



Meeting Notice

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Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, April 14, 2014, 9:30 a.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

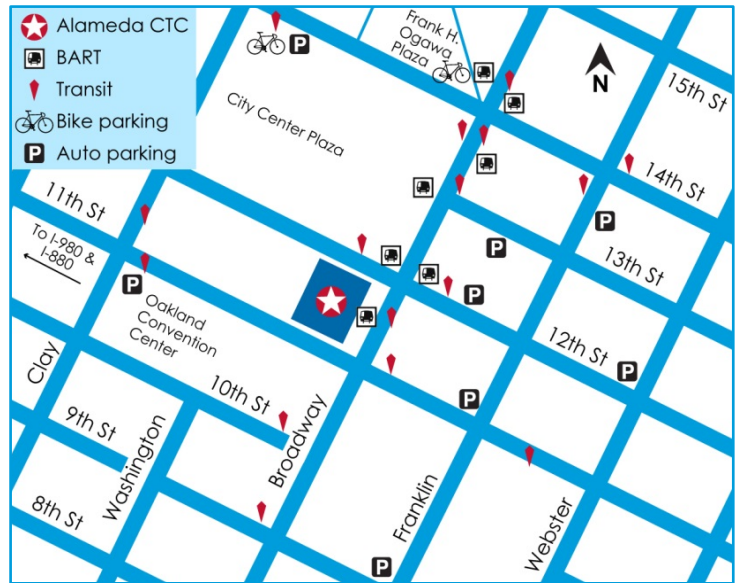
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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I-680 Sunol SMART Carpool Lane Joint Powers Authority Meeting Agenda Monday, April 14, 2014, 9:30 a.m.

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1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Bill Harrison, City of Fremont
Vice Chair: Mayor Jerry Thome, City of Pleasanton
Commissioners/Members: Scott Haggerty, Gail Price (Santa Clara Valley Transportation Authority), Tim Sbranti
Staff Liaison: Stewart D. Ng
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [February 3, 2014 and March 10, 2014 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes](#)

1 A

Recommendation: Approve the February 3, 2014 and March 10, 2014 meeting minutes.

5. Regular Matters

5.1. [I-680 Sunol SMART Carpool Lane JPA FY2013-14 Mid-Year Budget Update](#)

5 A

Recommendation: Approve the I-680 Sunol SMART Carpool Lane JPA FY2013-14 Mid-Year Budget.

5.2. [I-680 Northbound Express Lane \(PN 721.0\): Monthly Status Update](#)

11 I

5.3. [I-680 Southbound Express Lane \(PN 710.5\): Monthly Operations Update](#)

17 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: May 12, 2014

All items on the agenda are subject to action and/or change by the Commission.

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1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present, except for Gail Price who represents VTA.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. January 13, 2014 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes

4.2 I-680 Northbound Express Lane (PN 721.0): Monthly Status Update

Commissioner Sbranti moved to approve the consent calendar. Commissioner Haggerty seconded the motion. The motion passed unanimously (Price absent).

5. Regular Matters

5.1. Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2013

Patricia Reavey recommended that the JPA approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2013. Patricia stated that the net toll revenue was \$720,434 which is higher than budget by 6.7%. Also included in revenues was \$192,625 or 79.4% of projected grant revenue to cover operating costs budgeted to be paid for by the Alameda CTC I-680 Southbound HOT Lane Project. She concluded by stating that expenses through the 2nd quarter of the fiscal year were \$939,696 which results in a decrease to the net position of \$26,637.

Commissioner Thorne moved to approve this item. Commissioner Sbranti seconded the motion. The motion passed unanimously (Price absent).

5.2. I-680 Southbound Express Lane (PN 710.5): Monthly Operations Update

Arun presented the I-680 Southbound Express Lane monthly operations update. Arun reviewed the year over year comparison for the month of December, the total toll paying users, average daily toll revenue, average travel speeds observed in the express and general purposes lanes during morning commute hours, and the average toll ranges. Arun concluded by updating the Authority with a month over month toll trip and revenue comparison, for a period spanning for six months.

This item was for information only.

5.3. I-680 Southbound Express Lane (APN 950.0): Amend Existing Service Agreement with CHP

Arun Goel recommended that the authority approve Amendment No. 3 to Service Agreement 10R390000 to extend the term of the agreement for two additional years and include required budget. Arun stated that the extension of the service agreement will assure continued enforcement coverage in the facility. In addition, Arun stated that the staff followed up on a request made by the Commissioners in January 2014 meeting and jointly explored an alternative contracting mechanism with CHP. Staff also consulted the other regional partners who envision operating express lanes in the near future. CHP indicated that the staff cost for dedicated CHP positions will include overhead costs, and therefore will be significantly higher than the cost associated with providing focused enforcement services on an over-time basis during the peak periods. Multiple dedicated staff positions will be necessary to provide necessary level of CHP enforcement, and therefore will not be cost effective to employ on this 14-mile facility. Arun concluded by recommending amending the existing CHP services agreement.

Sbranti wanted more information on the cost benefit of this amendment. Arun stated that there is an increase in revenue as a result of more focused enforcement, which is a direct cost benefit to the corridor.

Commissioner Sbranti moved to approve the item. Commissioner Thorne seconded the motion. The motion passed unanimously (Price absent).

6. Committee Member Reports (Verbal)

There were no committee member reports.

7. Staff Reports (Verbal)

Art Dao stated that on January 31, 2014 Caltrans Headquarters and District Directors, MTC and CMA Directors met to discuss the draft Caltrans Deputy Directive for Managed Lanes (DD-43) and share region's concerns. The CMA Directors summarized their expectations in a draft document titled "Principles for the Development and Implementation of Managed Lanes" and shared their thoughts. Caltrans Director listened to the issues and agreed to work with the regional and local agencies to address their concerns. He however, expressed State's interest for actively engage in all future express lane implementation. When net revenue is available, the State is flexible in discussing and option to share the revenue. Art stated that additional updates will be provided when the DD-43 has been revised.

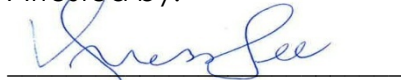
8. Adjournment/ Next Meeting

The meeting adjourned at 10:00 a.m. The next meeting is:

Date/Time: Monday, March 10, 2014 @ 9:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. A quorum was not confirmed.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. February 3, 2014 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes

Due to a lack of a quorum, the approval of Item 4.1 was deferred to the next scheduled Authority meeting.

5. Regular Matters

5.1. I-680 Sunol SMART Carpool Lane JPA FY2013-14 Mid-Year Budget Update

Due to a lack of a quorum, the approval of Item 5.1 was deferred to the next scheduled Authority meeting.

5.2. I-680 Northbound Express Lane (PN 721.0): Monthly Status Update

Gary Sidhu presented the I-680 Northbound Express Lane (PN 721.0): Monthly Status Update. He covered completed activities including traffic and revenue studies, environmental technical studies, geometric development and stakeholder participation. He provided an update on upcoming Project Approval and Environmental Document (PA&ED) activities, access type, pricing strategy, violation enforcement and overall project schedule.

Commissioner Haggerty wanted to know how well the project would fair with the TIGER Grant. Tess Lengyel stated that the criterion for the TIGER Grant doesn't specify support highway investments and these types of projects didn't fair well in the last cycle.

This item was for information only.

5.3. I-680 Southbound Express Lane (PN 710.5): Monthly Operations Update

Arun presented the I-680 Southbound Express Lane Update (PN 710.5). He covered corridor use, transponder statistics (repeat and new customers), average travel speed, revenue and trips by day of week, toll ranges, and compared the revenue collected to date against the forecasted revenue. Commissioner Haggerty requested that staff includes enforcement stats in the upcoming presentation.

This item was for information only.

6. Committee Member Reports (Verbal)

There were no committee member reports.

7. Staff Reports (Verbal)

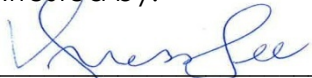
8. Adjournment/ Next Meeting

The meeting adjourned at 10:00 a.m. The next meeting is:

Date/Time: Monday, April 14, 2014 @ 9:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: I-680 Sunol SMART Carpool Lane JPA FY2013-14 Mid-Year Budget Update

RECOMMENDATION: Approve the I-680 Sunol SMART Carpool Lane JPA FY2013-14 Mid-Year Budget

Summary

The proposed mid-year budget update for the Sunol SMART Carpool Lane Joint Powers Authority (JPA) (Attachment A) reallocates current budget authority between expenditure line items to reflect more refined expectations for these expenses as the year progresses and increases budget authority by \$100,000 to allow for prior year operational costs which had inadvertently not been accrued in the prior year. These changes increase the operating deficit from \$185,000 to \$285,000 and decrease the ending net position from \$3.6 million to \$3.5 million. The net position is comprised of \$2.1 million of capital assets, \$0.5 million of reserves for toll system, software, and hardware replacements and roadway rehabilitation and unrestricted funds of \$0.9 million.

Background

In June 2013, the Board of the Sunol Smart Carpool Lane JPA adopted the operating budget for FY2013-14, which included operating expenses to be paid from toll revenues only. In November 2013, the Board approved a revised budget that included all revenues and expenses, regardless of the funding source, and updated the beginning net position to reflect the audited net position ending balance of \$4,013,999 from the Sunol SMART Carpool Lane Joint Powers Authority Annual Financial Report for the Year Ended June 30, 2013.

Staff has included a schedule which reflects the funding source intended to be utilized for each expense line item in the proposed mid-year budget update (Attachment B). This schedule is intended to assist the reader in understanding the continued subsidy received by the JPA from the ACCMA I-680 Southbound HOT Lane Project in order to remain sustainable.

Fiscal Impact: The fiscal impact for approval of this item is to provide additional budget authority of \$100,000 for operating expenses for total budget authority of \$2.12 million for FY2013-14.

Attachments

- A. Sunol Smart Carpool Lane JPA Fiscal Year 2013-14 Proposed Mid-Year Budget Update
- B. Sunol Smart Carpool Lane JPA Fiscal Year 2013-13 Proposed Mid-Year Operating Expense Update by Fund Source

Staff Contact

[Patricia Reavey](#), Director of Finance

[Arun Goel](#), Express Lane Operations

SUNOL SMART CARPOOL LANE JPA
Fiscal Year 2013-14
Proposed Mid-Year Budget Update

	FY 2013-14 Adopted Budget	Budget Adjustment	FY 2013-14 Budget Proposed
Beginning Net Position	\$ 4,013,999	\$ -	\$ 4,013,999
REVENUES			
Toll Revenue	1,350,000	-	1,350,000
Grant Revenue	485,000	-	485,000
Total Revenues	1,835,000	-	1,835,000
EXPENSES			
Operations & Maintenance Contract	800,000	-	800,000
Revenue Collection Fees	250,000	15,000	265,000
CHP Enforcement	175,000	-	175,000
Alameda CTC Operations	175,000	150,000	325,000
Express Lane Maintenance (Caltrans)	125,000	-	125,000
Project Management/Controls	85,000	10,000	95,000
IT Support	75,000	-	75,000
Insurance	75,000	(10,000)	65,000
Alameda CTC Administration	50,000	-	50,000
System Manager/Operations Support	50,000	10,000	60,000
Other Consultant Costs	50,000	(40,000)	10,000
Miscellaneous	30,000	(5,000)	25,000
Legal Fees	25,000	-	25,000
Marketing/Public Outreach	25,000	(15,000)	10,000
Rent	15,000	(15,000)	-
Utilities	15,000	-	15,000
Total Expenses	2,020,000	100,000	2,120,000
Operating Surplus/(Deficit)	(185,000)	(100,000)	(285,000)
Capital Asset Depreciation Expense	238,604	-	238,604
Projected Ending Net Position	\$ 3,590,395	\$ (100,000)	\$ 3,490,395
Net Position			
Reserved for:			
Toll System/Software/Hardware Replacement	300,000	-	300,000
Roadway Rehabilitation	200,000	-	200,000
Invested in Capital Assets	2,130,296	-	2,130,296
Unrestricted	960,099	(100,000)	860,099
Total Net Position	\$ 3,590,395	\$ (100,000)	\$ 3,490,395

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SUNOL SMART CARPOOL LANE JPA
Fiscal Year 2013-14
Proposed Mid-Year Operating Expense Update by Fund Source

	Operating Expenses	Proposed Mid-Year Budget	
		ACCMA Capital Grants	Operating Revenues
Operations & Maintenance Contract	\$ 800,000	\$ 55,000	\$ 745,000
Revenue Collection Fees	265,000	-	265,000
CHP Enforcement	175,000	-	175,000
Alameda CTC Operations	325,000	-	325,000
Express Lane Maintenance (Caltrans)	125,000	125,000	-
Project Management/Controls	95,000	85,000	10,000
IT Support	75,000	75,000	-
Insurance	65,000	65,000	-
Alameda CTC Administration	50,000	-	50,000
System Manager/Operations Support	60,000	60,000	-
Other Consultant Costs	10,000	10,000	-
Miscellaneous	25,000	-	25,000
Legal Fees	25,000	-	25,000
Marketing/Public Outreach	10,000	10,000	-
Rent	-	-	-
Utilities	15,000	-	15,000
Total Operating Expenses	\$ 2,120,000	\$ 485,000	\$ 1,635,000

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: I-680 Northbound Express Lane (PN 721.0): Monthly Status Update

RECOMMENDATION: Receive a monthly status update the I-680 Northbound Express Lane Project.

Summary

The I-680 Northbound Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a northbound HOV/Express Lane in the corridor. The purpose of this item is to provide the Commission with a monthly status update of project development activities which are either completed or planned for the project. This item is for information only.

Background

The I-680 Northbound Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a northbound HOV/Express Lane in the corridor. The project is intended to provide a number of benefits including: 1) enhanced mobility by reducing traffic congestion; 2) reduced travel time and improved travel reliability; 3) reduced congestion related accidents; thereby enhancing safety. The Express Lane facility will utilize available HOV lane capacity by offering solo drivers the choice to pay a toll electronically to access the lane, while regular carpool users continue to use the lane at no cost.

Based on the August 2011 Alameda County Superior Court's ruling on a previously approved project within the same corridor, the project team consulted Caltrans and local cities and determined that the current phase studies should complete a Project Initiation Document and a higher level of environmental analyses for the project. The higher level environmental document requires expanded preliminary engineering, traffic analysis, and technical studies, to obtain environmental clearance for the project.

The Project Team continues to make progress toward completing a final environmental document by summer 2015. The following is a detailed discussion of in progress and/or upcoming major tasks.

Traffic Studies

A Traffic Operational Analysis Report documenting existing traffic conditions analysis, traffic forecasts, and the highway operations analysis has been approved. The team utilized the traffic operational analysis to determine project implementation phases, access type and perceived effects on local arterials. This report documented the existing, Year 2020 and Year 2040 traffic conditions for both the "Build" and the "No Build" alternatives.

Environmental Technical Studies

All environmental technical field surveys are complete. A list of required technical studies is included in Attachment A of this report. Technical reports for all of the environmental studies are complete and approved.

Environmental Document

Administrative Draft Environmental Document (DED) is under Caltrans review. Various cycles of internal agency reviews by both Alameda CTC and Caltrans, are expected prior to publishing the DED for public review and comment. Public circulation of the DED and completion of a final document are expected in August 2014 and July 2015, respectively.

Project Approval

The Project Report (PR) process is underway. The Draft PR will document the need for the project and summarize the studies, cost, scope, and overall impact of project alternatives; and its approval is required prior to releasing a DED for public circulation and agency reviews. A Draft PR is planned for completion in August 2014. After the public and agency review process is complete and a preferred alternative is selected by the project development team, the Draft PR will be updated to become the Final PR. Completion of a Final PR indicates Caltrans, FHWA and Alameda CTC approval of the project. Final PR approval for this project is anticipated in July 2015.

Project Implementation Approach

The Project Report and Environmental Document include studies and analysis for both the full project limits (SR 237 to SR 84) and an initial phase of construction (Auto Mall Parkway to SR 84). The limits for the initial phase of construction are based on immediate operational benefits and projected funding availability. Staff is exploring project delivery and funding options to expedite the implementation of initial phase.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. List of Planned Project Tasks/Technical Studies

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Gary Sidhu](#), Project Controls Team

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ATTACHMENT A: LIST OF PLANNED PROJECT TASKS/TECHNICAL STUDIES

ID	DELIVERABLE	STATUS
PRELIMINARY ENGINEERING		
1	PSR-PDS	Approved
TRAFFIC STUDIES		
2	Traffic Data Collection	Complete
3	Existing Conditions Assessment	Approved
4	Model Validation	Approved
5	Traffic Forecasts	Approved
6	Preliminary Traffic Operations Sensitivity Analysis	Complete
7	Traffic Operations Analysis	Approved
8	Traffic Operations Analysis Report (TOAR)	Approved
9	Traffic & Revenue Study	Complete
ENVIRONMENTAL STUDIES		
10	Public Scoping Report	Approved
11	Biological Field Surveys	Complete
12	Bat Species Study	Approved
13	Jurisdictional Wetlands Report	Approved
14	California Red Legged Frog Study	Approved
15	Special Status Plant Species Study	Approved
16	Natural Environment Study (NES)	Awaiting Approval
17	Biological Assessment	Underway
18	Biological Opinion	
19	Water Quality Assessment	Approved
20	Location Hydraulic Study	Approved
21	Initial Site Assessment	Approved
22	Air Quality PM 2.5 Assessment	Complete
23	Air Quality and Greenhouse Gas Analysis Report	Approved
24	Noise Surveys	Complete
25	Noise Impact Report	Approved
26	<i>Noise Abatement Decision Report (NADR)</i>	Approved
27	Visual Impact Assessment	Approved
28	Community Impact Assessment	Awaiting Approval
29	APE Mapping	Approved
30	Archaeological Survey Report (ASR)	Approved
31	Historic Architectural History/Built Resources Report (HRER)	Approved
32	Historic Property Survey Report (HPSR)	Approved
33	Paleontological Identification and Evaluation Report	Approved
34	Preliminary Geological Assessment	Approved

ID	DELIVERABLE	STATUS
ENVIRONMENTAL DOCUMENT		
35	Project Description	Complete
36	1 st Admin DEIR/EA	Complete
37	2 nd Admin DEIR/EA	Complete
38	3 rd Admin DEIR/EA	
39	DEIR/EA	
40	1 st Draft FEIR/EA	
41	2 nd Draft FEIR/EA	
42	3 rd Draft FEIR/EA	
43	FEIR/EA	
PROJECT APPROVAL		
44	Geometric Design	Complete
45	Roadway Plans	Complete
46	Traffic Safety Assessment	Complete
47	Fact Sheets (Mandatory and Advisory)	2 nd Draft Complete
48	Value Analysis Study	Complete
49	Storm Water Data Report	Approved
50	Pavement Life Cycle Cost Analysis	Awaiting Approval
51	Hydromodification Assessment Report (included in Item 19)	Approved
52	Utility Coordination	Ongoing
53	R/W Engineering	Complete
54	Advance Planning Study - Bridges	2 nd Draft Underway
55	Advance Planning Study - Special Retaining Walls	2 nd Draft Complete
56	Preliminary Foundation Report	2 nd Draft Underway
57	Preliminary Geotechnical Report	Approved
58	Encroachment Policy Variance Request (Utilities)	Complete
59	Structures Aesthetics Guidelines	Complete
60	Conceptual Landscape Plan	Complete
61	Cost Estimate	Complete
62	1 st Administrative Draft Project Report	Complete
63	2 nd Administrative Draft Project Report	Complete
64	3 rd Administrative Draft Project Report	
65	DPR	
66	Final Project Report	



Memorandum

5.3

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DATE: April 7, 2014

SUBJECT: I-680 Southbound Express Lane (PN 710.5): Monthly Operations Update

RECOMMENDATION: Receive a monthly operations update on the I-680 Southbound Express Lane.

Summary

The purpose of this item is to provide the JPA Board with the February 2014 Monthly Operations Update of the express lane facility. This item is for information only.

Review of February 2014 daily trip and revenue reports indicates that the express lane facility continued to provide travel reliability in the lane, improve traffic congestion and operations within the corridor, including in the general purpose lanes, and thereby increase the overall corridor traffic throughput.

While comparing the year over year performance matrices, it is noted that the average daily number of toll paying trips has increased by 31 percent. This is an indication that more solo drivers are choosing to utilize the Express Lane, to experience the travel reliability and time savings. While it appears that traffic congestion has returned to the corridor with upward economic activities noted in Silicon Valley, the average travel speed in the Express Lane continues to remain steady and stay above the posted speed limit.

Background

The I-680 Southbound Express Lane opened to traffic in September 2010 and is the first operational express lane facility in Northern California; it is one of a few in the nation to have a shared toll and non-toll facility. The express lane facility spans over 14 miles from SR 84, near Pleasanton, to SR 237 in the City of Milpitas, and admits toll-paying solo drivers in addition to carpoolers (who use the lane at no cost). The express lane optimizes capacity, reduces congestion and increases travel time reliability within the 14 mile corridor.

Constructed within the restricted right-of-way, the facility has no physical barrier between the General Purpose Lanes and the Express Lane, but is separated by a double white

stripe. The Alameda CTC, acting as the managing agency for the JPA has been operating the express lane facility since it has opened to traffic in September 2010.

Since the opening, approximate 1.75 Million solo drivers have reached their destinations by traveling at speeds that are typically 7-10 miles per hour faster (several segments within the 14 mile corridor experience speeds over 23 miles per hour faster) than which motorists experience in the general purpose lanes, during peak commute hour. Travel speeds throughout the corridor on average remained above the posted speed at all times during operational hours and the average work week trips continued to show increase in facility utilization. During traffic incidents and severe congestion the Express Lane remains with high performance and no degradation in reliability or travel time.

Tolls are collected via FasTrak® transponders that are automatically read by readers mounted on overhead gantries. Currently, the I-680 Express Lane includes five FasTrak® readers: one at each toll zone (at Andrade, Washington and Mission), and two at stand-alone enforcement zones (south of Vargas and south of Scott Creek). Readers at the toll zones are linked to the Toll Data Center (TDC). The accounts of vehicles passing through with valid FasTrak® transponders are charged the appropriate toll for the length of their trip, based on the toll rates published via dynamic message signs. Toll rates are calculated by a computerized real-time dynamic pricing model. The enforcement zone readers are not linked to the TDC and are used to aid CHP enforcement by determining if a vehicle has a valid FasTrak® transponder.

The February 2014 operational update (daily/monthly trip, travel time and revenue information) is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-680 Southbound Express Lane February 2014 Operations Update

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Arun Goel](#), Express Lane Operations


Express Lane February 2014 Highlights

- Since 2010: **1.7 million** solo drivers
- Average Speed: **>65 MPH**
- Average Work Week Trips: **Steadily increase**
- Speed Differential: **up to 23 MPH**
- Toll Paying Users: **>2,950 (avg. daily)**
- Monthly Revenue: **>\$144,000**
- **>80% Repeat Customer** → **>90% Revenue**




Year Over Year Comparison by Month

February 2013 February 2014


 31% Users


2,280 vehicles 2,983 vehicles

Average Daily Toll Paying Trips

Average Daily Toll Revenue \$5,135  \$7,212

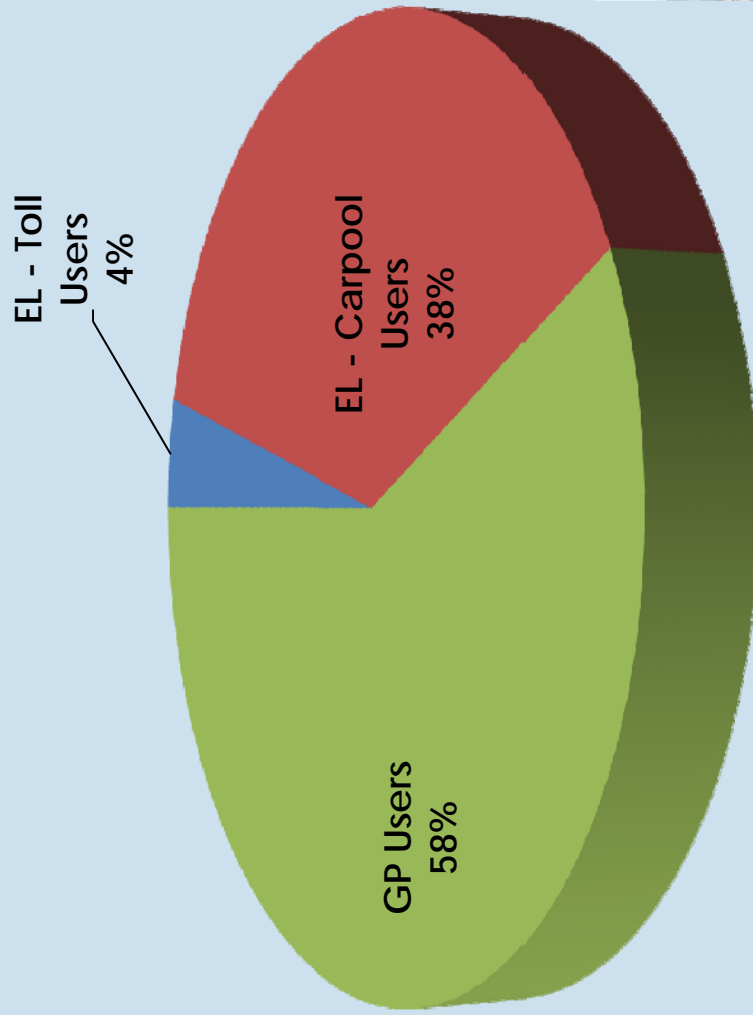
Average Toll Rate \$2.25  \$2.42

Average Peak Period Toll Rate
M-F 5AM to 11AM \$2.78  \$3.23

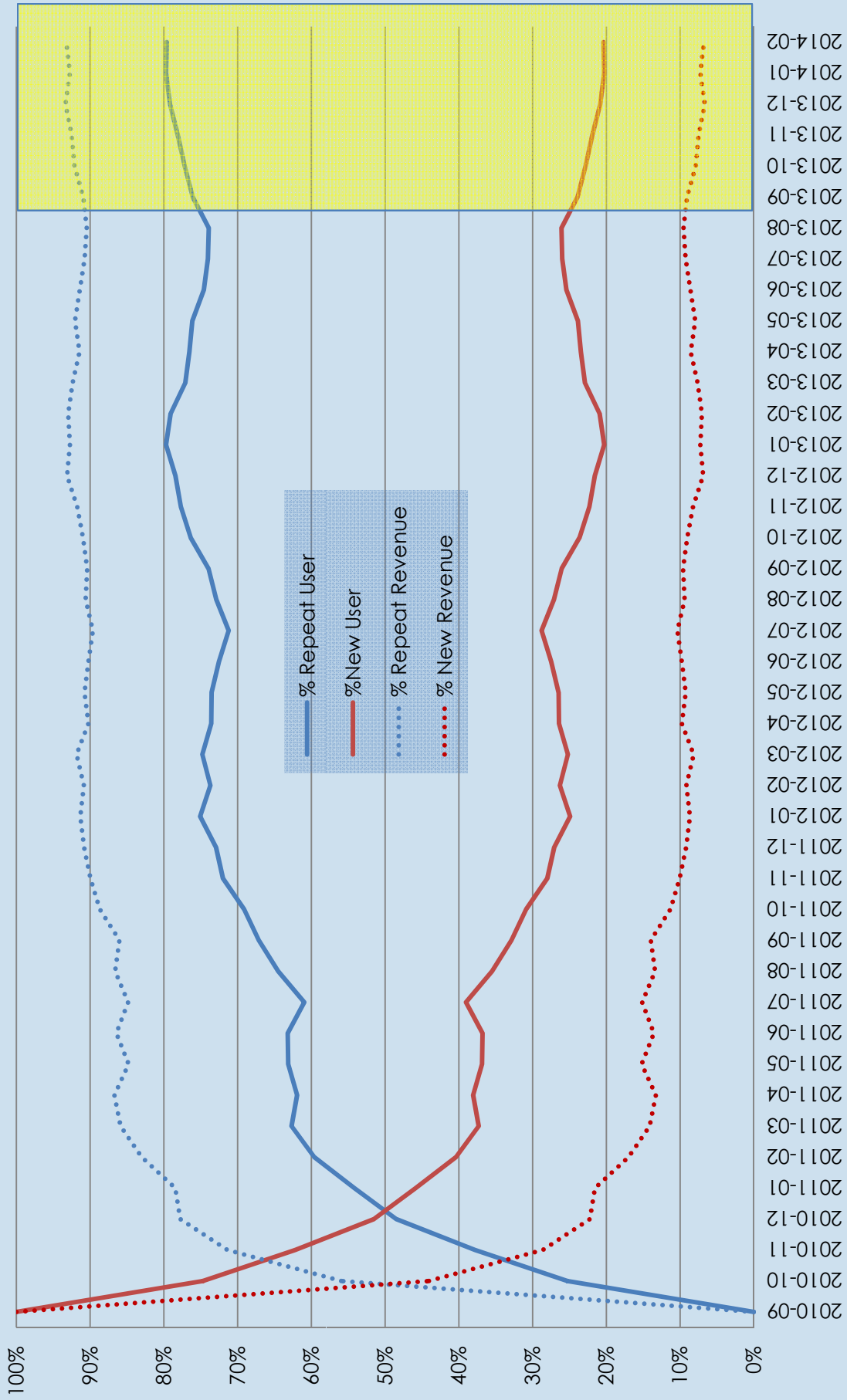
Average Peak Period Toll Rate
M-Th 5AM to 9AM \$2.74  \$3.22



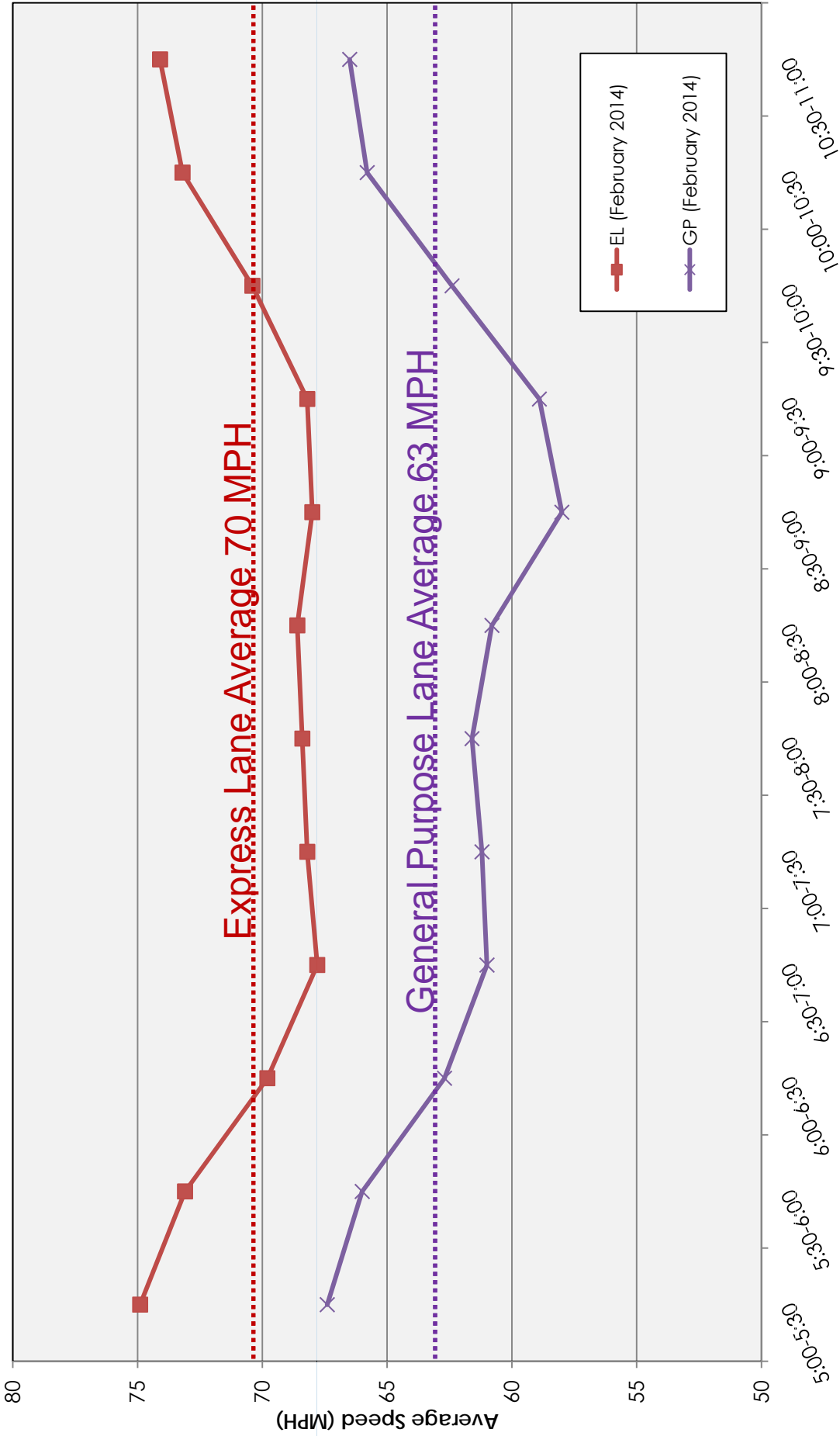
February 2014 Corridor Users



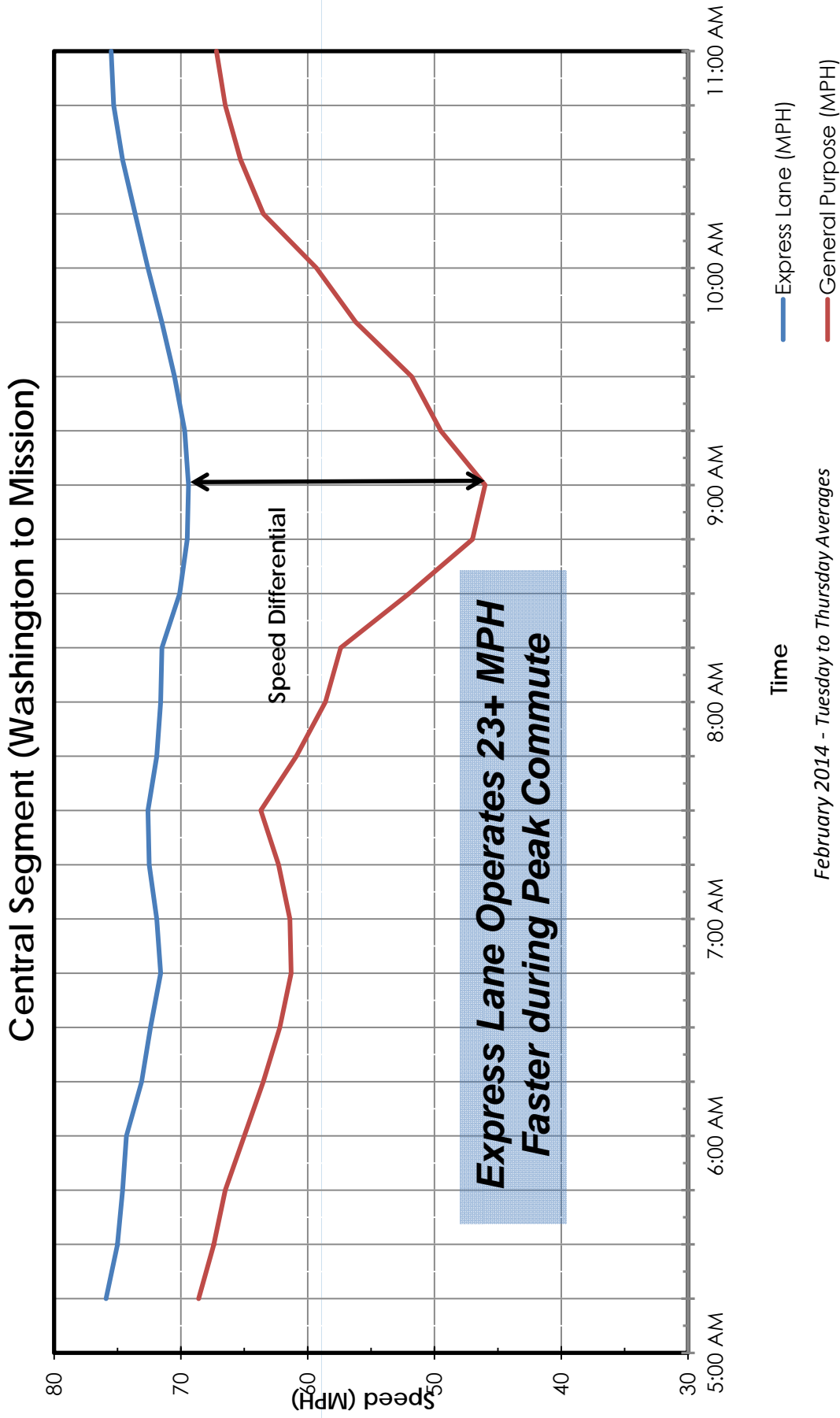
Transponder Statistics



February 2014 Average Travel Speed (Within 14-mile Express Lane Facility)



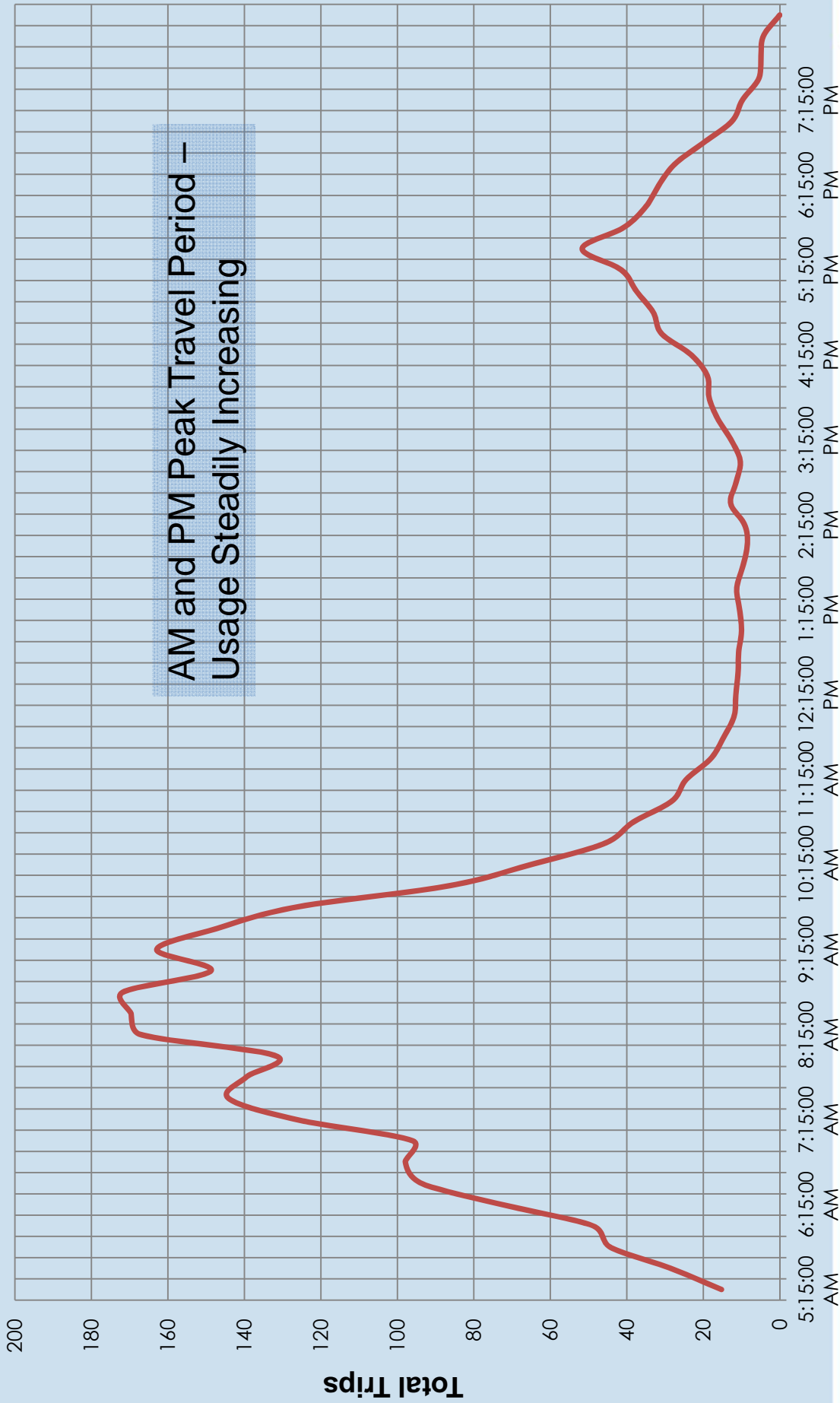
Average Daily Speed Curves During Peak Commute Period



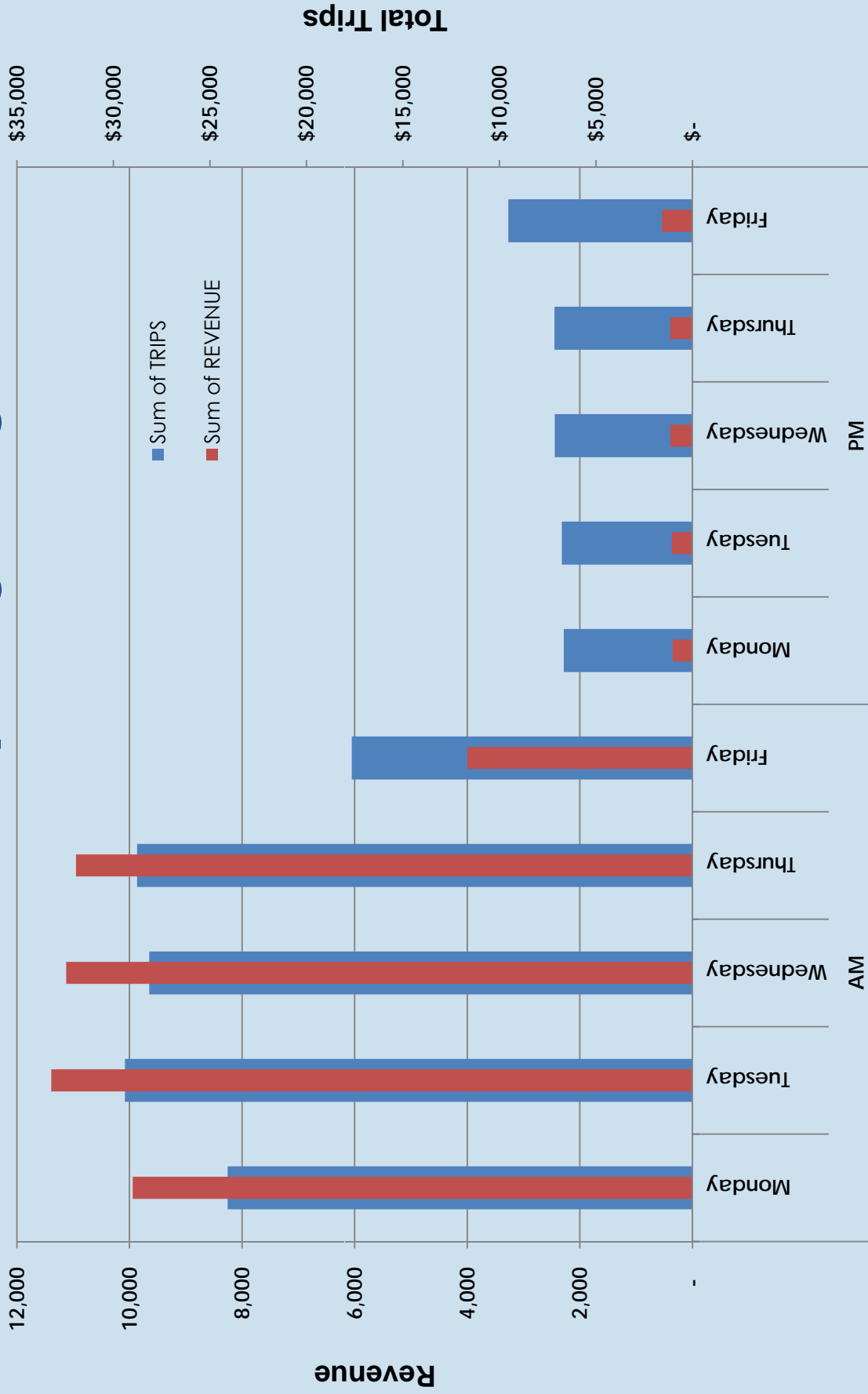
Average Daily Toll Trips

February 2014

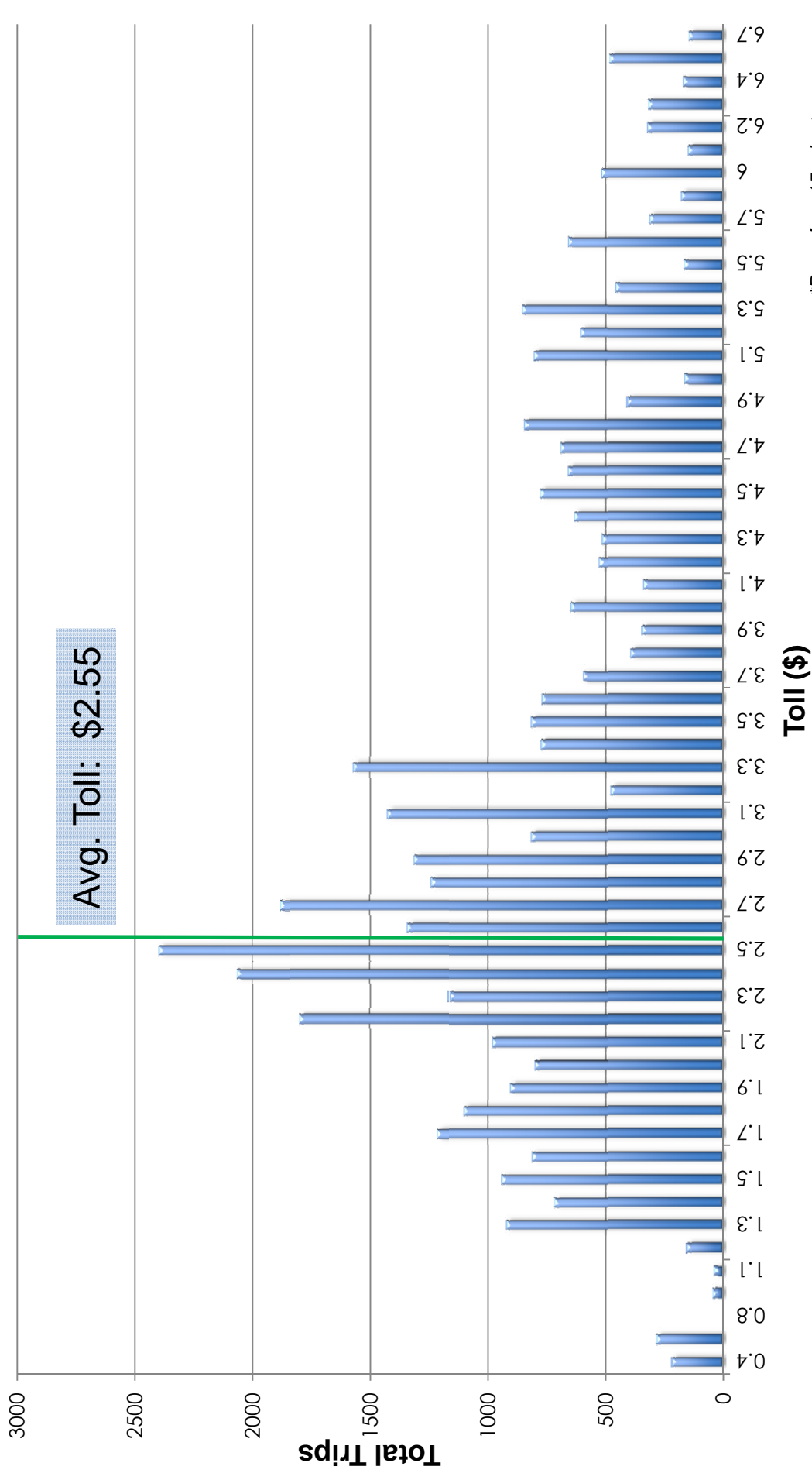
(Tuesday to Thursday from 5 AM to 8 PM)



Revenue and Trips by Day of Week



February 2014 Toll Range During Peak Commute Hours (5AM to 11AM)



*Based on 15 minute averages



Revenue (Estimated Gross vs. Forecasted)

Revenue in FY 2013/14
(July 2013 to February 2014)

Estimated Gross Revenue **\$982,000** **↑ 9%**

Forecasted* **\$900,000**

* Forecasted revenue for the full FY 13/14 is \$1,350,000

