



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

4.1

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

1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present except Gail Price of VTA.

Commissioner Don Biddle was present as an Alternate for Commissioner Tim Sbranti.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. June 9, 2014 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes

Commissioner Haggerty moved to approve the Consent Calendar. Commissioner Biddle seconded the motion. The motion passed unanimously (Price absent).

5. Regular Matters

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

Gary Sidhu presented the I-680 Northbound Express lane monthly status update. He covered completed activities, upcoming project approval and environmental document activities. Gary provided information on key focus areas, traffic study limits including local approval of the study. Gary concluded by covering the project schedule over the next three years.

This item was for information only.

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

Arun Goel presented the I-680 Southbound Express Lane Monthly Operations Update. He covered express lane performance, including year-over-year traffic and revenue comparison by month, and highlighted the average travel speed and speed differentials. Arun covered revenue and trips by day of the week and toll range during peak commute hours. Arun also highlighted major incidents in the corridor and CHP response time. He provided detailed information on CHP enforcement statistics and resources. He concluded by stating that staff planned to enhance enforcement by working closely with regional partners and upgrading technology.

Commissioner Haggerty wanted to know if staff sat roadside to verify the violation rate. Arun stated that an after-study was completed in June 2013, and that he participates in ride-alongs with the CHP for verification purposes. Commissioner Haggerty wanted the staff to evaluate the cost for conducting manual evaluations of the toll violation rate. Staff will respond with a cost estimate in upcoming meetings.

There was a public comment on this item by Ken Bukowski.

This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

Tess Lengyel provided an update on AB 1811 stating that the Governor endorsed the bill on Tuesday July 8, 2014.

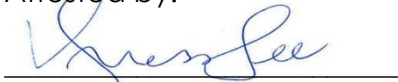
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, September 8, 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: September 2, 2014

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

RECOMMENDATION: Receive a monthly status update of 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; and 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 fall 2015. The following is a detailed discussion of in progress and/or upcoming major tasks.

Environmental Technical Studies, Traffic and Engineering Studies & Reports

Most environmental, traffic and engineering studies & reports have been completed, reviewed, approved by Caltrans District 4 and are currently under review by Caltrans HQ.

Environmental Document

Administrative Draft Environmental Document (DED) is under Caltrans review. Various cycles of internal agency reviews by Alameda CTC, Caltrans District 4, and Caltrans HQ are expected prior to publishing the DED for public review and comment. Public circulation of the DED and public hearing are expected in late 2014/early 2015. After the public and agency review process, a preferred alternative will be selected by the project development team. A final Environmental Document (ED) addressing the preferred alternative in detail is expected in fall 2015.

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 late 2014. After the selection of a preferred alternative, 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 fall 2015.

Project Implementation Approach

The PR and ED 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. In the interest of expediting important improvements for the public, Alameda CTC and Caltrans have agreed to incorporate a rehab project (Auto Mall Parkway to SR 84) into the I-680 Northbound Express Lane Project. Staff is exploring project delivery and funding options to expedite the implementation of the initial phase.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

Staff Contact

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

[Susan Chang](#), Project Controls Team



Memorandum

5.2

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

DATE: September 2, 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 July 2014 Monthly Operations Update of the express lane facility. This item is for information only.

Review of July 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 approximately 20 percent. This is an indication that more solo drivers are choosing to utilize the Express Lane, to experience the travel reliability and time savings, even during the summer months. 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, with core commute hours extending.

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 2.06 Million solo drivers have reached their destinations by traveling at speeds that are typically 7-12 miles per hour faster (several segments within the 14 mile corridor experience speeds over 16 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 July 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 July 2014 Operations Update

Staff Contact

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


[Arun Goel](#), Express Lane Operations

Express Lane July 2014 Highlights

- Since 2010: 2.06 million solo drivers
- Average Speed: >65 MPH
- Average Work Week Trips: Slight Decline – Summer
- Max GP Comparison: >16 MPH
- Toll Paying Users: >2,794 (avg. daily)
- Monthly Revenue: >\$136,000
- >75% Repeat Customer → >92% Revenue

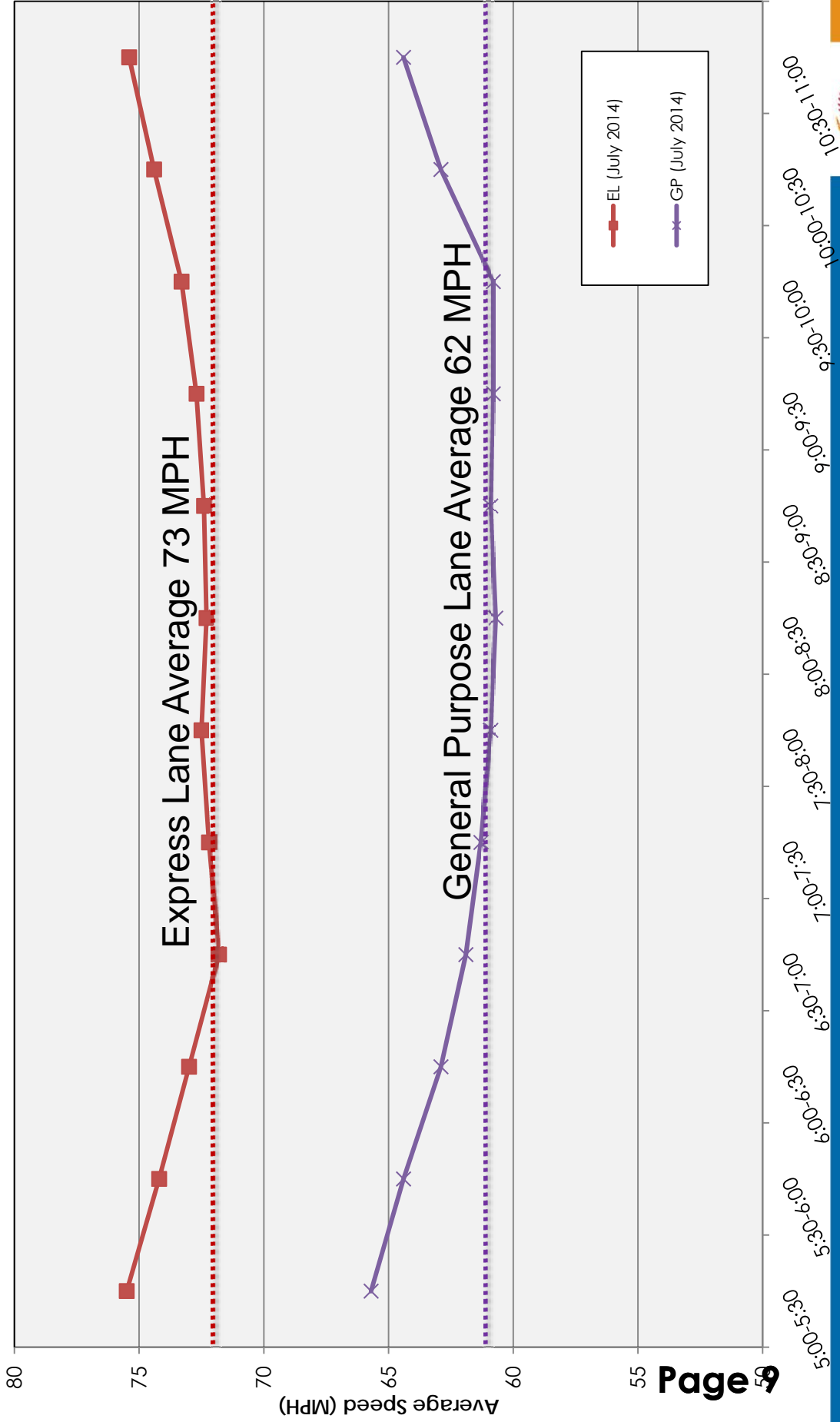


Year Over Year Comparison by Month

	July 2013	July 2014
Average Daily Toll Paying Trips	2,333 vehicles	2,794 vehicles
	 20% Users	
Average Daily Toll Revenue	\$4,202	\$6,191
Average Toll Rate	\$1.80	\$2.22
Average Peak Period Toll Rate M-F 5AM to 11AM	\$2.34	\$2.89
Average Peak Period Toll Rate M-Th 5AM to 9AM	\$2.45	\$2.93

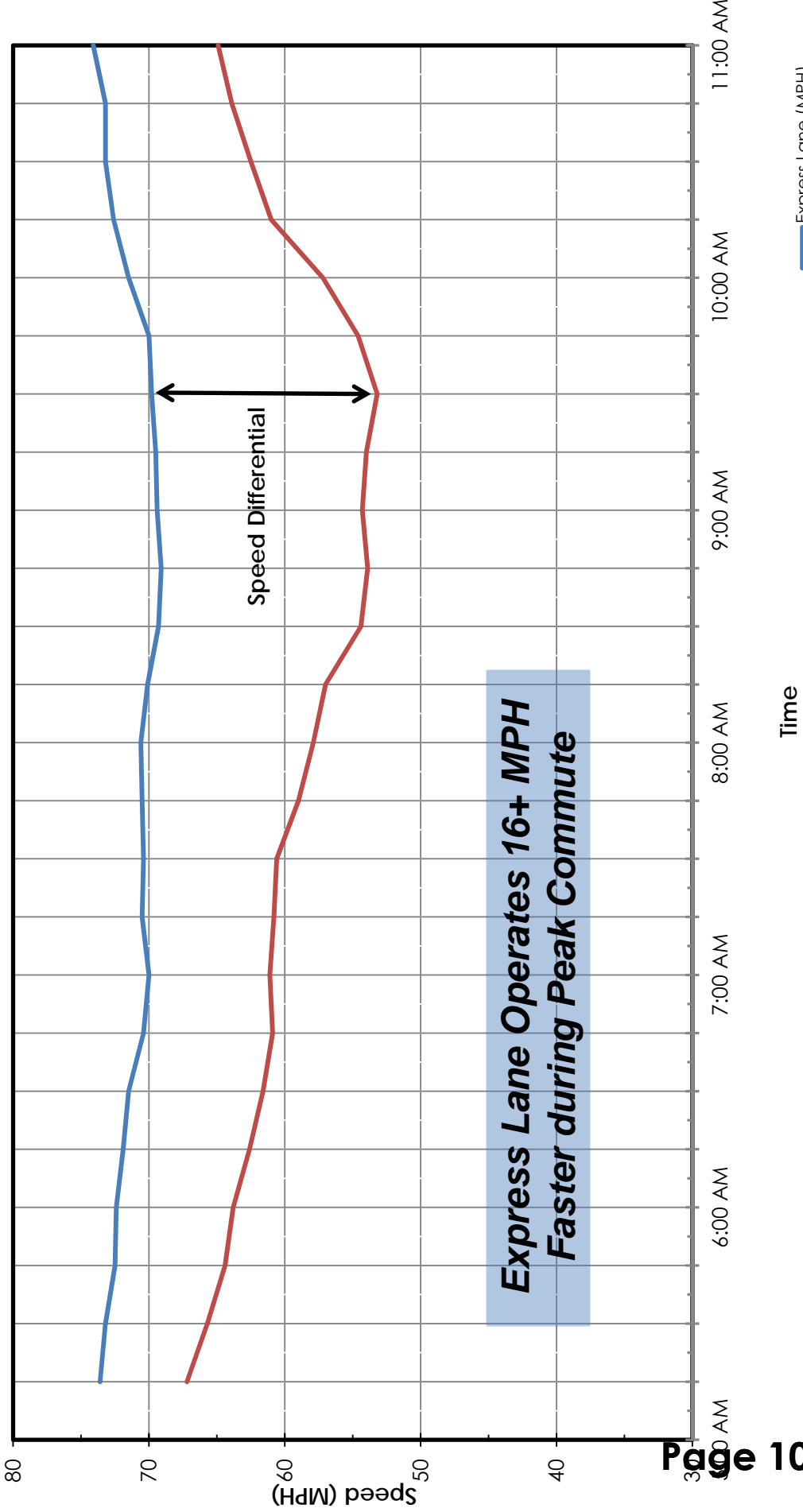


July 2014 Average Travel Speed (Within 14-mile Express Lane Facility)



Average Daily Speed Curves During Peak Commute Period

Central Segment (Washington to Mission)



Time

July 2014 - Tuesday to Thursday Averages

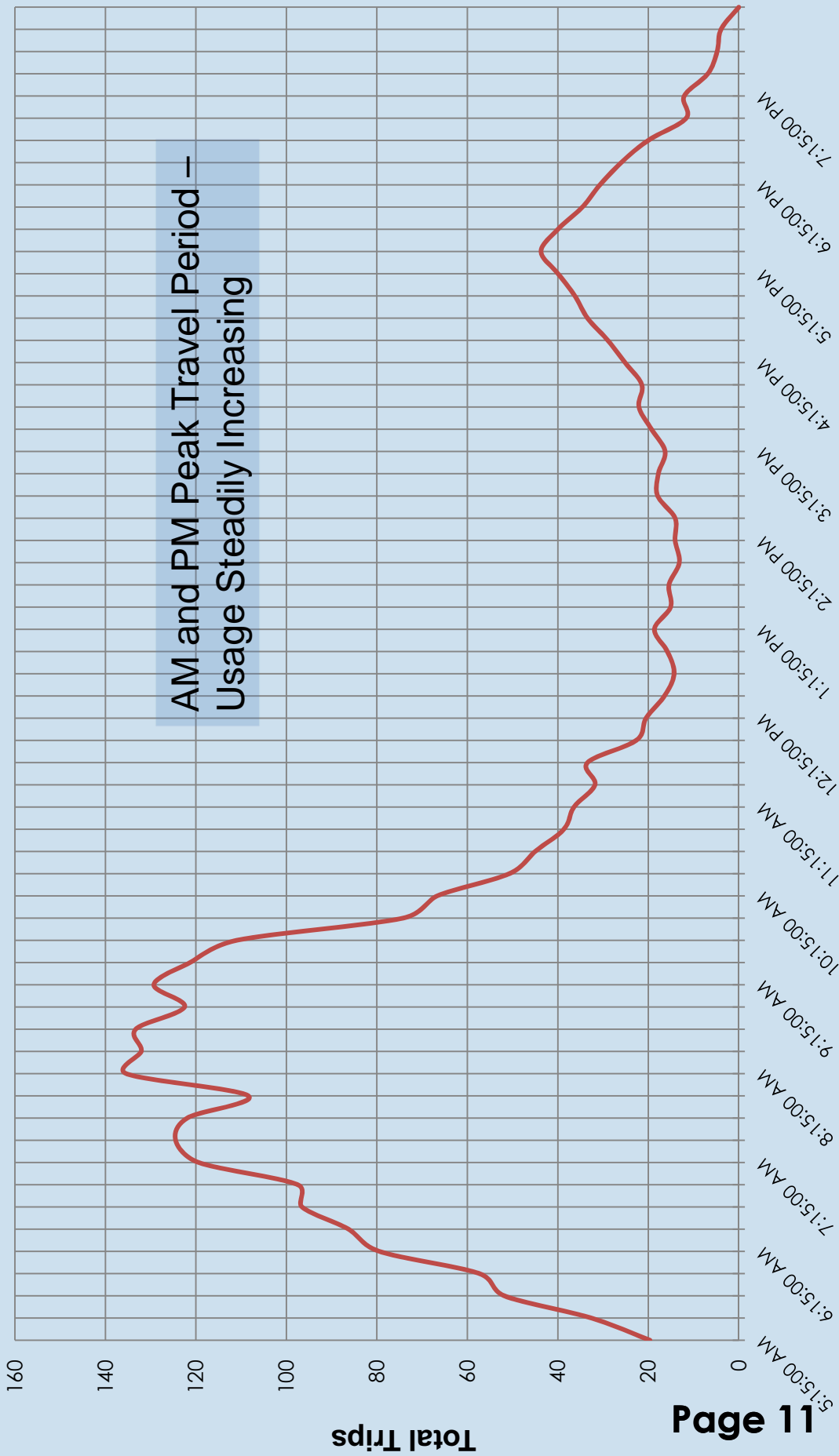
Express Lane (MPH)
General Purpose (MPH)

**Express Lane Operates 16+ MPH
Faster during Peak Commute**

Average Daily Toll Trips

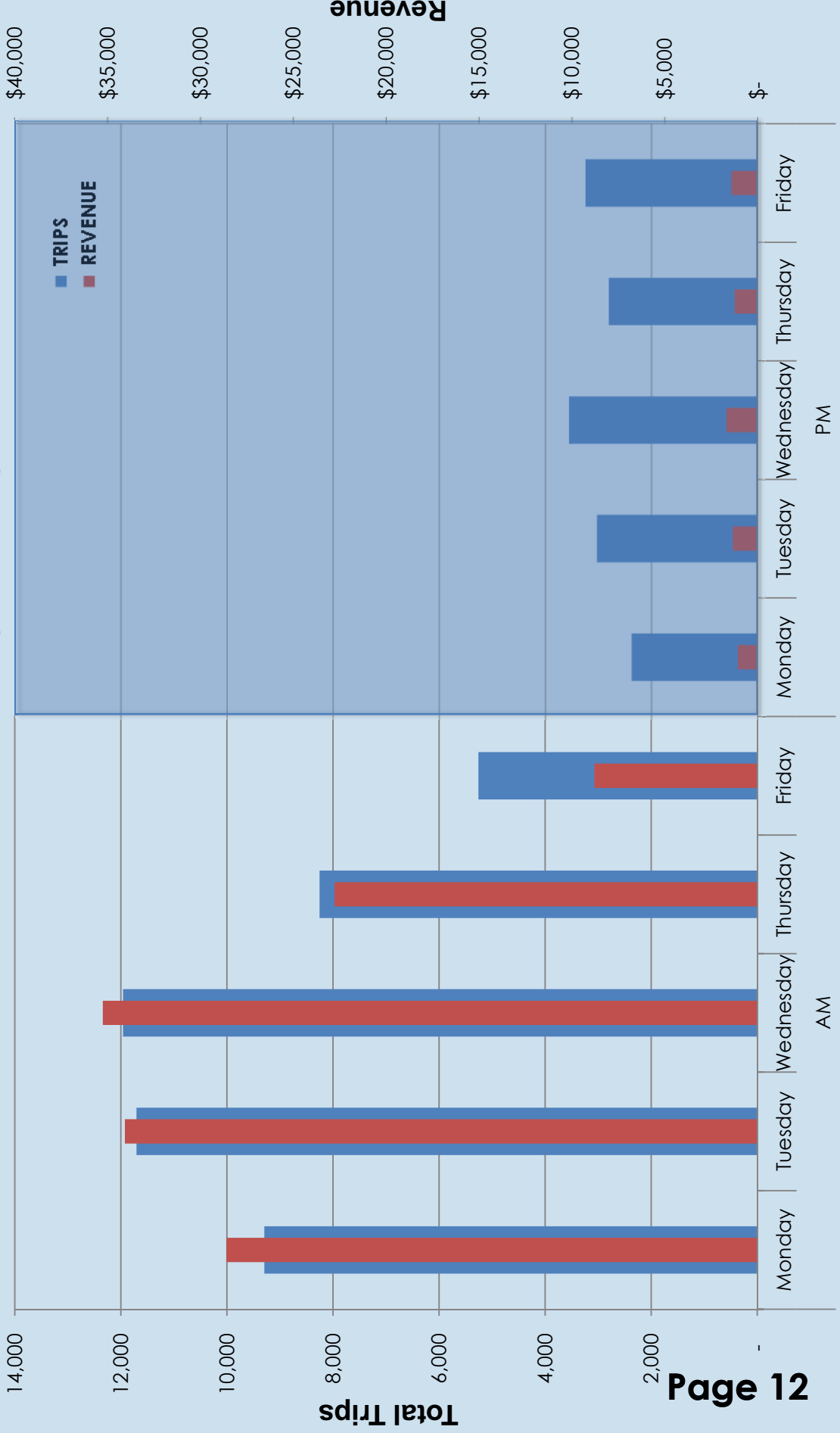
July 2014

(Tuesday to Thursday from 5 AM to 8 PM)

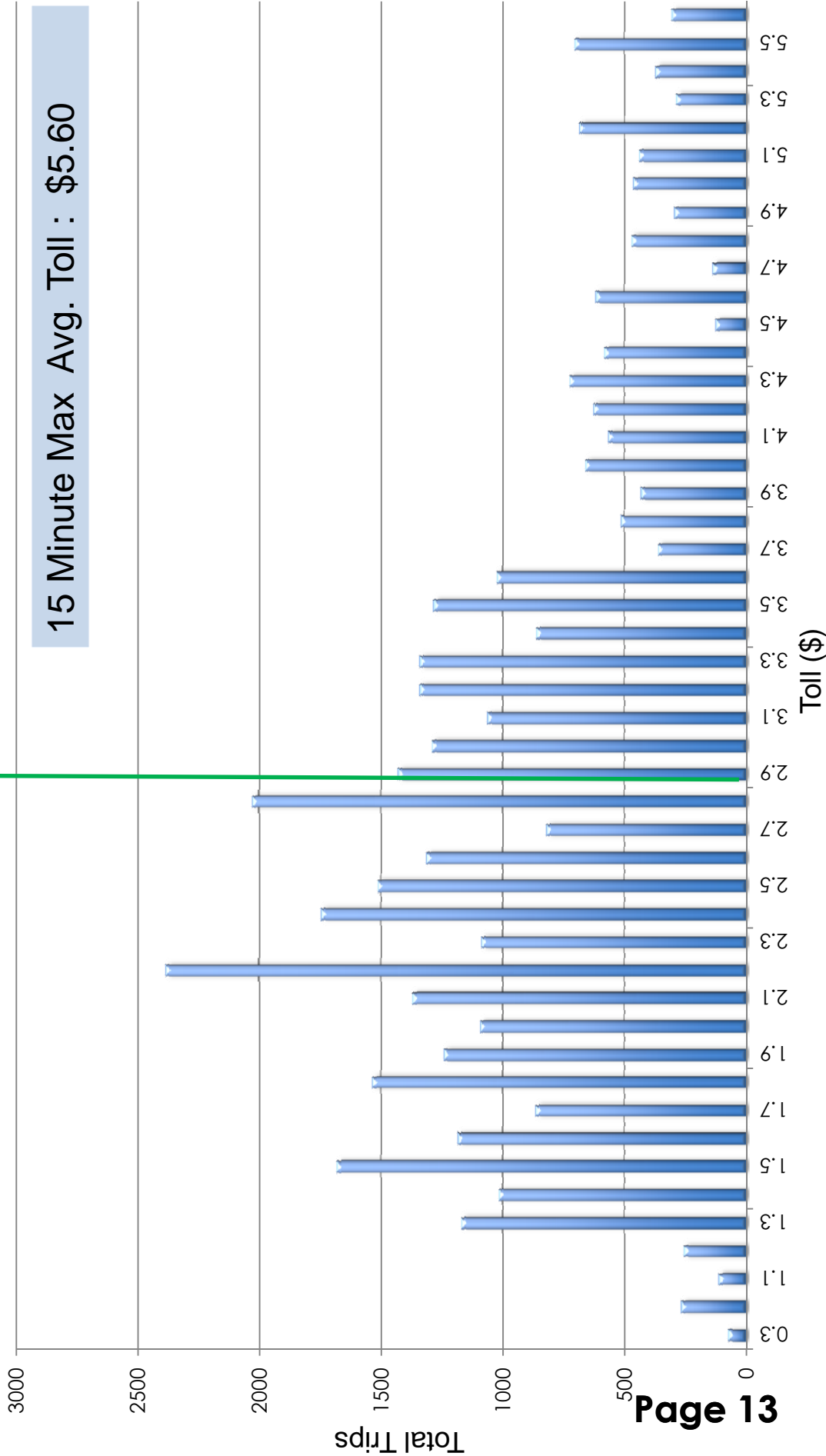


AM and PM Peak Travel Period - Usage Steadily Increasing

Revenue and Trips by Day of Week



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



Revenue (Estimated Gross vs. Forecasted)

Revenue in FY 2014/15
(July 2014)

Estimated Gross Revenue **\$136,210** **↑ 37%**

Forecasted* **\$99,500**

* Forecasted revenue for the full FY 14/15 is \$1,449,000

