



Multi-Modal Committee Meeting Agenda Monday, April 12, 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, or as specified by the Chair.

Committee Chair:	Rebecca Kaplan, City of Oakland	Executive Director:	Tess Lengyel
Vice Chair:	Nate Miley, Alameda County, District 4	Staff Liaison:	Carolyn Clevenger
Members:	Karla Brown, Wilma Chan, Luis Freitas, Elsa Ortiz, Rebecca Saltzman	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information:	https://zoom.us/j/94482511975?pwd=K29qUkJPLOiR2tzN0tlcWtabFNGUT09 Webinar ID: 944 8251 1975 Password: 549902
For Public Access Dial-in Information:	(669) 900-6833 Webinar ID: 944 8251 1975 Password: 549902

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 January 11, 2021 MMC Meeting Minutes | 1 | A |
| 4.2. I-580 Express Lanes Operations Update | 5 | I |

5. Regular Matters

- | | | |
|--|----|---|
| 5.1. Southern Alameda County Rail Study (SoCo Rail) Update | 25 | I |
| 5.2. South Bay Connect Project Update | 29 | I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: July 12, 2021

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 April 2021 through May 2021

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Lori Droste

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor Bob Woerner

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Councilmember Jen Cavanaugh

City of Pleasanton
Mayor Karla Brown

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	April 22, 2021 May 27, 2021
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	May 10, 2021
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 Program Plan Review Subcommittees	April 26-27, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	May 6, 2021
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	May 27, 2021

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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1. Call to Order

2. Roll Call

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

Commissioner Cox attended as an alternate for Commissioner Chan.

Subsequent to the Roll Call:

Commissioner Ortiz arrived during item 4; however, she was absent for the motion and was unable to vote.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve October 12, 2020 Multi-Modal Committee Meeting Minutes

4.2 I-580 Express Lanes Operations Update

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

Yes: Bauters, Brown, Cox, Cutter, Freitas, Kaplan, Miley, Saltzman

No: None

Abstain: Saltzman (Item 4.1)

Absent: Ortiz

Commissioner Kaplan asked if staff intends to keep the I-580 Express Lanes Operations Update on the consent calendar. Tess Lengyel, Executive Lengyel, stated that this is a monthly operational update providing the Committee with statistics and staff is proposing this item stay on consent unless particular questions or issues need to go before the Commission, in which case staff will place the item under Regular Matters for discussion.

5. Regular Matters

5.1. Link21 Project Briefing (formerly the New Transbay Rail Crossing Project)

Tess Lengyel noted that this is an information item and introduced Cathleen Sullivan to provide a brief overview of the project. Ms. Sullivan stated that Alameda CTC will bring updates and key milestones to the Committee and she noted that the Link21 Program is led by BART in partnership with the Capitol Corridor Joint Powers Authority (CCJPA). She stated that Alameda CTC staff serves on the technical advisory group and the multi-agency Program Development Team while Tess Lengyel serves on the

Executive Advisory Team. Ms. Sullivan introduced Sadie Graham, Acting Program Director, Camille Tsao, CCJPA Link21 Program Lead, and Alex Evans, HNTB's Deputy Program Manager to provide a detailed presentation on the project.

Camille Tsao presented the item and stated that Link21 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. Link21 will serve the 21-county Northern California Megaregion, which spans from Sacramento to Monterey, San Francisco to the Central Valley, and points in between. At the core of this program is a new Transbay rail crossing between San Francisco and Oakland that can serve BART, regional rail, and high-speed rail. Ms. Graham presented the potential benefits of Link21, which are 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; and meet the future travel demands of Northern California's growing, diverse population. Alex Evans reviewed the outcomes from polling and upcoming activities.

Commissioner Cutter noted that on the map it shows a Dumbarton Rail crossing, and asked if the crossing on the map at Fremont will be the Dumbarton Rail crossing or will it be a new rail crossing. She asked if this is part of the Link21 program. Ms. Tsao stated that Link21 includes a crossing between Oakland and San Francisco and the Dumbarton crossing is a separate effort. Ms. Tsao stated that the map is from the State Rail Plan and Link21 is one part of that Plan.

Commissioner Cutter asked how the \$145 Billion of economic impact noted in the slides was determined. Ms. Graham stated that this figure is related to job creation and money going back into the economy.

Commissioner Cutter asked if more demand is anticipated from ACE or Valley Link. Ms. Tsao stated that market analysis was underway and she noted that Link21 does not currently have an operational plan. Ms. Tsao noted that ACE is on the Project Development Team as well, and will be coordinating closely with the transit operators.

Commissioner Kaplan noted that Link21 is a concept right now versus a project and she requested that the Project Team not do a lot of polling until they know the project description.

Commissioner Kaplan asked what will be the expectations and requirements around Transit Oriented Development (TOD) at stations for this program, as this supports GHG reductions. Ms. Graham stated that BART is fully committed to TOD and has a strong TOD policy. She stated that the Technical Advisory Group will assist in determining where Link21 stations will be located, and that TOD is a key part of the project.

Commissioner Kaplan asked if there are subprojects/components that can be delivered quickly, offer intermediate benefits, and use existing infrastructure, such as rapid bus, bus lanes, or queue jumps. Ms. Graham stated that as the program is defined the team will define potential sub-components.

Ms. Lengyel stated that Alameda CTC is working toward bus improvements with the Bay Bridge Forward efforts that are underway now. She noted that staff will bring an update to the Commission regarding the Bay Bridge Forward program later this year.

Commissioner Miley asked the following questions:

- Will the project ultimately use existing transportation corridors as well as new corridors?
- How is technology factored into this project, and will this project develop a rail network that will serve the region into the future?
- Who will this project serve and how will equity be addressed along the corridors?
- Will voters need to approve this project since it impacts the megaregion? If so, the project will need to be phased in order to not create a situation like the BART to Livermore project. How are we going to be assured that all 21 counties buy-in and get the benefits of this project?
- Commissioner Miley stated that this is a long-range vision and asked what will be done in the interim?
- How do we ensure that congestion will not just be moved to another place?

Ms. Graham responded that the Project Team is using a business case framework, and it is early in the process. It is a transparent and iterative process, and the Project Team will share updates as the work advances.

Commissioner Saltzman thanked everyone for their engagement on this project and reiterated that it's early in the process. She encouraged the Commissioners to engage their constituents in the conversation regarding this project.

Commissioner Brown asked Alex Evans about the 9% that opposed the rail system in the survey results. Mr. Evans stated that these respondents questioned the investment and also expressed anti-government spending and anti-public transit investment views.

Commissioner Brown asked about the process for setting priorities and what it is based on. Ms. Tsao stated that the Project Team is developing an alternatives development process now that will include many different metrics. The team is developing a market analysis to assess the most important areas of need, where the demand is for people to travel, and where rail will be the most competitive.

Commissioner Ortiz stated that according to the chart, there are immediate expenditures and asked where this funding comes from. Ms. Graham stated that they have Measure RR capital funds, RM3 funds in the future, and some funds from the State. In terms of equity versus equitable, she stated that one of the ways they are figuring this out is to partner with community-based organizations to talk about what the project means to the community.

Commissioner Bauters requested that the Project Team engage earlier in the outreach process with communities with appropriate cultural and linguistic competencies.

Commissioner Bauters suggested the presentation include discussion of climate change. He stated that he would like to see more discussion about the nexus between land use, transportation, housing and environmental justice.

6. Committee Member Reports

Commissioner Miley stated that former Alameda County Supervisor Scott Haggerty, will be acknowledged at the January 12, 2021 Board of Supervisor's meeting and he encouraged Commissions to call in to show appreciation and support.

Commissioner Cox thanked the Chair and Vice Chair for including her on this Committee and stated that she is looking forward to hearing more as this project continues. Commissioner Cox explained that she works as a Senior Field Representative for Assemblymember Bill Quirk. She noted that she shares the information she hears at the Commission/Committee meetings with his office.

Commissioner Kaplan suggested the following topics for future MMC meetings:

- Piloting a free public transit corridor
- Transit lanes on approaches to the Bay Bridge, and transit priority treatments like queue jump lanes, etc.
- Possibility of working on zero emission trucks including hydrogen fuel cell trucks
- Invite the new head of the California Air Resources Board to attend an Alameda CTC meeting to build that relationship

7. Staff Reports

Ms. Lengyel stated that staff is looking forward to on-going COVID recovery with the agency's economic investments throughout the County. She also noted that Alameda CTC will have groundbreaking events for the multi-modal Gilman Interchange Project and the I-680/SR 84 multi-modal Interchange Improvements Project in spring 2021. She informed the Commission that a Brown Act training was placed on their calendars for an hour before the January 28, 2021 Commission meeting.

8. Adjournment/ Next Meeting

The next meeting is: April 12, 2021, 9am



DATE: April 5, 2021

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 second quarter of fiscal year 2020-2021. 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 second quarter of fiscal year 2020-2021 (October through December 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.

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. Efforts are underway to modify the toll system to implement the 50% toll discount for Clean-Air Vehicles (CAV) in accordance with the new policy adopted in June 2020; implementation of the policy is expected in late 2021 with prior outreach to notify the public of the change.

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.

Due to the COVID-19 public health crisis and state and regional Shelter-in-Place (SIP) orders, express lane use decreased significantly in spring 2020. As of December 2020, express lane traffic volumes are rebounding, but still lower overall than traffic prior to the pandemic. The recovery is characterized by directional nuances; however, it is too early to assess potential long-term traffic impacts.

FY 2020-2021 Q2 Operations Update:

Performance of the I-580 Express Lane for the second quarter (Q2) of fiscal year 2020-2021 are highlighted below. See Attachment A for more details.

- Motorists made over 1,620,000 express lane trips during operational hours in Q2. Daily express lane trips averaged 25,700, a 23% decrease from the same quarter in the prior fiscal year.
 - Paid trips totaled 849,000, or 13,500 trips per day. This is 20% lower than the same quarter in the previous fiscal year.
 - Toll-free trips made up 48% of all trips, which is just shy of the 49% observed 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 period (6 AM - 9 AM) express lane speeds averaged 73 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 62 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for SOV motorists was \$1.84 and \$2.99 for westbound and eastbound, respectively.
- CHP performed 671 hours of enforcement services and made 709 enforcement contacts during Q2.

Q2 COVID-19 Impacts:

After SIP orders were issued in March 2020, traffic volumes in the express lane decreased by approximately 60 percent. In response to the decreased usage, toll rates were rolled back to January 2018 levels, with maximum tolls of \$13 for westbound travel and \$9.50 for eastbound travel, which are lower than the pre-COVID maximums of \$14 and \$13, respectively.

Express lane usage in Q2 of fiscal year 2020-2021 has rebounded to reflect a decrease of 17% in average daily traffic volumes compared to Q2 of the previous fiscal year, but there are directional disparities. Westbound I-580 express lane traffic during the peak period is

still 30% lower than pre-COVID levels, while eastbound express lane peak period traffic has returned to pre-COVID levels. Traffic speeds remain elevated above pre-COVID levels in both directions, which accounts for the relative improvement in eastbound traffic density from pre-COVID levels despite comparable volumes.

Staff increased the eastbound dynamic pricing cap back to the January 2019 maximum of \$12 in early 2021 to manage rebounding express lane congestion. Staff continues to monitor traffic volumes and manage congestion in both directions.

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

Attachment:

- A. I-580 Express Lane Operations Update (FY 2020-21 Q2)

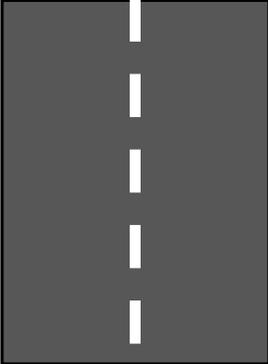
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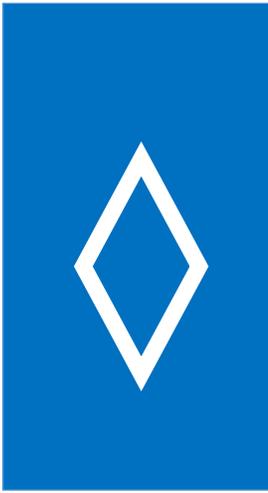
ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-580 Express Lanes

Quarterly Operations Update

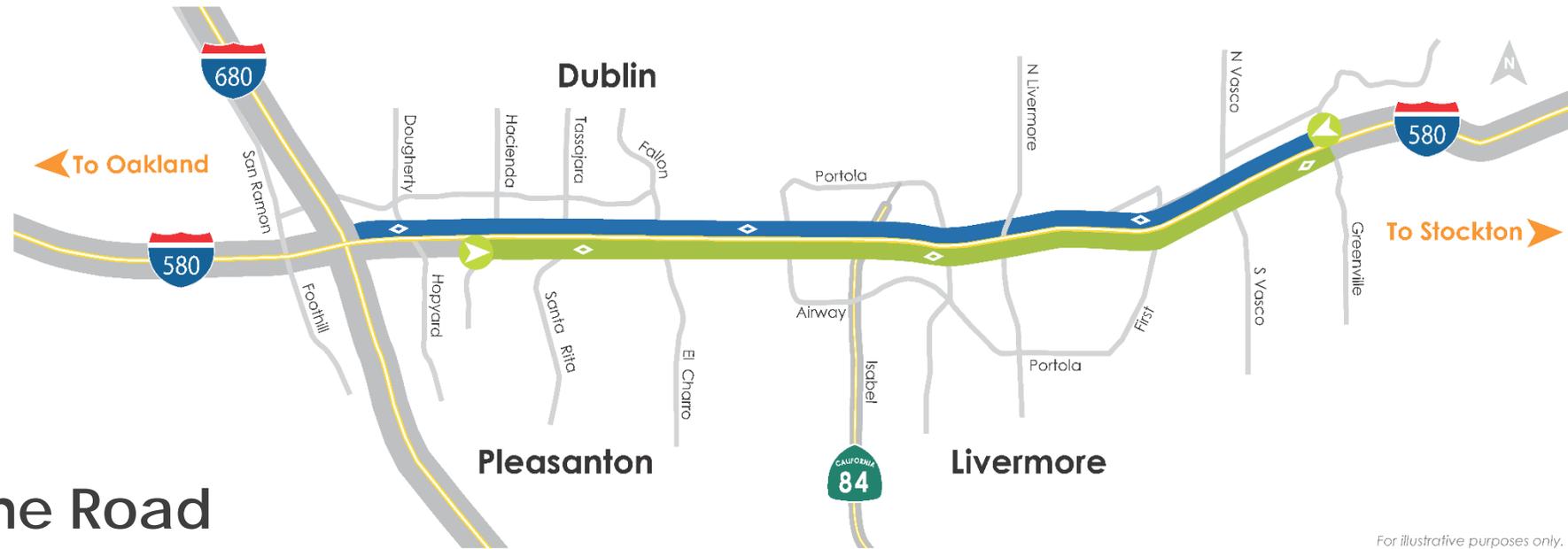


TOLL-PAYING VEHICLES



TRANSIT

I-580 Express Lane Overview



For illustrative purposes only.

Rules of the Road

- Hours are 5 AM – 8 PM, Monday through Friday
- FasTrak® is required for all users
- Carpools (2+), motorcycles, transit buses, and eligible clean-air vehicles* travel toll-free with FasTrak Flex set to HOV 2 or HOV3+

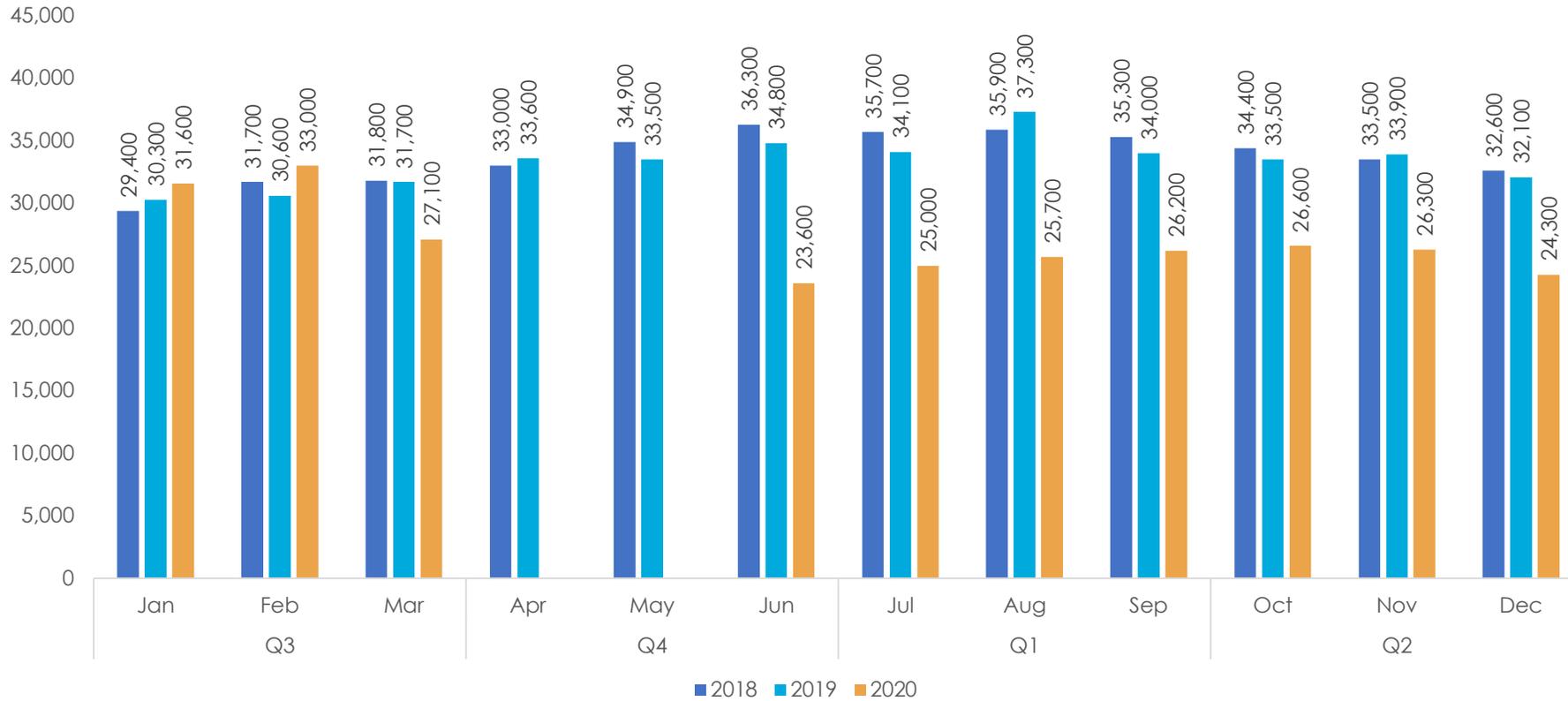
* Policy to charge single-occupant CAVs a 50% toll will be implemented later in 2021 with prior outreach to notify the public of the change.

FY 20-21 Q2 Performance Highlights

- Motorists made over 1,620,000 express lane trips during operational hours in Q2. Daily express lane trips averaged 25,700, a 23% decrease from the same quarter in the prior fiscal year. The average number of daily express lane users has slowly decreased during Q2, from a high of 26,600 trips per day in October 2020.
 - Paid trips totaled 849,000, or 13,500 trips per day, which is a 20% decrease from the same quarter in the previous fiscal year.
 - Toll-free trips made up 48% of all trips, which is just shy of the 49% observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 73 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 62 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was \$1.84 and \$2.99 for westbound and eastbound, respectively.
- CHP performed 671 hours of enforcement services and made 709 enforcement contacts during Q2.

Average Daily Express Lane Trips

Through FY 2020-2021 Q2



Q2 of FY 2020-2021

1,620,000
Trips

Avg. Daily Trips compared to
Q2 of FY 2020-2021

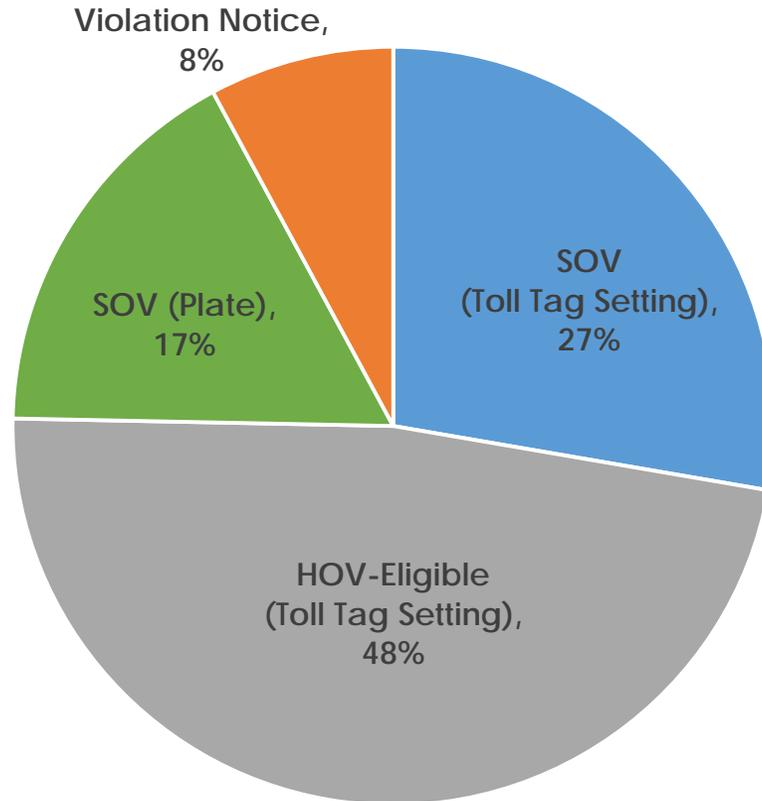
-23%

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 37.5 million trips have been taken since the I-580 Express Lane opened in February 2016. There were a total of 1,620,000 trips during tolling hours in Q2 of FY 2020-2021. Express Lanes saw an average of 25,700 trips per day, which is approximately 22.5% fewer trips compared to Q2 of the prior FY.

Typical Express Lane Trip User Breakdown

FY 2020-2021 Q2

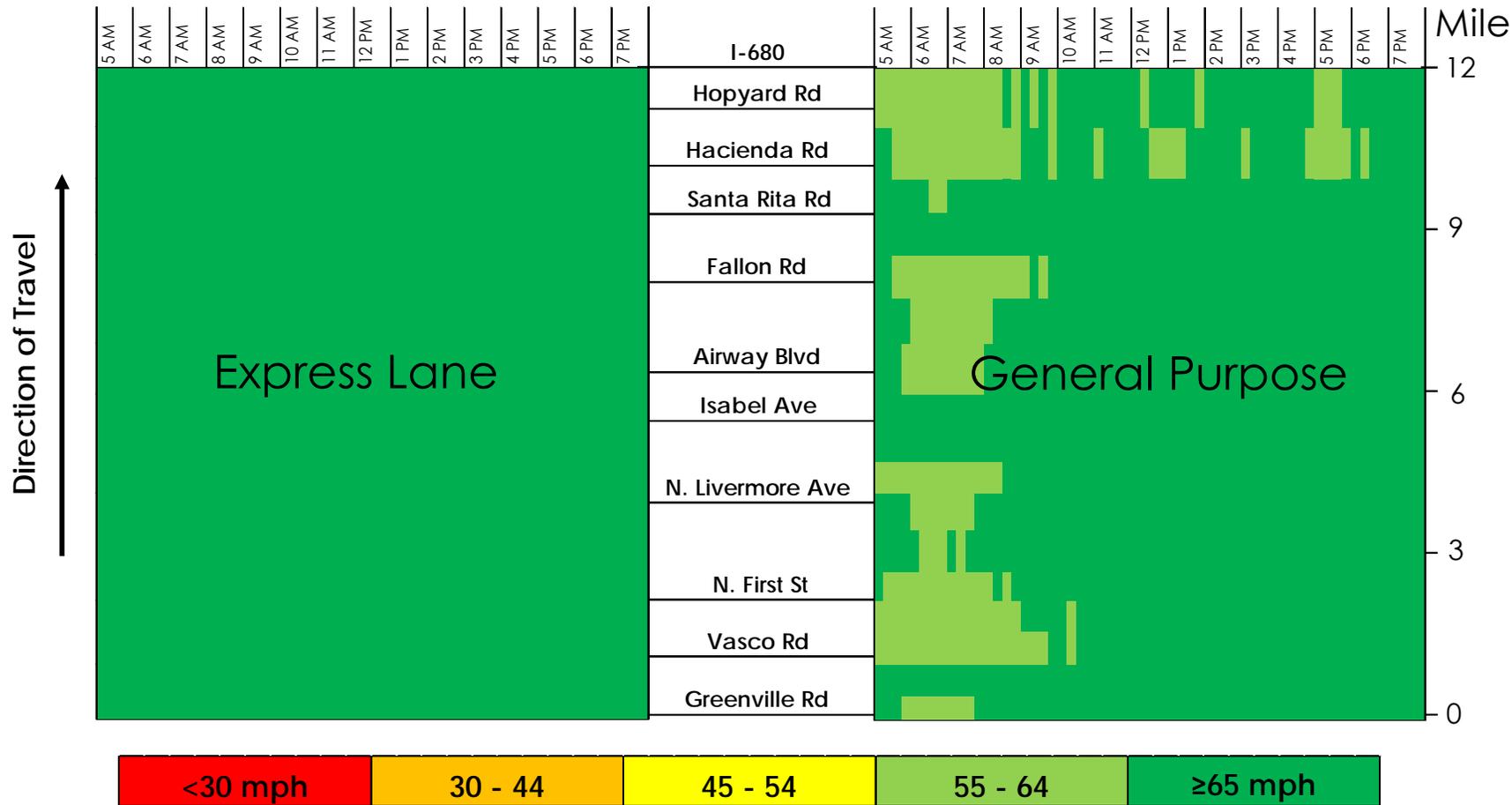


Toll-free trips made up 48% of all trips in Q2, a 1% reduction from Q2 of the previous fiscal year. It is not yet clear if the pandemic will have a lasting impact on carpooling in the region.

During Q2, 68% of all trips taken by users without a toll tag were assessed tolls via FasTrak account. All others were issued violation notices.

Westbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q2

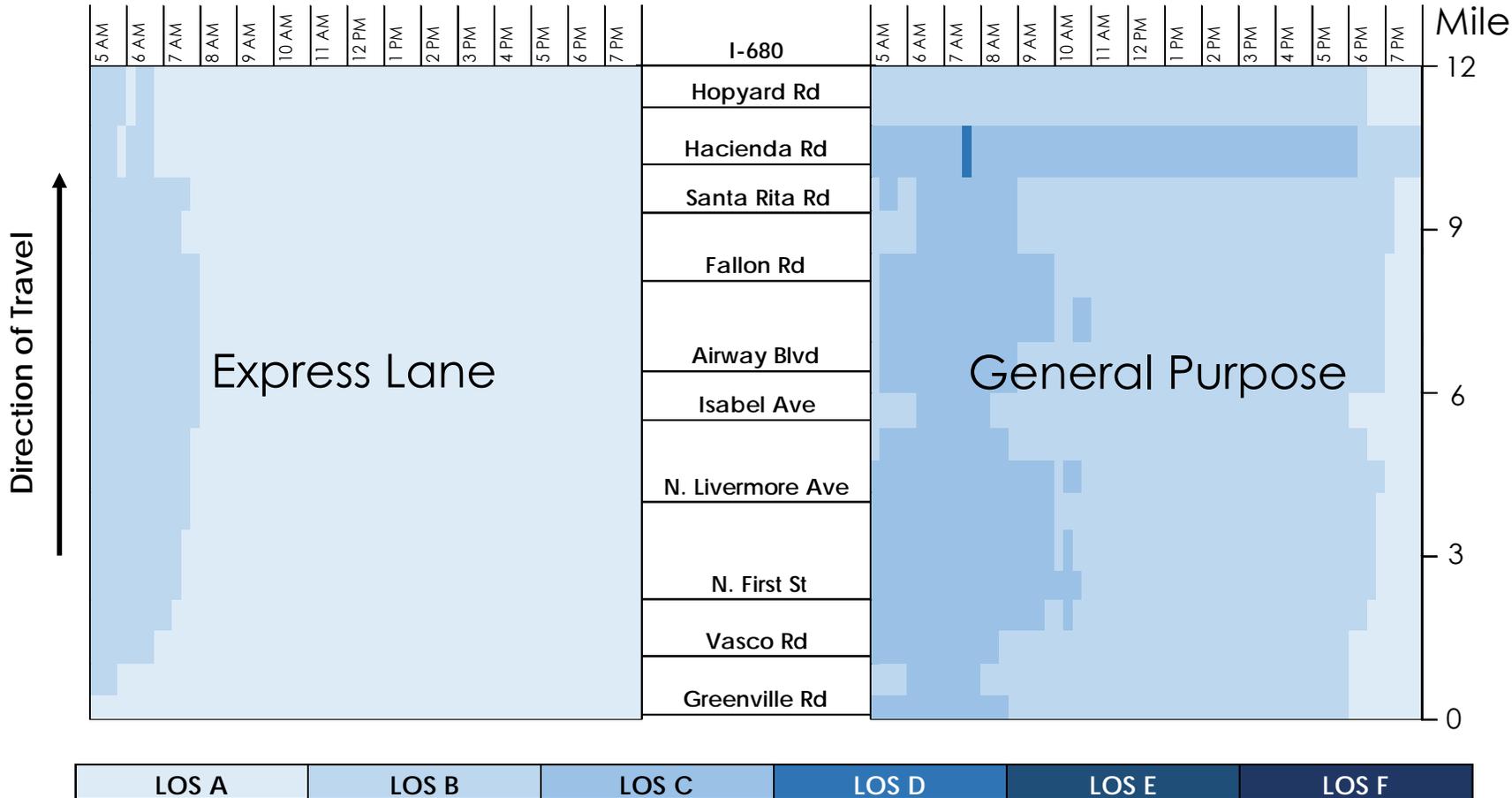


Express lanes average 6 – 9 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Express Lane speeds average 73 mph during the morning commute period, and remain above 70 mph at all times throughout the corridor.

Westbound I-580 Corridor LOS Heat Maps

FY2020-2021 Q2

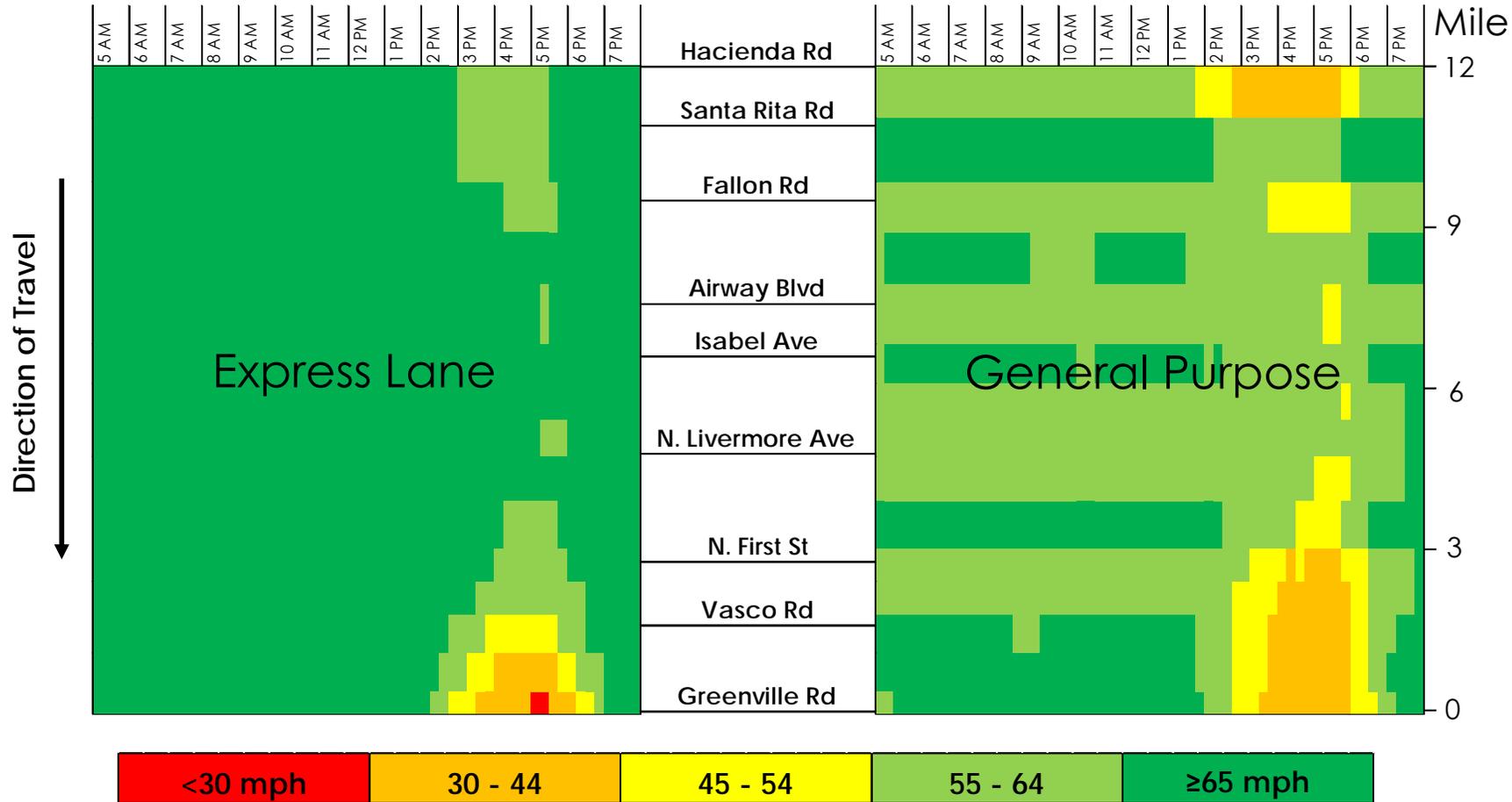


The westbound express lane generally performed at LOS A, except for the early morning hours when the lanes performed at LOS B. Comparatively, the general purpose lanes performed at LOS C for large segments during the morning peak.

Increased speeds during the pandemic, as visualized on the previous slide, contribute to low levels of congestion.

Eastbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q2

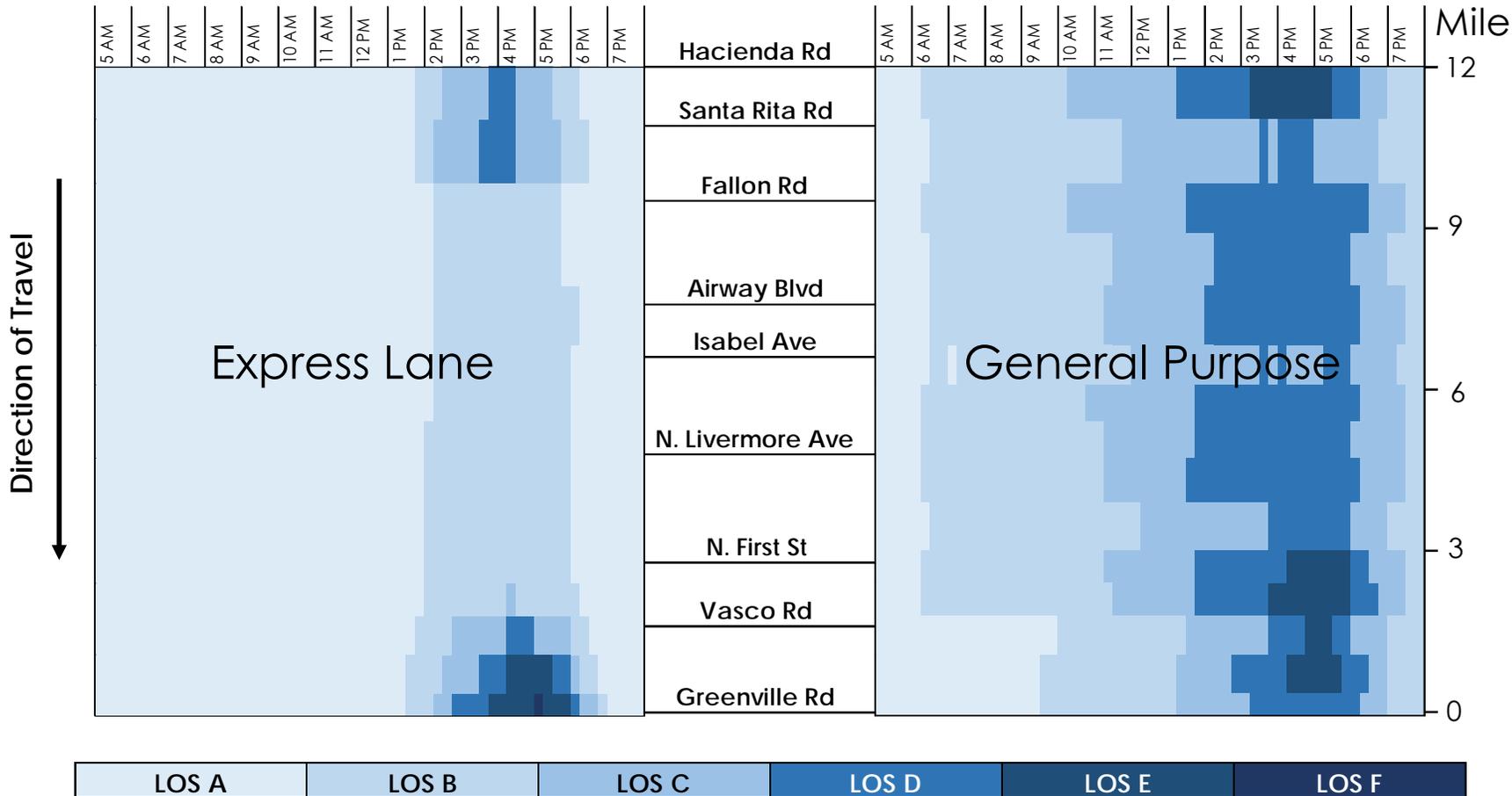


Express lanes average 6 – 11 mph faster than general purpose lanes depending on the time of day and location within the corridor.

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

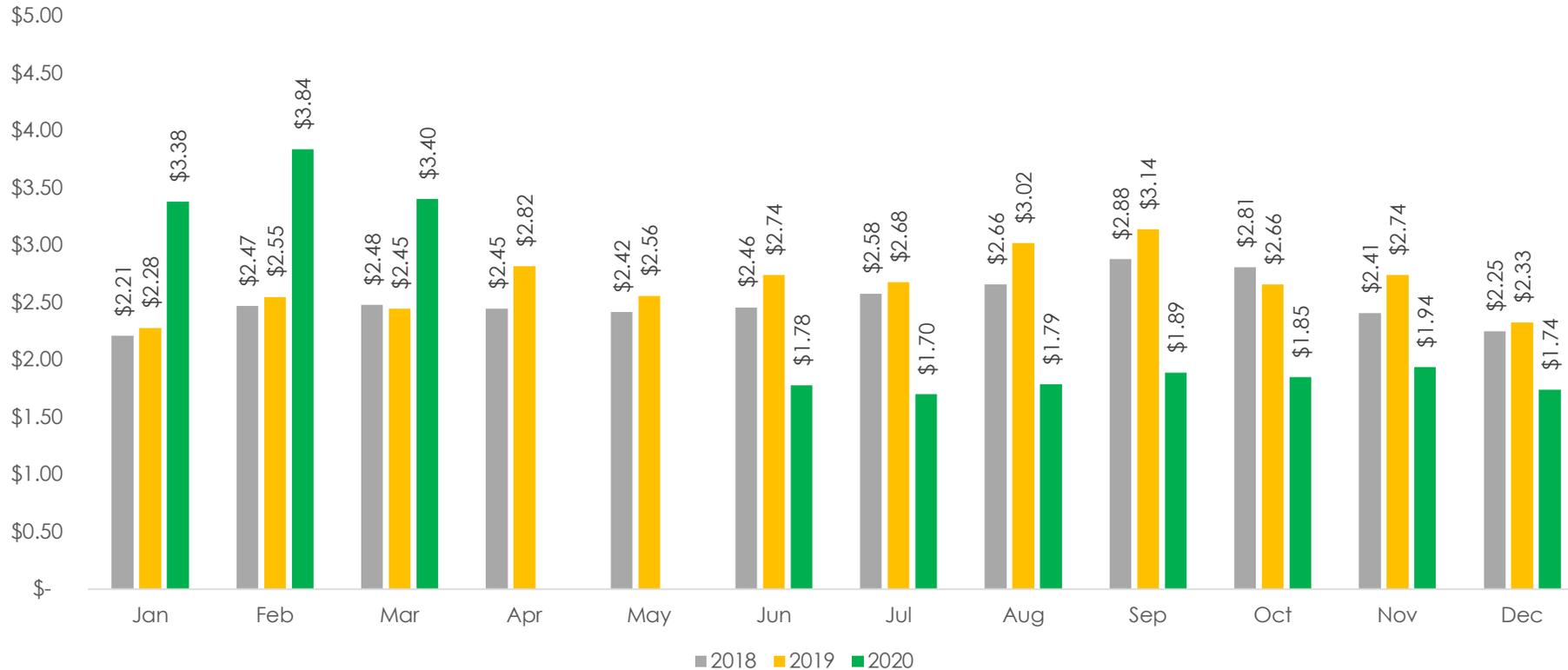
FY2020-2021 Q2



Express lanes performed at LOS C on average during the peak commute period.

Eastbound traffic volumes approached pre-COVID levels during Q2, while speeds remain heightened during the pandemic. This results in comparable or slightly improved traffic congestion, as visualized on heat maps, when compared to pre-COVID express lane density.

I-580 Westbound Assessed Toll



Average tolls paid during Q2 of FY 20-21 remain lower than previous years, with an average assessed toll of \$1.84. Although the pricing cap on the maximum westbound toll is \$13, the dynamic pricing algorithm did not reach this cap in Q2.

FY 20-21 Q2:

Toll Cap:

\$13.00

Maximum Posted Toll Rate:

\$12.25
(1 of 63 days)

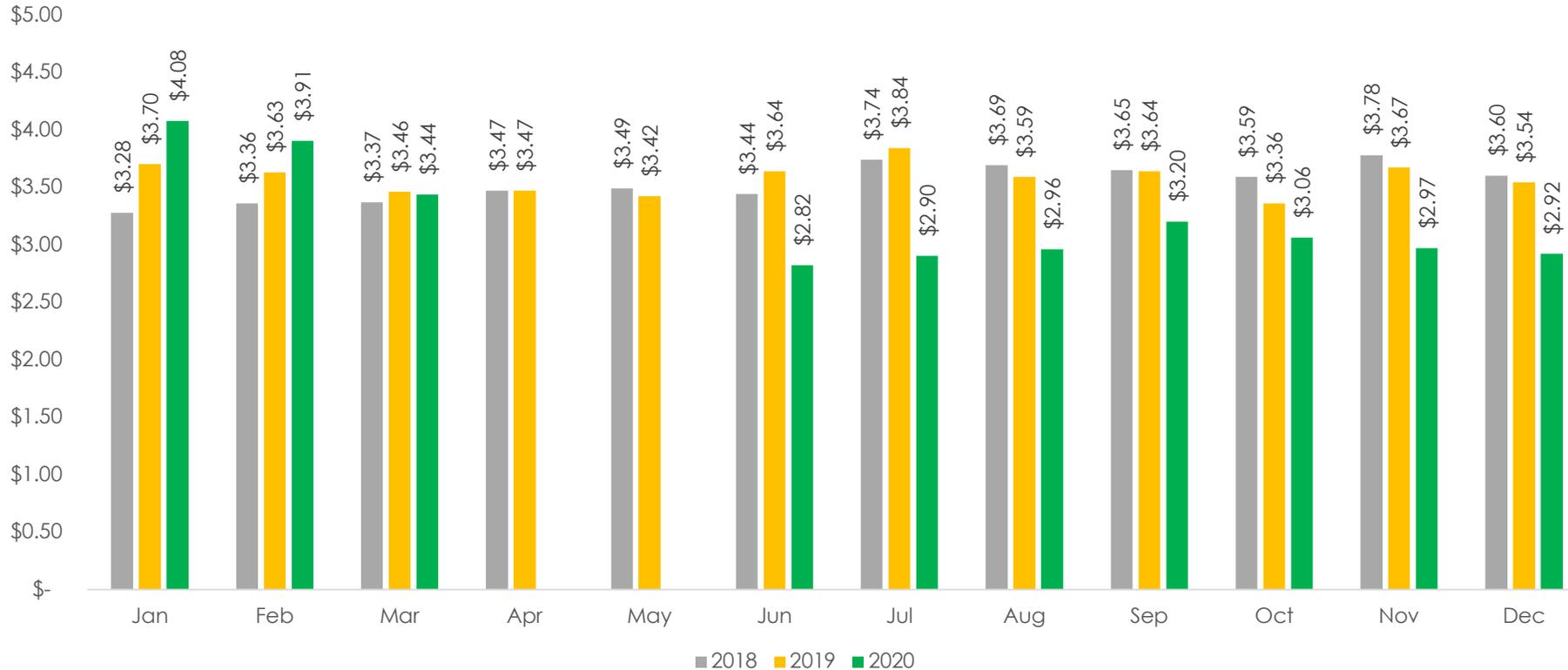
Percent paying \$12.25
(Maximum Toll):

0.03%

Average Assessed Toll:

\$1.84

I-580 Eastbound Assessed Toll



Average tolls paid declined slightly from a high of \$3.20 in September 2020. The average assessed toll was \$2.99. The pricing cap on eastbound tolls is \$9.50; just 2.5% of toll-paying users paid this rate in Q2.

FY 20-21 Q2:

Toll Cap:
\$9.50

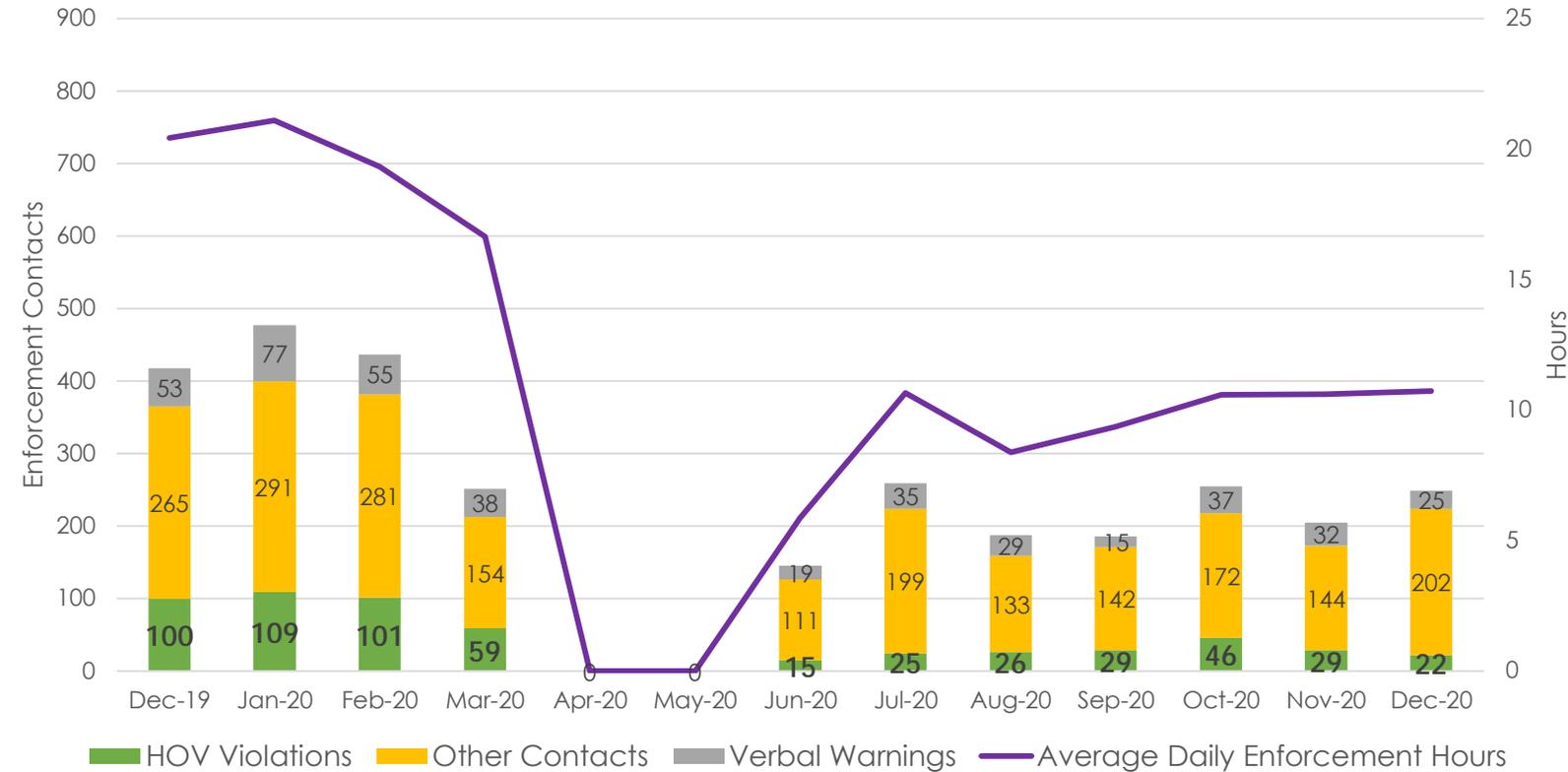
Maximum Posted Toll Rate:
\$9.50
 (43 of 63 days)

Percent paying \$9.50 (Maximum Toll):
2.5%

Average Assessed Toll:
\$2.99

I-580 CHP Enforcement

December 2019 – December 2020



Average cost per CHP contact in Q2:

\$99

The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. CHP recorded 709 enforcement contacts in FY 20-21 Q2, 14% of which resulted in toll evasion violations.

Note: Enforcement activities were put on hold when tolling operations were suspended due to the COVID-19 public health crisis, and resumed with the resumption of tolling in June.

COVID-19 Impacts: Daily Trips & Tolls

Averages	Pre COVID-19 (Q2 FY2019-2020)	Mid-COVID-19 (Q2 FY2020-2021)	% Change
Avg. Daily EL Traffic Volume	309,700	256,700	-17%
Avg. Daily EL Trips	33,200	25,700	-23%
Share of Toll-Free Trips	49%	48%	-1%
Average Assessed Toll	\$2.58 WB	\$1.84 WB	-29%
	\$3.52 EB	\$2.99 EB	-15%
Maximum Posted Toll	\$13.00 WB	\$12.25 WB	-6%
	\$12.00 EB	\$9.50 EB	-21%

The I-580 Express Lanes average daily traffic continues to rebound from Q1 – when traffic was 27% lower year-over-year – to a deficit of 17% over Q2 of FY 19-20. The recovery of traffic volume outpaces trips, suggesting a decrease in fragmented express lane trips.

Pricing caps for maximum tolls remain lowered in response to reduced demand. Toll-free trips continue to make up roughly half of all trips during the pandemic, which combined with reduced traffic and lower fares has resulted in a significant decrease in average assessed tolls for both directions.

COVID-19 Impacts: Traffic

Averages	Westbound Peak Period (6-9 AM)			Eastbound Peak Period (3-6 PM)		
	Pre COVID-19 (Q2 2019-2020)	Q2 FY2020-2021	% Change	Pre COVID-19 (Q2 2019-2020)	Q2 FY2020-2021	% Change
EL Speed (mph)	64	73	+13%	58	62	+7%
EL Volumes (veh/hr)	1,000	700	-30%	1,600	1,600	0%
GP Speed (mph)	58	65	+12%	50	53	+6%
GP Volume (veh/hr)	5,300	5,300	0%	5,100	5,300	+4%

Westbound EL peak morning traffic has decreased 30% from Q2 of the previous fiscal year, while GP traffic has recovered to be consistent with pre-COVID levels. However eastbound EL traffic is on par with pre-COVID-19 evening commute traffic levels, and GP traffic volumes have actually increased by 4%.

Speeds remain elevated in both directions, which accounts for the relative improvement in eastbound traffic density from pre-COVID levels, despite comparable volumes.

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



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Memorandum

5.1

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

DATE: April 5, 2021

TO: Multi-Modal Committee

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

SUBJECT: Southern Alameda County Rail Study (SoCo Rail) Update

Recommendation

This item is to provide the Commission with an update on the Southern Alameda County Rail Study (SoCo Rail) led by the Metropolitan Transportation Commission (MTC) in partnership with Alameda CTC.

Summary

In 2018, the State provided \$5 million to the Metropolitan Transportation Commission to explore a rail hub in Southern Alameda County, including conducting passenger rail planning and feasibility analysis, evaluation of station locations, and conceptual engineering and initial design focused on intermodal connectivity. This study is designed to further define the East Bay Rail Hub identified in the 2040 Integrated Rail Network Vision of the 2018 State Rail Plan.

Background

In 2018, the State awarded \$5 million to the Metropolitan Transportation Commission to explore a rail hub in Southern Alameda County. An East Bay Rail Hub was identified as part of the 2040 Integrated Rail Network Vision of the 2018 State Rail Plan (see Figure 1). The grant included funding for passenger rail planning and feasibility analysis, evaluation of station locations, and conceptual engineering and initial design focused on intermodal connectivity. The study has provided an opportunity to explore how rail connectivity could be improved via a new East Bay rail hub.

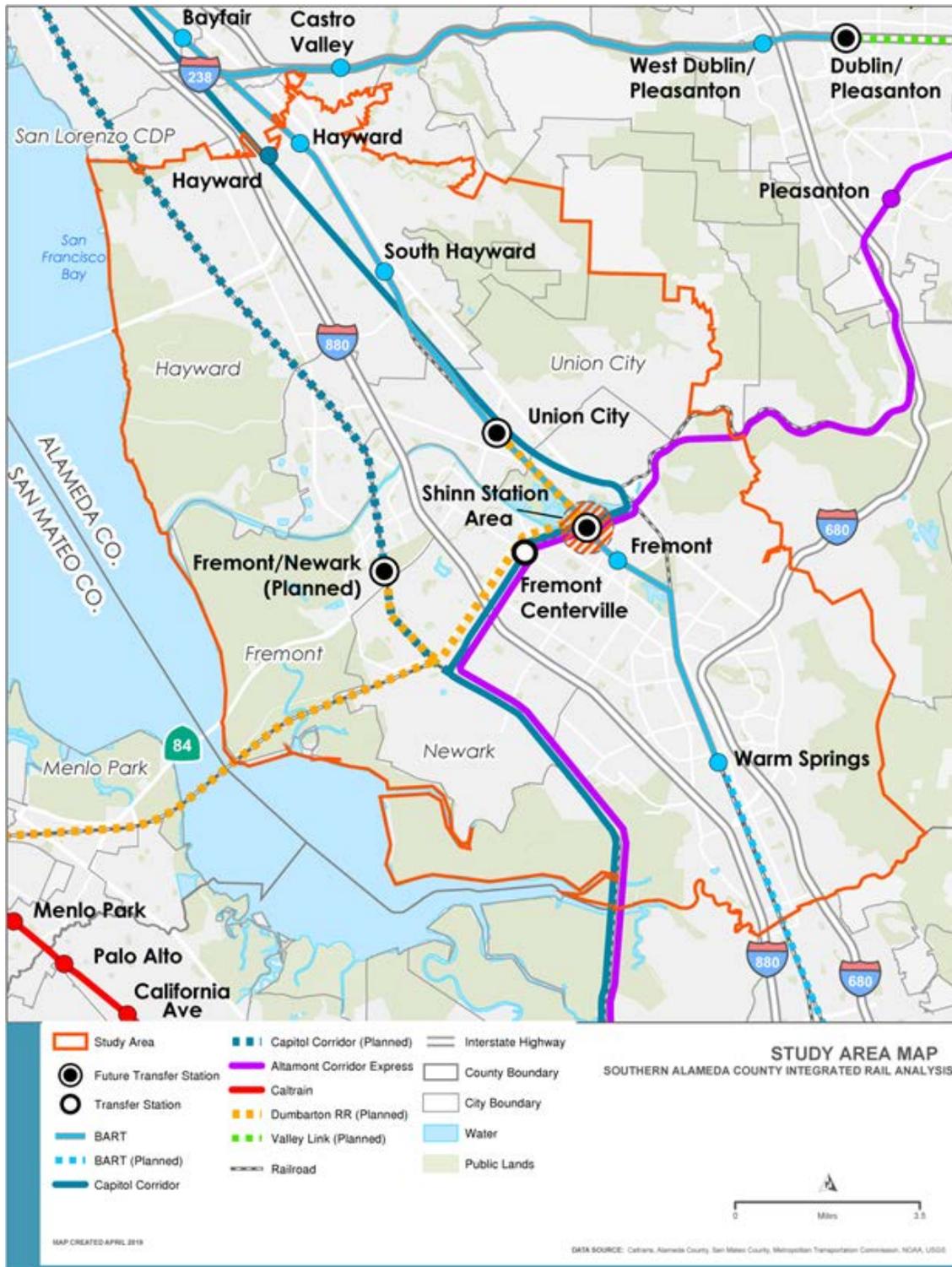
There are three primary rail services currently operating in Southern Alameda County – Altamont Corridor Express, Capitol Corridor (Amtrak), and BART. Currently, there are no direct connections between the ACE and BART, whereas there are two connections between the Capitol Corridor service and BART, at Richmond and Oakland Coliseum. The study's primary purpose was to explore the potential for connecting ACE to BART in Southern Alameda County, including consideration of a station at Shinn junction where BART and ACE tracks

cross, and/or at several other potential station locations including Union City BART, Centerville, Ardenwood and Newark Junction. The study area is shown in Figure 2.

Figure 1 2018 California State Rail Plan 2040 Vision Network



Figure 2 SoCo Rail Study Area



The study considered a mid-term planning horizon (approximately 10 years, ~2030) and a long-term planning horizon (20+ years, ~2040). As such, SoCo Rail considered and coordinated with several other rail planning efforts to ensure recommendations for the mid-term do not preclude opportunities that may arise in the long-term. This approach allows mid-term recommendations to advance, while a number of long-term efforts proceed, many with high degrees of uncertainty. The intent of the SoCo study is not to identify a long-term vision for regional rail services. The focus of the study was near-term connectivity and

resiliency, that provides benefits for a range of uncertain futures. Some examples of ongoing initiatives in the area considered include:

- Dumbarton Rail Planning
- Dumbarton Forward
- Altamont Corridor Vision
- CCJPA South Bay Connect
- Link 21
- Caltrain Business Plan
- Diridon Station Planning
- Valley Link
- MTC's Transit Oriented Development Policy update
- Plan Bay Area 2050
- Local city land use planning and economic development efforts

Work Completed to Date

A consultant team began work in 2019, and the following study elements have been completed to date:

- A review of existing conditions in the study area and an analysis of existing and future travel markets to help inform development and analysis of potential hub options.
- An initial feasibility analysis of a potential rail hub station at Shinn (where BART and Niles Canyon Subdivision/ACE route cross).
- An analysis of rail service planning for the mid- (~10 years) and long-term (~20 years) planning horizons within the Northern California Megaregion through, within, or with destinations/origins in central and southern Alameda County. This analysis provided key information about the planned frequency of rail services, infrastructure barriers to achieving the service vision, as well as how potential new services (such as Valley Link, Dumbarton Rail, Link21) will affect connectivity in the mid- and long-term. This was conducted as a joint effort involving MTC, Alameda CTC, ACE, Capitol Corridor, Caltrain, High Speed Rail, and Caltrans/CalSTA.
- An assessment of both mid- and long-term rail hub options based on existing and future travel markets, mid- and long-term service planning, and a conceptual operations analysis.

Key findings to date and next steps for the study will be presented at the April MMC meeting.

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: April 5, 2021

TO: Multi-Modal Committee

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

SUBJECT: South Bay Connect Project Update

Recommendation

This item is to provide the Commission with an update on the South Bay Connect Project, led by Capitol Corridor Joint Powers Authority (CCJPA).

Summary

CCJPA, the managing agency of the Capitol Corridor intercity passenger rail service, is leading the South Bay Connect project to enhance transit connections 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. CCJPA staff will provide an update on the project at the April Multi-modal Committee (MMC) meeting. At the October 2020 MMC meeting CCJPA staff presented an overview of the project and project schedule. Commissioners raised concerns at that meeting, and during development of the 2020 Countywide Transportation Plan, regarding the South Bay Connect project. To facilitate a dialogue with the Commission on the project, CCJPA staff have agreed to provide regular updates to the Commission. The MMC last received an update on this project in October 2020.

Background

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 SF Peninsula at a proposed Ardenwood station in Fremont. 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 the Union Pacific Railroad (UPRR) Niles Subdivision to the UPRR Coast Subdivision between Oakland and Newark was listed within the *CCJPA 2014 Vision Plan Update* and *2016 Vision Implementation*

Plan, as well as the 2018 California State Rail Plan and Plan Bay Area 2040. These rail improvements are also consistent with Alameda CTC's Goods Movement Plan, Countywide Transit Plan and 2018 Rail Safety Enhancement Program, and 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 are currently being discussed with UPRR. The South Bay Connect Project is not expected to result in any changes to current levels or routing of freight train service in the project area. Any railroad improvements finalized with UPRR will be included in the draft Environmental Impact Report (EIR).

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 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, CCJPA received over 400 comments during scoping, including comments on noise, vibration, air quality, traffic/congestion, property impacts/values, 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.

At the October 2020 MMC meeting CCJPA staff presented an overview of the project and project schedule. Commissioners raised concerns at that meeting, and during discussions regarding the 2020 Countywide Transportation Plan, regarding the South Bay Connect project. To facilitate a dialogue with the Commission on the project, the CCJPA staff have agreed to provide regular updates to the Commission. At the October MMC meeting, Commissioners expressed concerns, including regarding a lack of benefits to central and southern Alameda County, the loss of a station in Hayward, potential changes to freight rail routing, and impacts of sea level rise. Commissioners also noted a joint comment letter that the cities of Hayward, Union City, and San Leandro had submitted to CCJPA regarding the project as part of the environmental process, and requested that it be included in future materials shared with the Commission; this letter is included here for information as Attachment A.

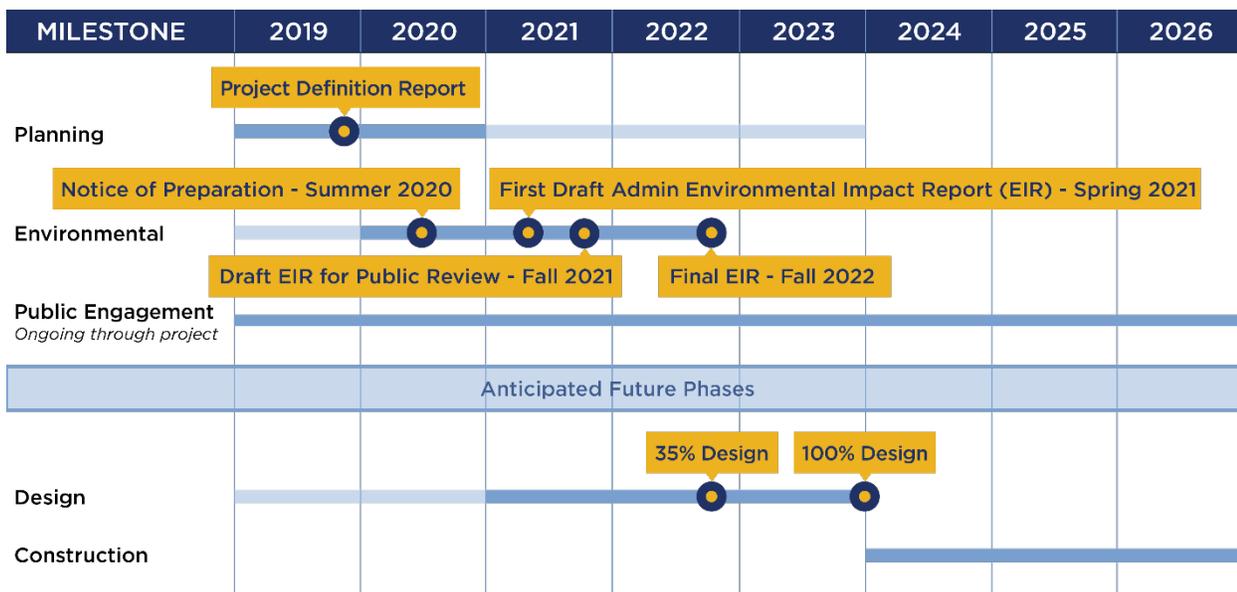
Since the October 2020 last presentation to the MMC, the CCJPA created Community Working Groups (CWGs) and to engage local communities and proactively bring information about the project to community groups in the form of meeting presentations during the environmental phase. The objective of the CWGs is to create diverse focus groups to come

together several times over the span of the environmental phase to share information and identify/address community concerns. The CWGs include a variety of community representatives including businesses, residents, civic services, advocacy groups and more. With the assistance of the Project Development Team and partner agencies, two CWGs have been formed for the project: Fremont CWG and Corridor CWG. South Bay Connect has potential impacts to three distinct areas within the City of Fremont, which makes a targeted Fremont CWG important in order to understand their diverse concerns. The Corridor CWG incorporates a variety of community representatives throughout the remaining project study area. The Fremont CWG consists of nine members and the Corridor CWG has twelve members (additional members may be added as outreach continues).

The goal of the CWGs is to create a community-based forum that promotes opportunity for diverse viewpoints to be heard within a safe and open space, allowing education about the project complexity and informed public input in the planning process. The first set of CWG meetings occurred at the end of February 2021, and the next set of meetings is expected to occur in May 2021.

The current project schedule is shown in Figure 1 below. The release of a draft EIR may be delayed beyond Fall 2021 as discussions with UPRR continue about railroad improvements. Meanwhile, technical studies for the draft EIR will continue.

Figure 1 South Bay Connect Project Schedule



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

Attachment:

- A. Comment letter to the CCJPA from the cities of Hayward, Union City and Fremont

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August 13, 2020

Capitol Corridor Joint Powers Authority
 Attention: South Bay Connect
 300 Lakeside Drive, 14th Floor
 Oakland, CA 94612
info@southbayconnect.com

RE: South Bay Connect NOP Comments

To Whom It May Concern:

Speaking as the Mayors of the cities of Hayward, San Leandro, and Union City, we would like to see the following issues addressed in the environmental review and in the description of the South Bay Connect project.

1. The project does not serve established Priority Development Areas (PDAs). MTC Resolution 3434 states that new passenger rail projects need to serve PDAs with specified minimum zoning densities.
 - Describe the impact on established PDA communities in San Leandro, Hayward Union City, and Fremont no longer being served by Capitol Corridor, and why the project is proposing to bypass established PDAs.
 - Describe why the project will not be serving any established or proposed PDAs along the Coast Subdivision in San Leandro, Hayward, and Union City.
2. Describe the projected sea level rise along the Coast Subdivision and the mitigation measures proposed by Union Pacific Railroad and Capitol Corridor to enable Capitol Corridor to operate on the Coast Subdivision between Oakland and Fremont.
3. The project proposes to divert freight service from the Coast Subdivision to the Niles and Oakland Subdivisions to facilitate the project. The project describes that impacts on

traffic delay is the only criteria to be weighed in justifying the construction of grade separations.

- Describe why there is no criteria for constructing grade separations to address safety issues and pedestrian conflicts due to the increased freight service on a rail line that will be crossed daily by pedestrians walking to school, to work, and to or from BART.
 - Include analysis regarding diesel pollutants and greenhouse gases generated by the Capitol Corridor on the Niles Subdivision in communities of concern in San Leandro, Hayward, and Union City; and total hours per 24 hour day Capitol Corridor spends in each community – and contrast with projected diesel pollutants and greenhouse gases generation by increased freight service through communities of concern in San Leandro, Hayward, and Union City; and total hours per 24 hour day freight will spend each day in the communities of concern in the three respected cities.
4. Describe the outreach program to communities of concern along the proposed freight realignment in San Leandro, Hayward, and Union City. How will the project be described, how can residents communicate their concerns, particularly if there is no or limited internet access and language barriers?
 5. Describe the impact of increased freight service through established Priority Development Areas in San Leandro, Hayward, and Union City reviewing at a minimum the impacts to safety, delay, emissions and noise.
 6. The proposed transfer station for Capital Corridor in Ardenwood is designed only for car commuters. The pedestrian boarding area for passengers boarding on Dumbarton Express is in the middle of the Route 84 freeway.
 - Describe the air-quality impacts on passengers walking to the bus transfer facility and waiting for the bus.
 - Describe zoning policies, minimum housing density, and number of housing units within a ½ mile circumference of the Dumbarton Express boarding platform, the Capitol Corridor boarding platform, the established safe pedestrian path from the housing units to both the Dumbarton Express boarding platform and Capitol Corridor boarding platform, and the distance of the safe pedestrian path from the housing to the rail and bus boarding platforms.
 7. We regret the potential loss of an existing Capital Corridor station in Hayward and respectfully request the evaluation of a station within Central Alameda County be conducted as part of this project’s environmental review process.

Thank you for this opportunity to comment on the South Bay Connect Notice of Preparation.

Respectfully,



Pauline Cutter
Mayor, City of San Leandro
Chair, ACTC



Barbara Halliday
Mayor, City of Hayward
ACTC Commissioner



Carol Dutra-Vernaci
Mayor, City of Union City
ACTC Commissioner
MTC Commissioner

cc: Rebecca Saltzman, CCJPA/BART
Robert Raburn, CCJPA/BART
Therese McMillian, MTC
Tess Lengyel, Alameda CTC
Jeff Kay, San Leandro City Manager
Joan Malloy, Union City City Manager
Kelly McAdoo, Hayward City Manager

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