

MEETING SUMMARY

I-580 Corridor System Management Plan (CSMP) Technical Advisory Committee (TAC) Meeting #1

Tuesday, January 27, 2009

9:30 a.m. – 11:30 a.m.

Livermore Public Library, Community Room B

Attendees

ACCMA: Bijan Yarjani

ACPW: John Bates

ACTIA: Celia Chung

Caltrans: Erik Alm, Julie Campero, Cesar Pujol

City of Dublin: Nicole Gonzales

City of Livermore: Cedric Novenario, Mohammad Pournia, Ken Ross

City of Pleasanton: Josh Pack

MTC: Joanna Fox, Joy Lee

MIG: Lou Hexter, Paul Rosenbloom

Transcore: Ron Mikalson

I. Welcome

Lou Hexter, MIG, Inc., called the meeting to order and thanked everyone for attending and participating in the CSMP process.

II. CSMP Workplan Review

Julie Campero, Caltrans, provided an overview of the I-580 CSMP workplan (presentation attached).

III. Operations Analysis

Rick Dowling, Dowling Associates, Inc., provided a technical presentation (presentation attached) on existing conditions and answered TAC member questions during the presentation. Rick emphasized that the presentation was a conversation starter and welcomed all comments, feedback and suggestions from the TAC. Questions and answers are listed below by topic area. Sources of questions and answers are noted, when available, as well. Comments are also noted in this section.

Study Limits

Why is the Sunol Grade or I-680 to the north of I-580 not included in the Influence Area?

Approach

- **ACCMA** 580 HOV should be shown as a HOT lane, as that is the current plan. How will this be analyzed?
Rick Dowling HOT will be added to the HOV lane analysis for 2015.
- **City of Livermore** Will current effort to extend BART to Livermore be reflected in the analysis?
Rick Dowling Yes, potential project impacts will be incorporated into the analysis.
- **City of Livermore** Will High Speed Rail be considered? City of Livermore can provide information to the Study Team about this project.
Rick Dowling Yes, this can be added to the list of relevant projects to consider in the 2030 project list.
- Will coordination with neighboring Caltrans District be considered?
Caltrans Julie Campero is coordinating with Caltrans District 10 staff on their 580/ 205 CSMP and technical consultants for both the 580 CSMP and 580/205 CSMP are comparing analysis assumptions where the study limits meet.

Results

- **City of Pleasanton** Correct ADT data on slide 14; does not reflect actual ADT (perhaps a portion?)
Rick Dowling agreed that ADT was incorrect and will correct as needed.
- Freeway bottleneck slide (slide 21) and data should be updated to reflect the impact of recently activated ramp metering.
The impacts of new metering will be reflected in the 2015 analysis, as existing conditions analysis was completed before current west bound metering was in place.
- Is a westbound truck climbing lane assumed in the model?
A westbound truck climbing lane is not included in the 2015 model.

Strategies

- Rick Dowling noted during this discussion that keeping the current Altamont Pass bottleneck could be considered a management strategy in itself.

- Use most current data available in the forthcoming Pleasanton General Plan (Janice Stern).
- Integrate relevant elements from the Livermore Climate Action Plan.
- Pleasanton staff suggested adding proposed Livermore/Dublin/Pleasanton BRT to future Strategies. Rick Dowling and Caltrans staff agreed.
- Integrate relevant findings of the TVTC Nexus Study where possible.
- Integrate relevant projects from Pleasanton Project List (Pleasanton to send).
- Integrate Foothill Road Interchange project into model.
- Stoneridge project in Pleasanton is very politically sensitive.
- **City of Pleasanton** What is funding potential for project/strategies included in the CSMP?

***Caltrans** Projects in the CSMP are better positioned for future funding, as CSMP recommendations will feed into regional and local planning documents.*

***MTC** There will be some amount of discretionary funding for ITS projects in the Freeway Performance Initiative (FPI) as part of MTC's T2035 Plan. ITS project recommendations included in CSMP would better position such projects for funding as well.*

Evaluation Criteria

Potential evaluation criteria modifications that were discussed included:

- Freight Impacts (truck distribution centers, passenger rail impacts of freight rail).
- Transit access (including Park & Ride needs).
- Considering the impact on residential streets as a qualitative impact.
- Adding Bicycle and Pedestrian Access, both across and along the corridor.
- Noting that the Cost criteria is strictly monetary and will not include environmental cost considerations such as emissions and pollution.

IV. Action Items and Next Steps

- Rick Dowling will make modifications to the technical analysis based on comments received during his presentation.
- TAC members to provide comments on presentation results and related materials at earliest convenience.
- Study team to provide meeting notes and PowerPoints to TAC members.
- Study team will request copy of TVTC study from Livermore Staff.
- Study team will provide copy of final ECT memo to TAC when available.
- Study team will follow up with LAVTA on Livermore/Dublin/Pleasanton BRT proposal.
- Future TAC meetings will take place in March, 2009. Future TAC meetings will be held in May/June and August/September as draft material is available for discussion.