



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
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Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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Supervisor Keith Carson, District 5

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Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, April 13, 2015, 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.

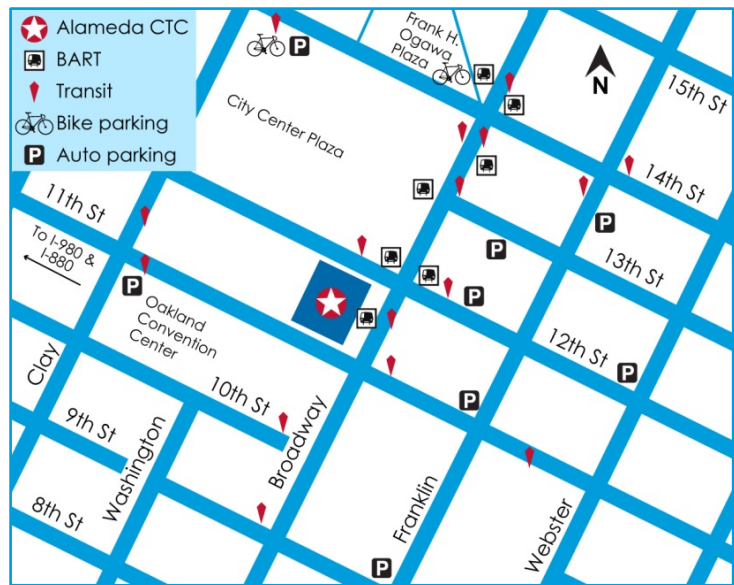
Glossary of Acronyms

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 13, 2015, 9:30 a.m.

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• PH: (510) 208-7400

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1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Jerry Thorne, City of Pleasanton

Vice Chair: Mayor David Haubert, City of Dublin

Commissioners/Members: Scott Haggerty, Bill Harrison, Jason Baker (Santa Clara Valley Transportation Authority),

Staff Liaison: Kanda Raj

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [March 9, 2015 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes](#)

1 A

Recommendation: Approve the March 9, 2015 meeting minutes.

4.2. [I-680 Sunol SMART Carpool Lane JPA Annual Report](#)

3 I

5. Regular Matters

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

5 I

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

17 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: May 11, 2015

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

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I-680 Sunol SMART Carpool Lane Joint Powers Authority Meeting Minutes Monday, March 9, 2015, 9:30 a.m.

4.1

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Jason Baker from VTA.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. February 9, 2015 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes

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

5. Regular Matters

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

Arun Goel presented the I-680 Southbound Express lane operations update. He covered corridor throughput year over year comparison by month, average travel speed, and speed curves during peak commute period. Arun provided information on average daily toll trips and estimated and forecasted revenue. He covered incident management, specifically two events in the month of January that impacted traffic flow in the corridor. Arun concluded his update by provided detailed information on CHP enforcement from July 2014-January 2015. He updated the committee on the total days of enforcement versus work days and he provided statistics on violations in the lane and information on enhanced enforcement options in collaboration with the I-580 Express Lane.

Commissioner Haggerty asked why there are so many "no-citation/warning" violations. Arun stated that can be attributed to several factors including transponder battery use, as well as infants or passengers that the CHP officers were not able to see prior to pulling over the driver.

This item was for information only.

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

Susan Chang provided an update on the I-680 Northbound Express Lane. She stated that all environmental, traffic, and engineering studies and reports have been completed and approved. Susan stated that the PS&E approvals will be completed by the end of 2016 and she concluded by reviewing the project schedule as well as traffic operations.

Commissioner Haggerty requested to see statistics on traffic volume. Saravana Suthanthira stated that the information was not captured by the Alameda CTC but

staff would obtain that information and make it available to the committee as soon as possible.

Commissioner Harrison wanted to ensure that staff was being aggressive in pursuing completion of the project. Art Dao stated that staff is actively developing the project and is working with partner agencies on funding options.

This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There were no staff reports.

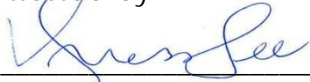
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, April 13, 2015 @ 9:30 a.m.

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

Attested by:

A handwritten signature in blue ink, appearing to read "Vanessa Lee", is written over a horizontal line.

Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 6, 2015

SUBJECT: The I-680 Southbound Express Lane FY2013-14 Annual Report

RECOMMENDATION: Receive and accept the I-680 Southbound Express Lane FY2013-14 Annual Report.

Summary

Alameda CTC recommends that the Sunol Smart Carpool Lane Joint Powers Authority (JPA) Board accept the attached I-680 Southbound Express Lane FY2013-14 Annual Report, which includes a history of improvements to this corridor, key project and lane milestones, lane use data and financial information.

Background

This fourth annual report is responsive to the JPA Administrative Code requirement that the managing agency shall prepare or oversee the preparation of an annual report to the governing board and the member agencies.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. [I-680 Southbound Express Lane FY2013-14 Annual Report](#)

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Heather Barber](#), Communications Manager

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

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DATE: April 6, 2015

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

RECOMMENDATION: Receive an operation update on the I-680 Southbound Express Lane.

Summary

The purpose of this item is to provide the I-680 Sunol SMART Carpool Lane Joint Powers Authority ("Sunol JPA") with the February 2015 Monthly Operations Update of the express lane facility included as Attachment A. This item is for information only.

Review of February 2015 daily trips and revenue reports indicates that the express lane facility continued to provide travel reliability (speed and time savings) in the lane, and improved traffic operations within the corridor, including in the general purpose lanes.

Year over year performance metrics demonstrate that the average daily number of toll paying trips increased. This is an indication that solo drivers continue to choose to utilize the express lane to experience the travel reliability and time savings. The average travel speed in the express lane continues to remain steady, on average maintaining at or above the posted speed limit.

Background

The I-680 Southbound Express Lane facility spans over 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas and allows toll-paying solo drivers, in addition to carpoolers (who use the lane at no cost), to benefit from optimized capacity, reduced congestion and increased travel time reliability. The facility was opened 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. 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 Sunol JPA, has been operating the express lane facility since it opened to traffic in September 2010.

Since the opening, approximate 2.49 million solo trips have reached their destinations by traveling at speeds that are typically near 15 miles per hour faster (several segments within the 14 mile corridor experience speeds over 26 miles per hour faster) than what

motorists experience in the general purpose lanes during peak commute hour. Carpools experience the same time savings in the lane. During traffic incidents and severe congestion the express lane continues to experience 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.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-680 Southbound Express Lane February 2015 Operations Update

Staff Contact

[Arun Goel](#), Express Lane Operations



I-680 SB Express Lane Monthly Operations February 2015 Update

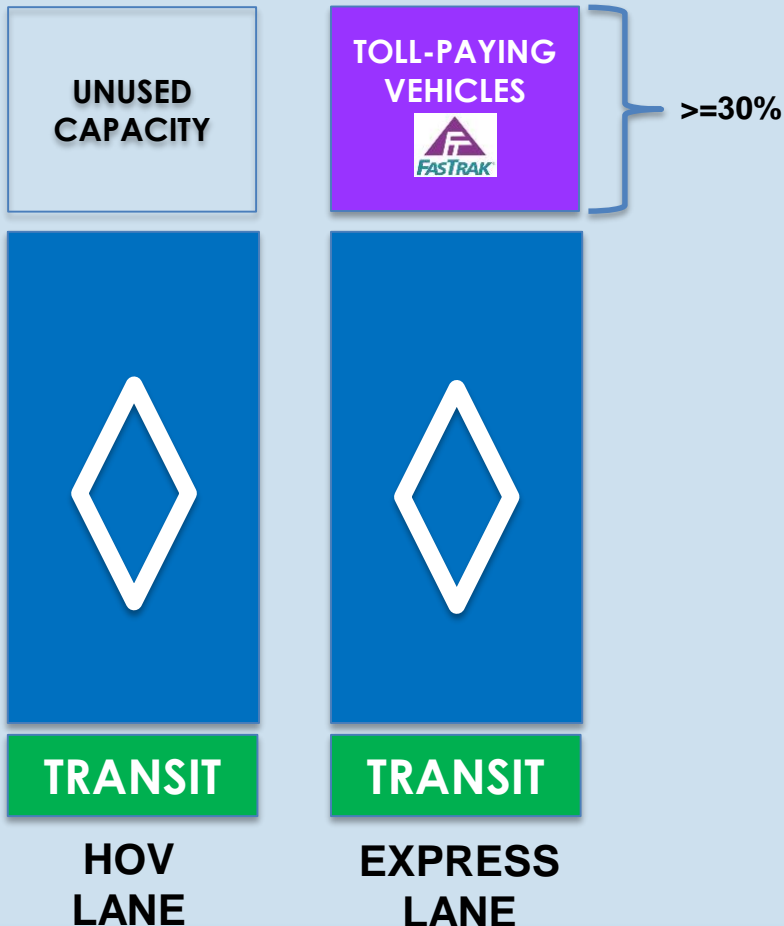
A Presentation for the
I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA)
April 13, 2015



Express Lane Objective

Improve Corridor Mobility and Expand Choices

LANE CAPACITY



- Utilize unused capacity
- Provide an alternative with more reliable travel times
- Encourage HOV use



**Graphics are not to scale*

Express Lane February 2015 Highlights

- Since 2010: **2.49 million solo drivers**
- Average Speed: **>65 MPH**
- Average Work Week Trips: **Slightly Higher**
- Max GP Comparison: **>15 MPH**
- Toll Paying Users: **>3,218 (avg. daily)**
>80% Repeat Customer → >93% Revenue





Corridor Throughput Year Over Year Comparison by Month

	February 2014		February 2015
Average Peak Hour Volume (vph) Corridor Vehicle Throughput	6,411 vph	 0.7%	6,458 vph

Average Peak Hour Usage (Against Corridor Capacity)

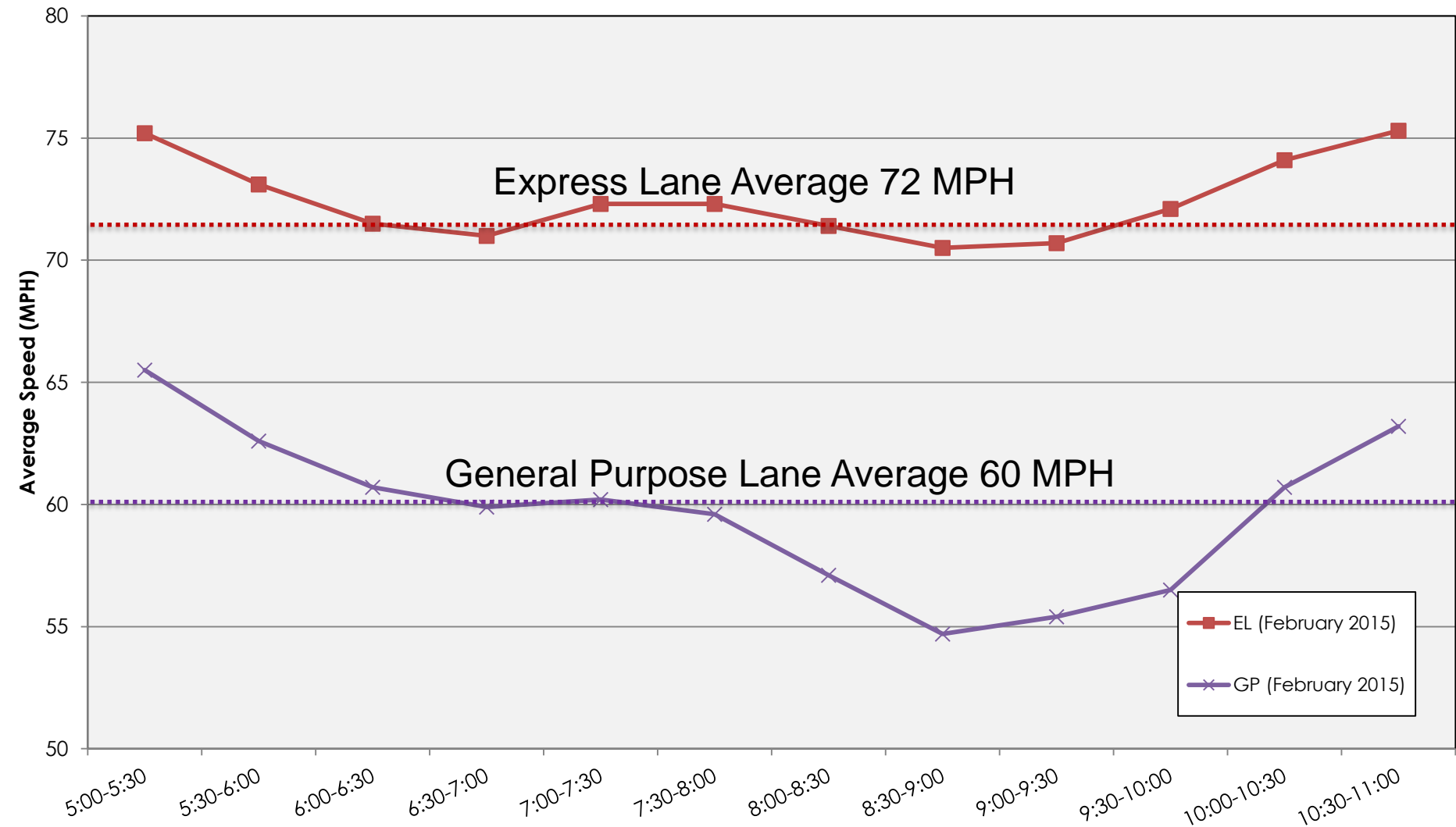


GP Lanes	84%		84%
HOV/Express Lane	55%		62%
Corridor	84%		91%

February 2015

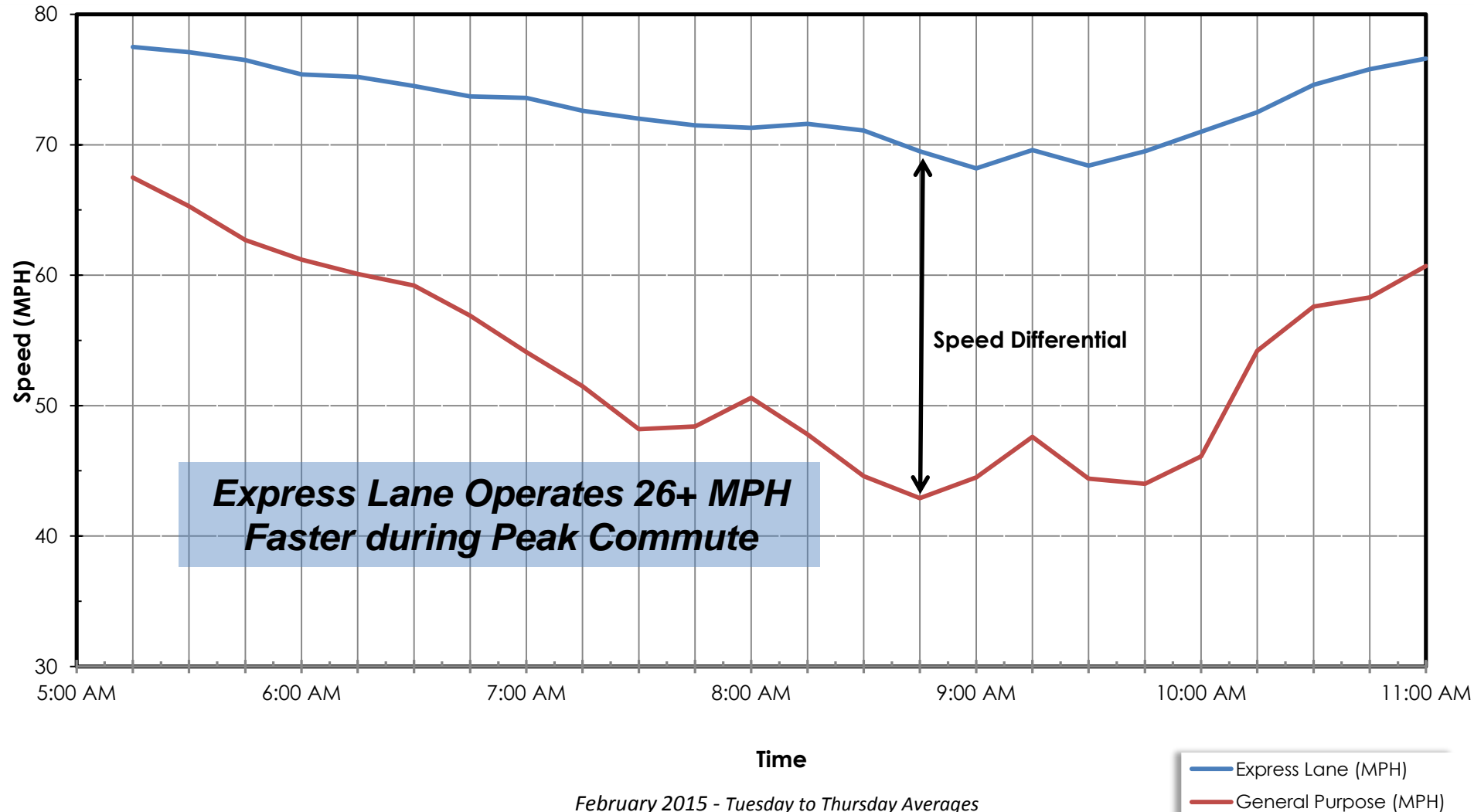
Average Travel Speed

(Within 14-mile Express Lane Facility)



Average Daily Speed Curves During Peak Commute Period

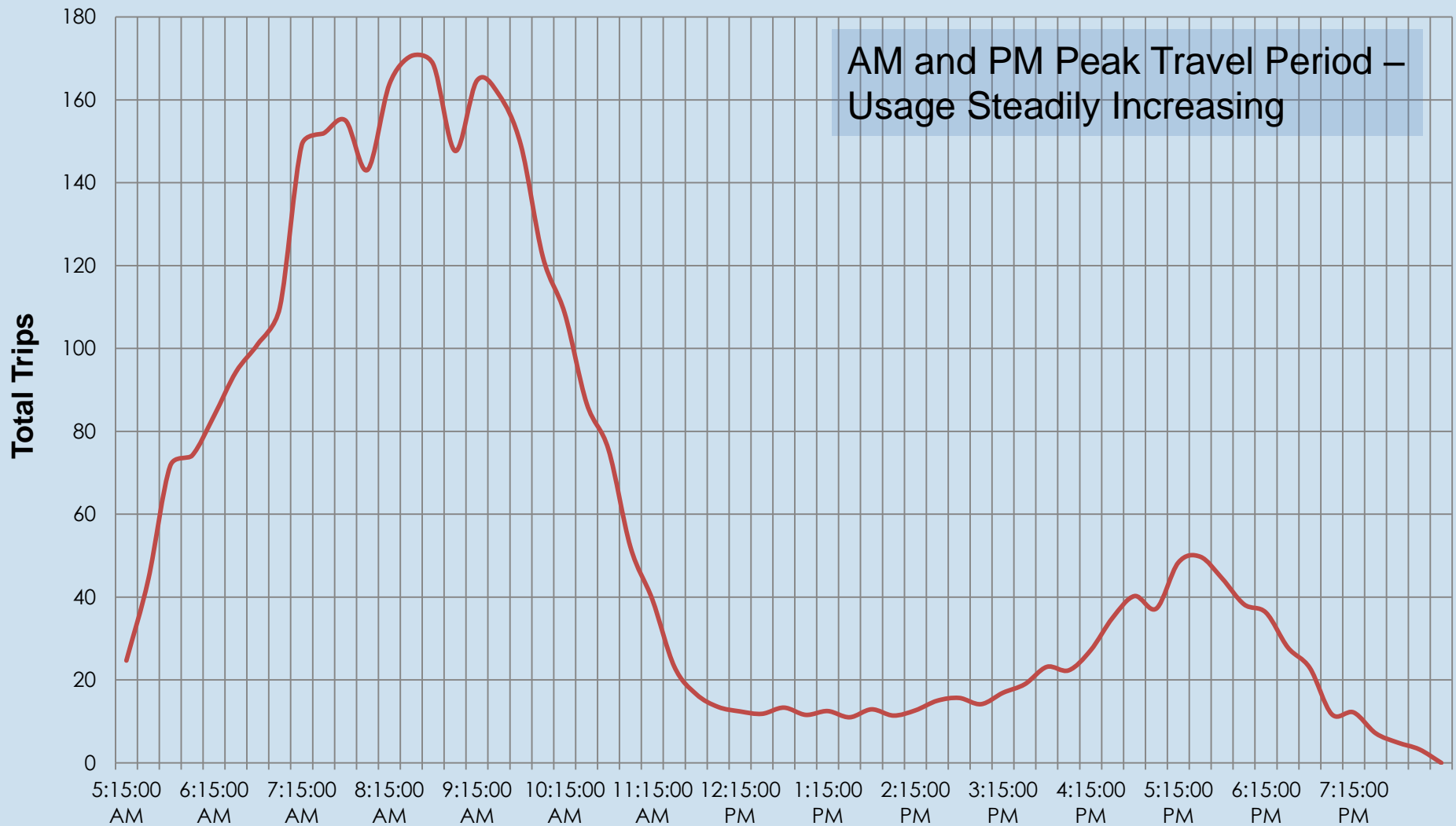
Central Segment (Washington to Mission)



Average Daily Toll Trips

February 2015

(Tuesday to Thursday from 5 AM to 8 PM)



Revenue (Estimated Gross vs. Forecasted)

Revenue in FY 2014/15

(February 2015)

Estimated Gross Revenue

\$1,285,000

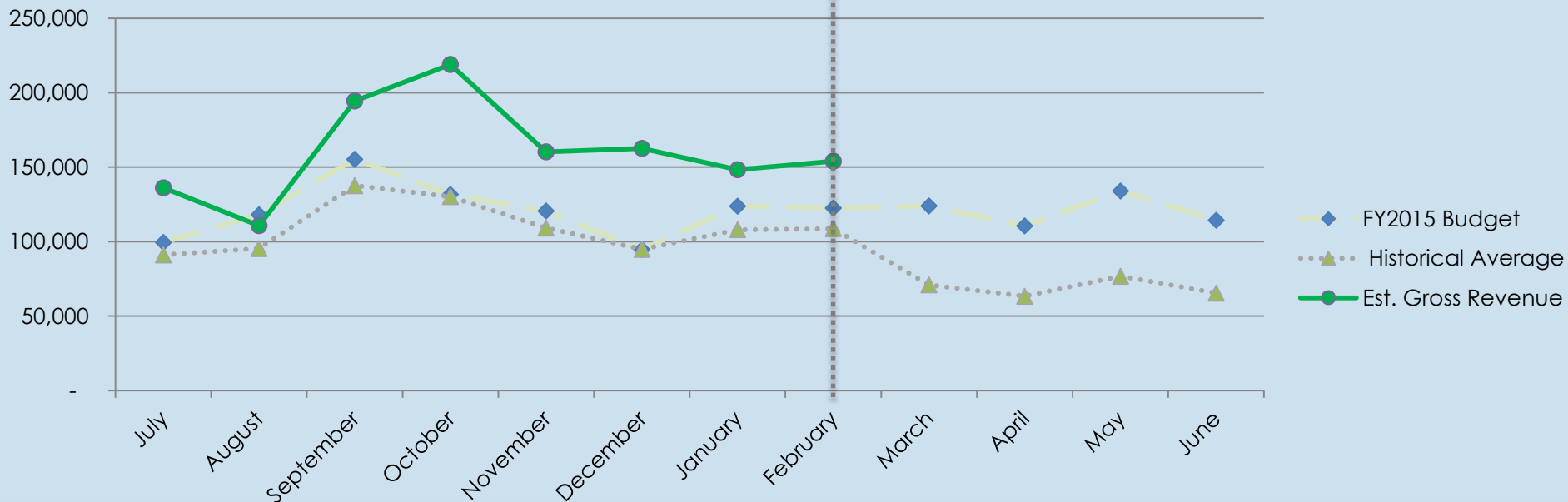


33%

Forecasted*

\$966,000

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





California Highway Patrol Enforcement Follow-Up on Enforcement Policies





Questions ?



Memorandum

5.2

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DATE: April 6, 2015

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 14 mile long 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.

Currently there is heavy afternoon congestion on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that this heavy congestion is caused by two bottleneck locations affecting NB I-680 between SR 237 and SR 84 on weekday evening commutes between 2pm and 7pm. The first occurs near Washington Boulevard. The second occurs at the lane drop at the truck scales (located between Sheridan Road and Andrade Road). The initial phase of construction proposes to add a new HOV/Express Lane between Auto Mall Parkway and SR 84 to eliminate these bottleneck locations and alleviate much of the daily congestion that occurs on this stretch of freeway.

The Project Team continues to make progress. A Draft Environmental Document (DED), an Environmental Impact Report/Environmental Assessment (EIR/EA), was released for public circulation on November 20, 2014 and closed the comment period on January 23, 2015. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Environmental Technical Studies, Traffic and Engineering Studies & Reports

All environmental, traffic, and engineering studies and reports have been completed, reviewed, and approved by the California department of Transportation (Caltrans) District 4 and Caltrans Headquarters (HQ).

Environmental Document

A Draft EIR/EA was released for public circulation from November 20, 2014 to January 23, 2015. There were two public hearings held during this comment period; one in Pleasanton on January 8, 2014 and one in Fremont on January 13 2015. Fifteen public comments were received during this comment period. The summary of these comments are consistent with the following topics: support for the project, concerns regarding noise and construction impacts, desire for an auxiliary lane from Durham to Washington during the first phase of construction, and desire for a soundwall around their homes within a specific area of the project. Based on the public and agency reviews and comments, a preferred alternative will be selected by the Project Development Team shortly. A final environmental document (ED) addressing the preferred alternative in detail is expected in summer 2015.

Project Approval

The Project Report (PR) process is underway. The Draft PR was approved on November 17, 2014. The Draft PR documented the need for the project and summarized the studies, cost, scope, and overall impact of project alternatives. Its approval satisfied the requirement to release a DED for public circulation which took place on November 20, 2014. The DED was circulated for public review, with a review period closing date of January 23, 2015. A preferred alternative will be selected shortly, and the Draft PR will be updated to become the Final PR. Completion of a Final PR indicates Caltrans, Federal Highway Administration (FHWA), and Alameda County Transportation Commission (Alameda CTC) approval of the project. Final PR approval for this project is anticipated in summer 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 pavement rehabilitation 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.

The schedule for the initial phase (Phase 1 Modified) for the I-680 Project is as follows:

- Final PA&ED: July 2015
- Final PS&E: December 2016
- Construction: early 2017 - late 2018

Alameda CTC, in partnership with Caltrans, is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation.

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

Staff Contact

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

[Susan Chang](#), Project Controls Team

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