitoring express lane traffic levels on I-580, comparing current levels to 2019 (pre-COVID) levels. The Table 1 below show the percent change in traffic volumes for the express lanes for June through August 2020 compared to the same three months of 2019. The analysis includes both daily (5 am – 8 pm) and peak commute time traffic volumes for each of westbound and eastbound I-580. At this time, westbound I-580 express lane traffic is still only at about 60% of 2019 values, whereas eastbound express lane traffic is approximately 80% of 2019 values for all-day traffic and a little higher for peak hours. Staff believe this recovery is still inconsistent and on-going.

Table 1. Average Express Lane Traffic Volumes: 2020 vs 2019

		Westbound I-580 (Peak: 6 am – 9 am)			Eastbound I-580 (Peak: 3 pm – 6 pm)		
		2019	2020	% Change	2019	2020	% Change
June	Average Daily	148,803	79,948	-46%	182,554	133,067	-27%
	Peak Hours	57,226	30,045	-47%	77,289	62,716	-19%
July	Average Daily	143,018	87,922	-39%	188,541	148,857	-21%
	Peak Hours	52,561	31,317	-40%	76,104	66,505	-13%
August	Average Daily	152,979	92,672	-39%	183,724	144,368	-21%
	Peak Hours	59,843	35,562	-41%	77,310	64,379	-17%

In addition, the consultant has been monitoring the national and local economic recovery forecasts and has advised that these are still quite unpredictable and fragile. They have reported seeing a wide variety of traffic recovery in tolled facilities but see the disparity between the I-580 westbound and eastbound profiles as unique. If economic

and traffic conditions have reached a state of predictability in early 2021, staff propose the following tentative schedule related to the Expenditure Plan update:

Table 2. Tentative Schedule for the Expenditure Plan Update

March – May 2021	Consultant updates 20-year Traffic & Revenue Forecasts
June 2021	Staff develop 20-year overall financial projections
July-August 2021	Staff develop overall policy and priorities for expenditure of possible excess revenues
September 2021	Commission review and approval of draft Expenditure Plan

Staff and the consultant team will continue to monitor the I-580 Express Lanes, as well as national economic recovery forecasts, and will report back to the Commission when efforts to update the Expenditure Plan are resumed.

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

Attachment:

- A. [Interstate 580 Express Lanes Expenditure Plan, Fiscal Year 2016-17 through 2035-36](#)
(hyperlinked to the website)

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 5, 2020

TO: Multi-Modal Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy

SUBJECT: South Bay Connect Project Update

Recommendation

Receive an update on the South Bay Connect Project led by the Capitol Corridor Joint Powers Authority (CCJPA), the managing agency of the Capitol Corridor intercity passenger rail service.

Background

Capitol Corridor Joint Powers Authority (CCJPA), the managing agency of the Capitol Corridor intercity passenger rail service, is leading a project called South Bay Connect. The goal of the project is to enhance connection and access for Capitol Corridor riders, reduce train congestion between Oakland and San Jose, and improve operations for both passenger and freight rail services in Northern California. In July, Alameda CTC Commissioners requested an update on the project be brought to the Commission.

South Bay Connect intends to create a more direct passenger rail route and significantly reduce rail travel time between Oakland and San Jose, facilitating more auto-competitive travel times for intercity passenger rail trips throughout the Northern California Megaregion. South Bay Connect will create new connections to transbay transit services and destinations on the Peninsula. A further objective is to reduce train congestion between Oakland and San Jose, thus improving operations for both passenger and freight rail services and supporting the economic vitality of the Northern California Megaregion.

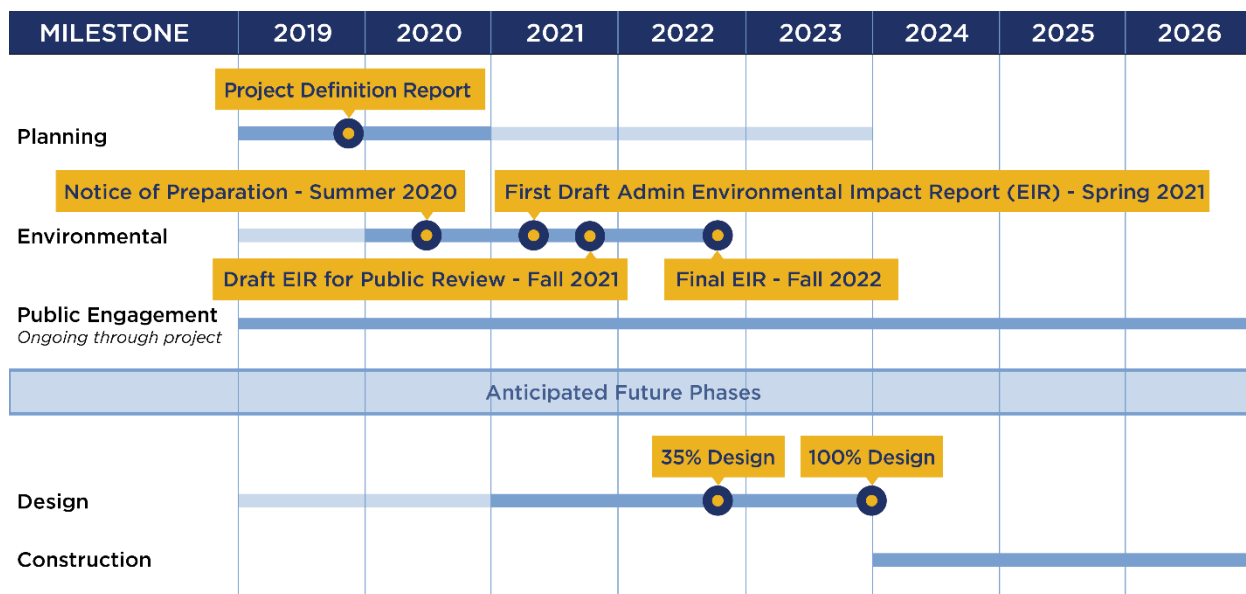
The proposed relocation of Capitol Corridor passenger rail service from Union Pacific Railroad (UPRR) Niles Subdivision to the UPRR Coast Subdivision between Oakland and Newark was identified in the CCJPA 2014 Vision Plan Update and 2016 Vision Implementation Plan, as included in the 2018 California State Rail Plan and Plan Bay Area 2040. These rail improvements are also consistent with the Alameda County Transportation Commission (Alameda CTC) 2016 Goods Movement Plan, Alameda CTC's Countywide Transit Plan and 2018 Rail Safety Enhancement Program, the 2017 Dumbarton Transportation Corridor Study, and Dumbarton Forward Design Alternatives Assessment.

There are potential railroad improvements included as part of the project to maintain UPRR's ability to operate freight trains efficiently today and in the future, and those improvements will be discussed and negotiated with UPRR. South Bay Connect is not expected to change current levels or routing of freight train service in the project area.

Project Status

Since kicking off the project in late 2019, South Bay Connect has convened a Project Development Team composed of agency and local stakeholders to help guide the project through its planning, environmental, and design phases. The project is currently at the beginning of its environmental phase. A Notice to Proceed (NOP) of an Environmental Impact Report (EIR) was issued for the project on June 29, 2020. The subsequent Public Scoping Period ended on August 13, 2020. The project conducted virtual public scoping meetings and collected public comments on the project scope and environmental scope of the EIR. Outreach was done through a project website, social media, an online scoping meeting, a live chat and two telephone town halls.

During the Scoping Period, over 5,000 people visited the project website and almost 2,000 people visited the online scoping meeting. There were 40 live chat conversations and 227 people attended the two telephone town halls. In total, the project team received over 400 comments during scoping, on topics such as noise, vibration, air quality, traffic/congestion, routing, property impacts/values, changes to stations, and others. The comments received will guide the environmental analysis for the draft EIR. The project team continues to create educational materials about various aspects of the project to communicate to the public, and will continue to engage local communities through Community Working Groups during the environmental phase. An updated project schedule is shown below.



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



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 5, 2020

TO: Multi-Modal Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Cathleen Sullivan, Director of Planning

SUBJECT: New Transbay Rail Crossing Project update

Recommendation

Receive an update on the New Transbay Rail Crossing Project led by BART in partnership with the Capitol Corridor Joint Powers Authority (CCJPA), the managing agency of the Capitol Corridor intercity passenger rail service.

Background

BART and the CCJPA are partnering to advance the New Transbay Rail Crossing (NTRC) Program. The partner agencies will come to the October Multi-Modal Committee to provide an overview of the program. Alameda CTC staff serves on the multi-agency Program Development Team, and the Executive Director serves on the Executive Advisory Team.

The NTRC will transform the megaregional rail network into a faster, more integrated system that provides a safe, efficient, equitable, and affordable means of travel for all types of trips. The Program will serve the 21-county Northern California Megaregion, which spans from Sacramento to Monterey, San Francisco to the Central Valley and points between. At the core of this Program is a new Transbay rail crossing between San Francisco and the East Bay that could serve BART, regional rail and high speed rail. The potential benefits of the NTRC are: increase connections between affordable housing and high-quality jobs; enable fast, frequent, reliable, safe, and accessible rail service; improve air quality by creating alternatives to driving; and meet the future travel demands of Northern California's growing, diverse population. Attachment A provides an overview of the project.

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

Attachment:

A. New Transbay Rail Crossing Fact Sheet

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> New Transbay Rail Crossing

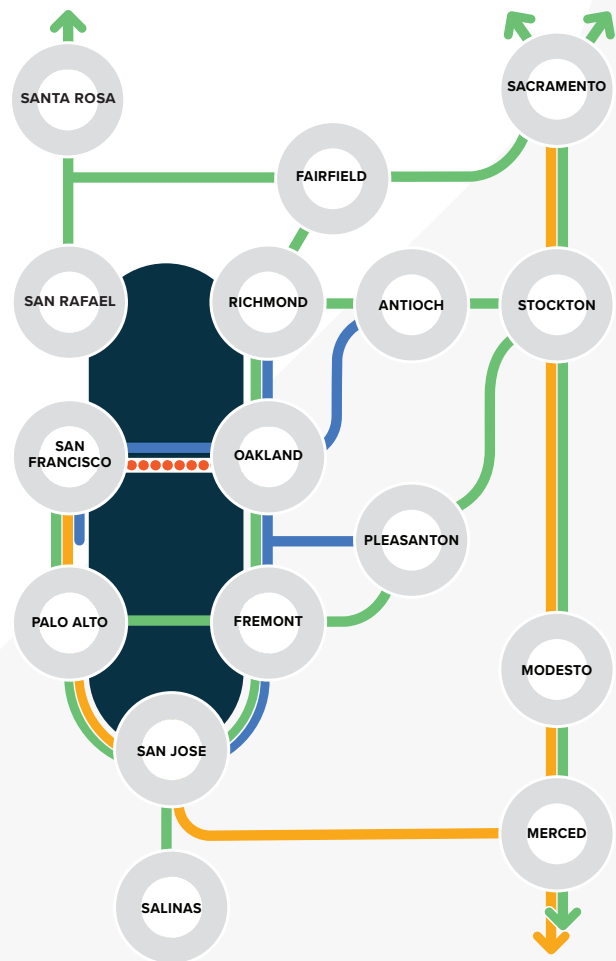
A Transformative Program for Northern California

The **New Transbay Rail Crossing (NTRC) Program** will transform the rail network serving the 21-county Northern California Megaregion, which spans from Sacramento to Monterey, San Francisco to the Central Valley and points between. The Program is currently in the early planning stages. When completed, the Program will create a new transbay rail crossing and connect the Megaregion by rail to:

- **INCREASE** connections between affordable housing and high-quality jobs
- **ENABLE** fast, frequent, reliable, safe, and accessible rail service
- **IMPROVE** air quality by creating alternatives to driving
- **MEET** the future travel demands of Northern California's growing, diverse population

The Northern California Megaregion is home to more than 12.5 million people and is the fifth largest economy in the United States. Population is expected to reach 16 million by 2050. Travel demands across the region are expected to increase sharply in coming decades.

BART and the Capitol Corridor Joint Powers Authority (CCJPA) have partnered to advance the New Transbay Rail Crossing Program. At the core of this Program is a new transbay rail crossing between San Francisco and the East Bay that could serve BART and Regional Rail.



2040 Northern California Passenger Rail Network
(Based on 2018 State Rail Plan)

— BART	— High-Speed Rail
— Regional Rail*	... New Crossing for BART/Regional Rail

*Regional Rail could include commuter, intercity or high-speed rail

Looking Toward Recovery

Because of the pandemic, Northern California, the United States, and the world are facing an unprecedented health emergency with vast economic impacts. BART and CCJPA, as transit operators, have continued to provide essential services during these challenging times.

While meeting current transit demand, BART and CCJPA continue to look toward the future. Northern California is resilient, and the region has recovered from disasters in the past. Transportation agencies, such as the Metropolitan

Transportation Commission, anticipate that the long-term trends in jobs, travel and population will not decrease due to COVID-19.

The New Transbay Rail Crossing Program has been discussed and planned for more than a decade. BART and CCJPA will continue to adapt and plan for a time when the pandemic is behind us. We look forward to people returning to transit as a preferred transportation option. This Program will ensure that Northern California's transit system will meet their needs.



PROGRAM VISION

The New Transbay Rail Crossing Program will transform the passenger rail network in the Northern California Megaregion into a faster, more integrated system that provides a safe, efficient, equitable, and affordable means of travel for all types of trips.

Program Goals and Objectives

The following four goals reflect the broad benefits that will be achieved by this Program. The foundational goal—**TRANSFORM THE PASSENGER EXPERIENCE**—serves as the catalyst to enable the other three goals to come to fruition.



TRANSFORM THE PASSENGER EXPERIENCE

- Provide better service
- Improve reliability and system performance
- Build ridership and mode share



ENHANCE COMMUNITY AND LIVABILITY

- Connect people and places
- Improve safety, health and air quality
- Advance equity



SUPPORT ECONOMIC GROWTH AND GLOBAL COMPETITIVENESS

- Improve access to opportunity and employment
- Connect major economic, research and education centers
- Enable transit-supportive land use



ADVANCE ENVIRONMENTAL STEWARDSHIP AND PROTECTION

- Increase climate change resilience
- Reduce greenhouse gas emissions
- Conserve resources

Our Commitment to Equity and Inclusion

The NTRC Program is committed to equity and will focus on partnering with priority populations to maximize benefits and minimize burdens for communities that, historically and currently, suffer and experience negative impacts from infrastructure projects. We will collaborate with these communities to understand the equity implications of the NTRC Program and work toward beneficial Program processes and outcomes. The NTRC Program commits to:

- Develop and implement a process that advances equity through all aspects of the Program.
- Build respectful and interactive community partnerships.
- Invest in representative and accessible community engagement.
- Value the lived experience and input of individuals from priority populations.
- Ensure that small and disadvantaged businesses are integrated throughout the Program's lifecycle.

Program Phases

2019

PHASE 0

Program Definition

- Business Case Framework*
- Problem and Vision Statement
- Goals and Objectives
- List of Program Alternatives

2021

PHASE 1

Program Identification

- Preliminary Business Case
- Preferred Program Alternative

2023

PHASE 2

Project Selection

- Intermediate Business Case
- Preferred Project Alternative(s)
- CEQA NOD/NEPA ROD**
- Final Business Case and Implementation Strategy

2028

PHASE 3

Project Delivery

- Design and Construction Package(s)
- Readiness for Revenue Services

2040

Ready for Service

* Business Case Framework = Alternatives Analysis Process

** CEQA NOD = California Environmental Quality Act Notice of Determination
NEPA ROD = National Environmental Policy Act Record of Decision