



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair
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City of Oakland

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City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
TBD

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, January 12, 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.

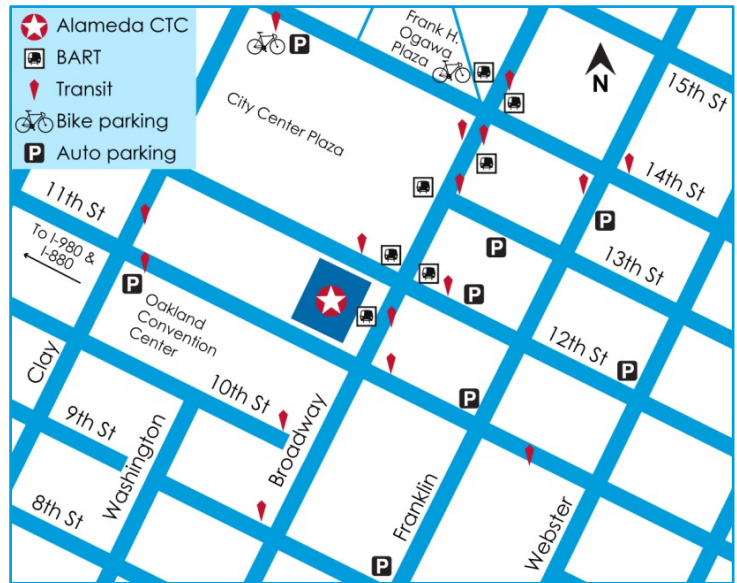
Glossary of Acronyms

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, January 12, 2015, 9:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

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)

Staff Liaison: Stewart D. Ng

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

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

1 A

Recommendation: Approve the November 10, 2014 meeting minutes.

5. Regular Matters

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

3 I

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

5 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: February 9, 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, November 10, 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 with the exception of Gail Price of VTA.

3. Public Comment

There were no public comments.

4. Consent Calendar

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

Commissioner Thorne 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 JPA Fiscal Year 2013-14 Draft Audited Annual Financial Report

Patricia Reavey recommended that the Authority approve the Sunol Smart Carpool Lane JPA Fiscal Year 2013-14 Draft Audited Annual Financial Report. Patricia introduced Ahmad Gharaibeh, a partner with Vavrinek, Trine, Day & Co., LLP (VTD) who presented key financial highlights of the report. He stated that total net position decreased by \$0.1 million or 3.6% from \$4.0 million to \$3.9 million as of June 30, 2014 compared to June 30, 2013. This decrease is mostly related to capital asset depreciation. Capital assets comprised \$2.1 million or 55.6% of the total net assets at June 30, 2014. Ahmad went on to state that as of June 30, 2014, cash and cash equivalents increased by \$0.5 million or 24.2% from \$2.1 million to \$2.6 million. This increase is mostly attributed to an increase in operating revenue over fiscal year 2013. He informed the Authority that operating revenue was \$2.0 million during fiscal year 2014, an increase of \$0.7 million or 51.3% over fiscal year 2013 and operating expenses were \$2.1 million during fiscal year 2014, an increase of \$0.5 million or 24.3% over the period of July 1, 2013 through June 30, 2014.

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

5.2. Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2014

Patricia Reavey recommended that the Authority approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2014. She stated that net toll revenue was \$477,735 or 131.9 percent of projected toll revenue for the first quarter of FY2014-15. Measure B Grant Revenue from Alameda CTC's I-680

Southbound HOT Lane Project (Project) was \$104,039, or 69.4 percent of projected grant revenue. Patricia stated that the statement included other revenue from an insurance settlement of \$21,380 for total operating revenues of \$603,154. She concluded by stating that expenses through the first quarter totaled \$462,049, or 14 percent less than budget for the quarter, which results in an increase to the net position of \$141,105.

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

5.3. I-680 Northbound Express Lane (PN 721.0): Monthly Operations Update

Susan Chang stated provided an update on the I-680 Northbound Express Lane. She stated that staff continues to make progress toward completing a Draft Environmental Document (DED) an EIR/EA later this year and a final Environmental Document (ED) by fall 2015. Susan stated that a draft Project Report is planned for completion in November 2014 and a final is anticipated for fall 2015. She concluded by stating that staff is exploring project delivery and funding options to expedite the implementation of the initial phase of the project.

This item was for information only.

5.4. 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 provided information on commute patterns by highlighting average daily toll trips and provided information on enforcement.

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, January 12, 2015 @ 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: January 5, 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.

The Project Team continues to make progress. A Draft Environmental Document (DED), an EIR/EA was released for public circulation on November 20, 2014. 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 & reports have been completed, reviewed and approved by Caltrans District 4 and Caltrans HQ.

Environmental Document

A draft Environmental Impact Report/Environmental Assessment (EIR/EA) was released for public circulation on November 20, 2014 and two public hearings will be held in Pleasanton and Fremont in early January 2015. After the public and agency review process, a preferred alternative will be selected by the project development team. A final ED addressing the preferred alternative in detail is expected in fall 2015.

Project Approval

The Project Report (PR) process is underway. The Draft PR was approved on November 17, 2014. The Draft PR documents the need for the project and summarizes the studies, cost, scope, and overall impact of project alternatives. Its approval satisfied the requirement to release a Draft Environmental Document (DED) for public circulation which took place on November 20, 2014. The DED is currently being circulated for public review, with a review period closing date of January 23, 2015. After the comment period, a preferred alternative will be selected, and 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 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.

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



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 5, 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 JPA Board with the October and November 2014 Monthly Operations Updates on the express lane facility. This item is for information only.

Review of October and November 2014 daily trips and revenue reports indicates that the express lane facility continued to provide travel reliability (speed and time savings) in the lane, improved traffic congestion and operations within the corridor, including in the general purpose lanes, and increased 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 increased as well as the corridor vehicle throughput. 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 on average maintaining at or 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 2.3 Million solo drivers have reached their destinations by traveling at speeds that are typically near 17 miles per hour faster (several segments within the 14 mile corridor experience speeds over 26 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 at or above the posted speed 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 October and November 2014 operational updates are included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments

A. I-680 Southbound Express Lane October and November 2014 Operations Update

Staff Contact

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

[Arun Goel](#), Express Lane Operations



I-680 SB Express Lane Monthly Operations October & November 2014 Update

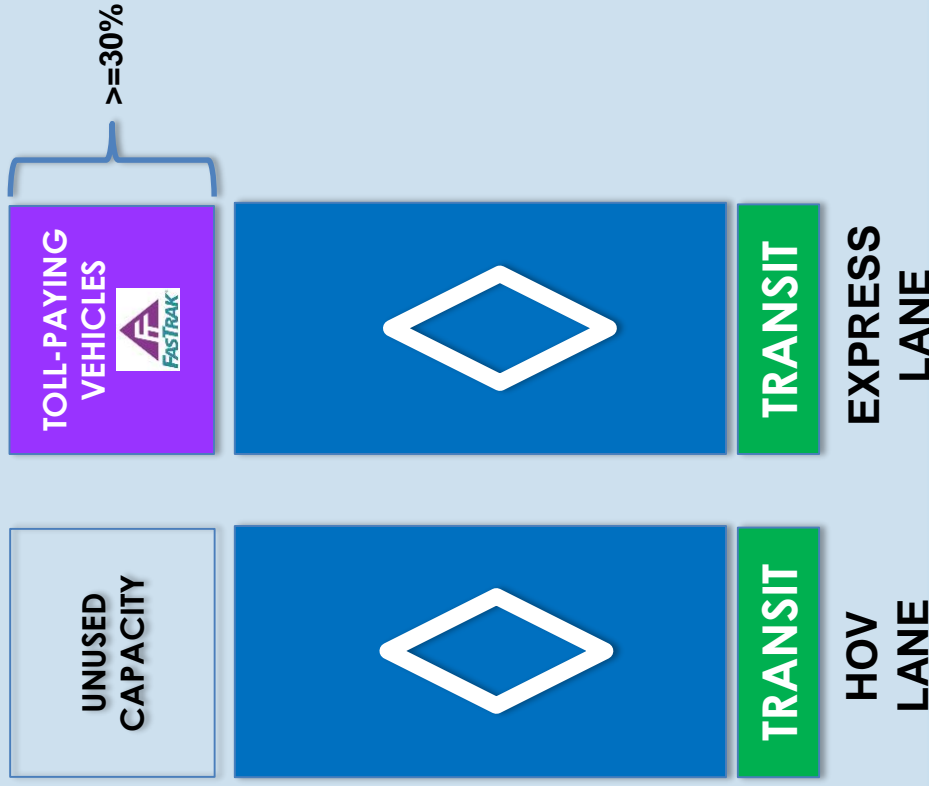
A Presentation for the
I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA)
January 12, 2015



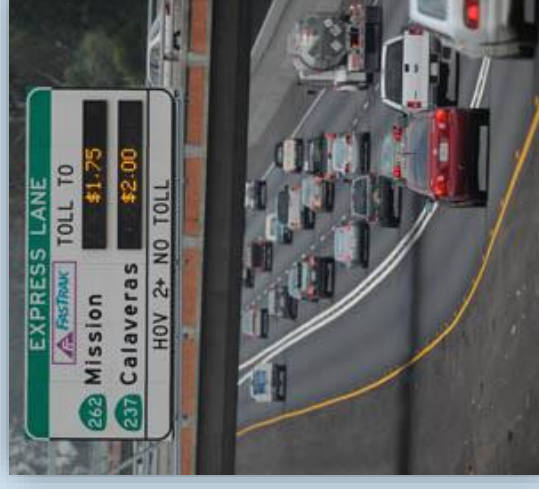
Express Lane Objective

Improve Corridor Mobility

LANE CAPACITY



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



*Graphics are not to scale

Express Lane October 2014 Highlights

- Since 2010: **2.2 million** solo drivers
- Average Speed: **>65 MPH**
- Average Work Week Trips: **Increased**
- Max GP Comparison: **>17 MPH**
- Toll Paying Users: **>3,169 (avg. daily)**

>77% Repeat Customer → >92% Revenue



Corridor Throughput Year Over Year Comparison by Month

	October 2013	October 2014
Average Peak Hour Volume (vph)		
Corridor Vehicle Throughput	6,333 vph	6,582 vph
		↑ 3.9%

Average Peak Hour Usage (Against Corridor Capacity)

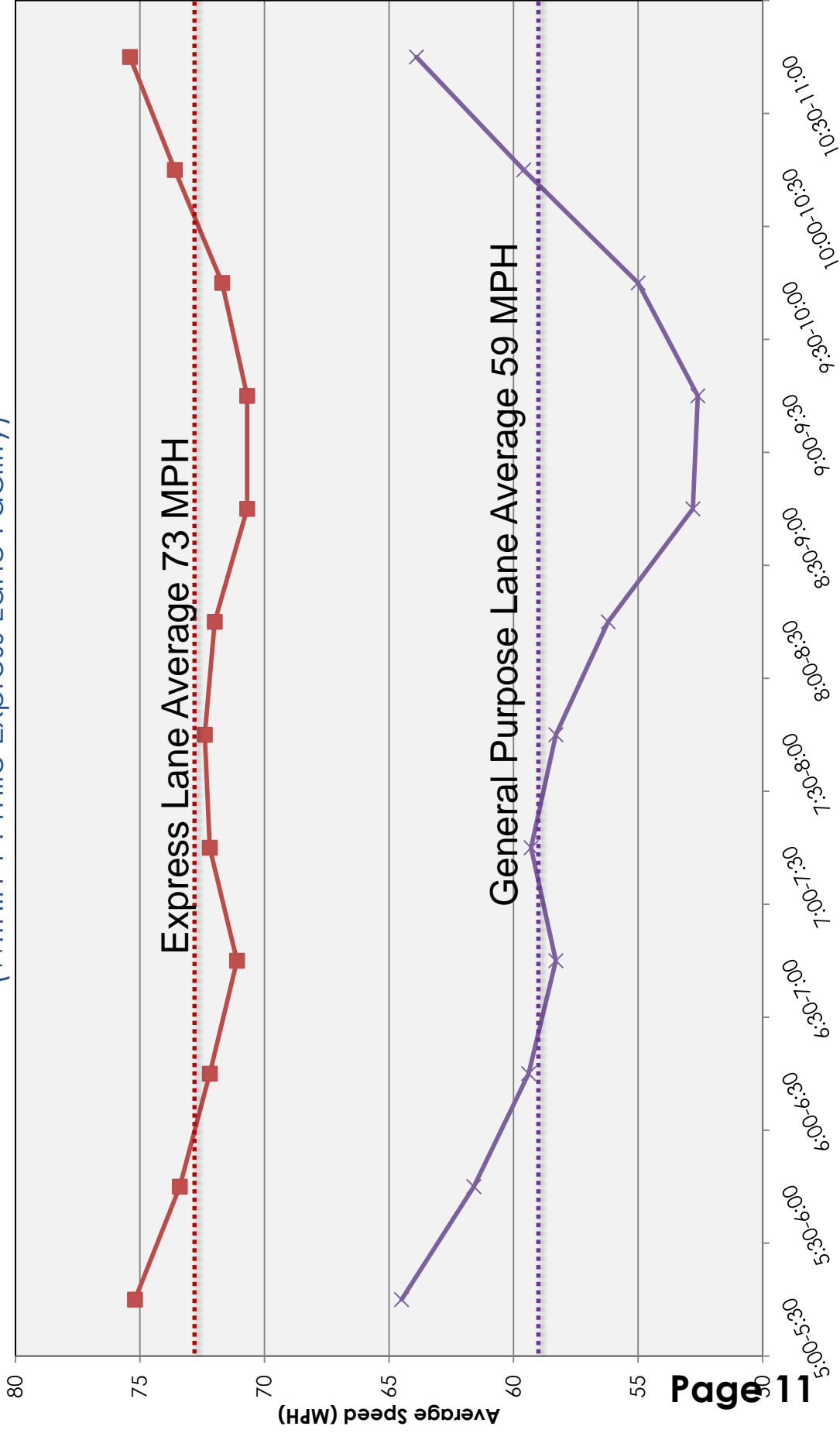


GP Lanes	90%	↑	93%
HOV/Express Lane	55%	↑	60%
Corridor	83%	↑	86%

October 2014

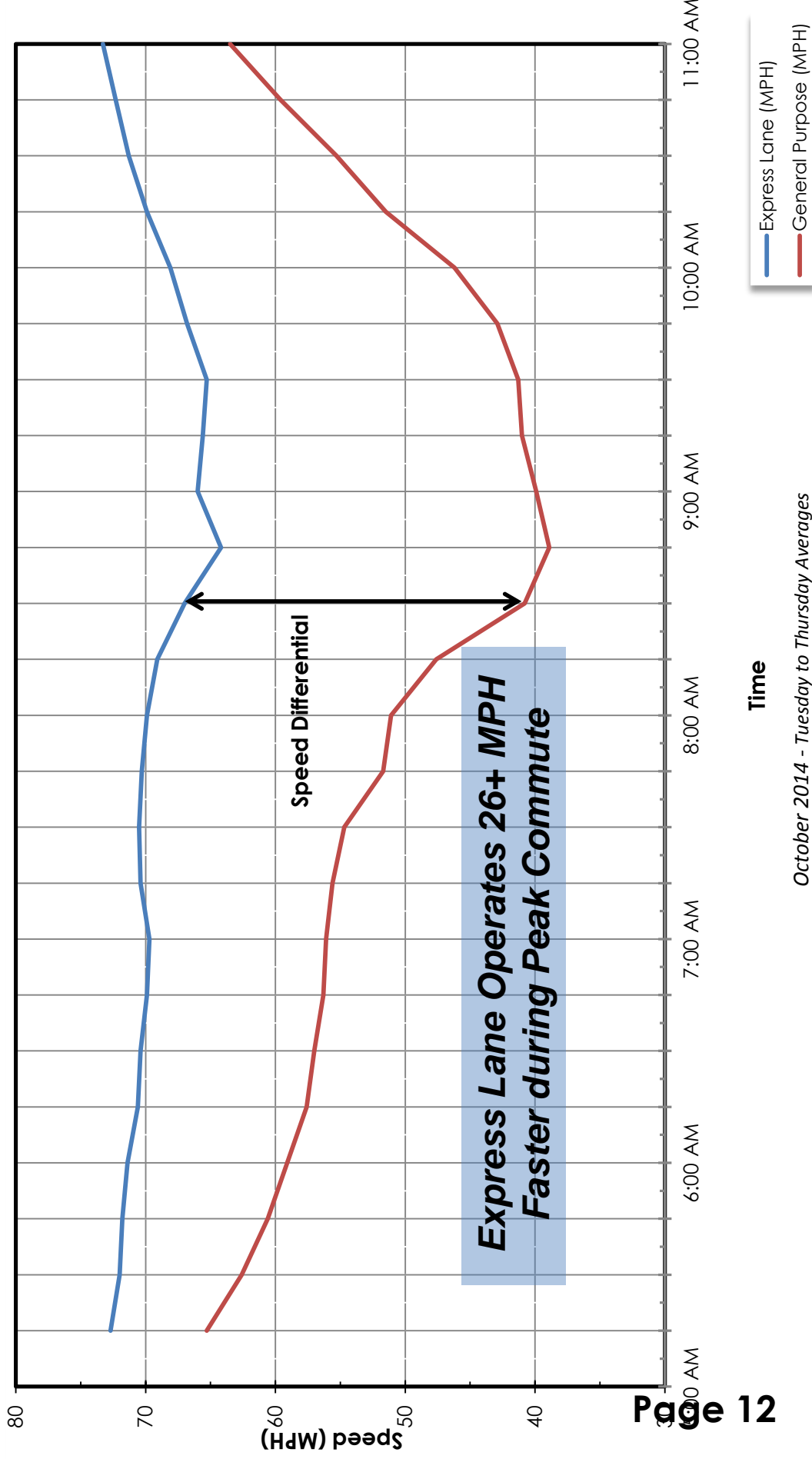
Average Travel Speed

(Within 14-mile Express Lane Facility)



Average Daily Speed Curves During Peak Commute Period

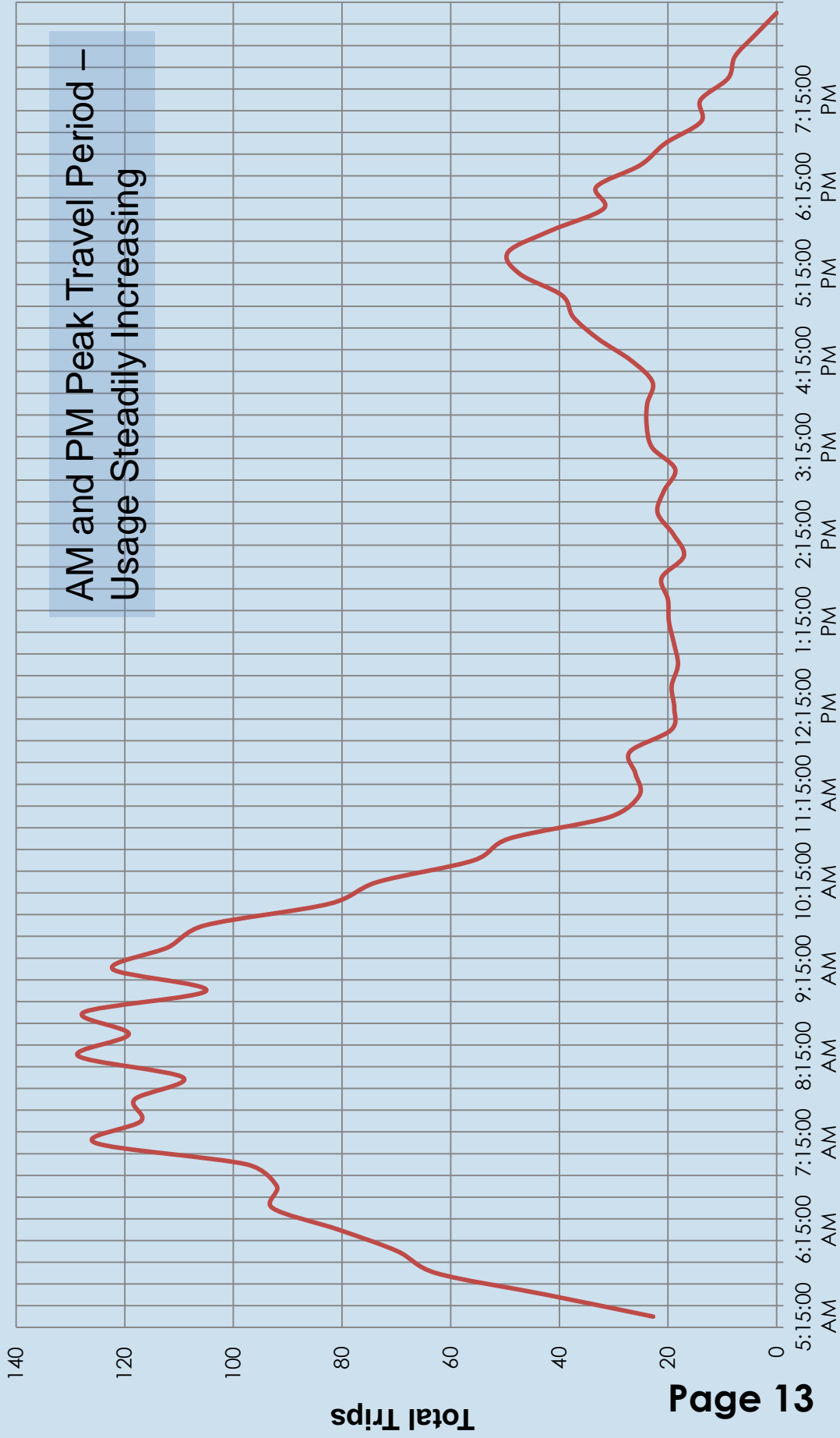
Central Segment (Washington to Mission)



Average Daily Toll Trips

October 2014

(Tuesday to Thursday from 5 AM to 8 PM)



October 2014

Most Congested Day



- October 15th, 2014
- **Wet/Cloudy Weather**
- **Incident at South Mission, ramp closure occurred at 7am +/-**
- 3570 solo trips
- Estimated travel time benefit **>8.5 minutes**
 - Corridor capacity between 9am to 10am
(Within most congested segment)
 - Approximately 15% capacity remaining in corridor
 - Approximately 40% capacity remaining HOV/Express Lane

**Example of a peak facility use day October 2014*

Express Lane

November 2014 Highlights

- Since 2010: **2.3 million** solo drivers
- Average Speed: **>65 MPH**
- Average Work Week Trips: **Decreased**
- Max GP Comparison: **>13 MPH**
- Toll Paying Users: **>2,869 (avg. daily)**

>79% Repeat Customer → >93% Revenue



Corridor Throughput Year Over Year Comparison by Month

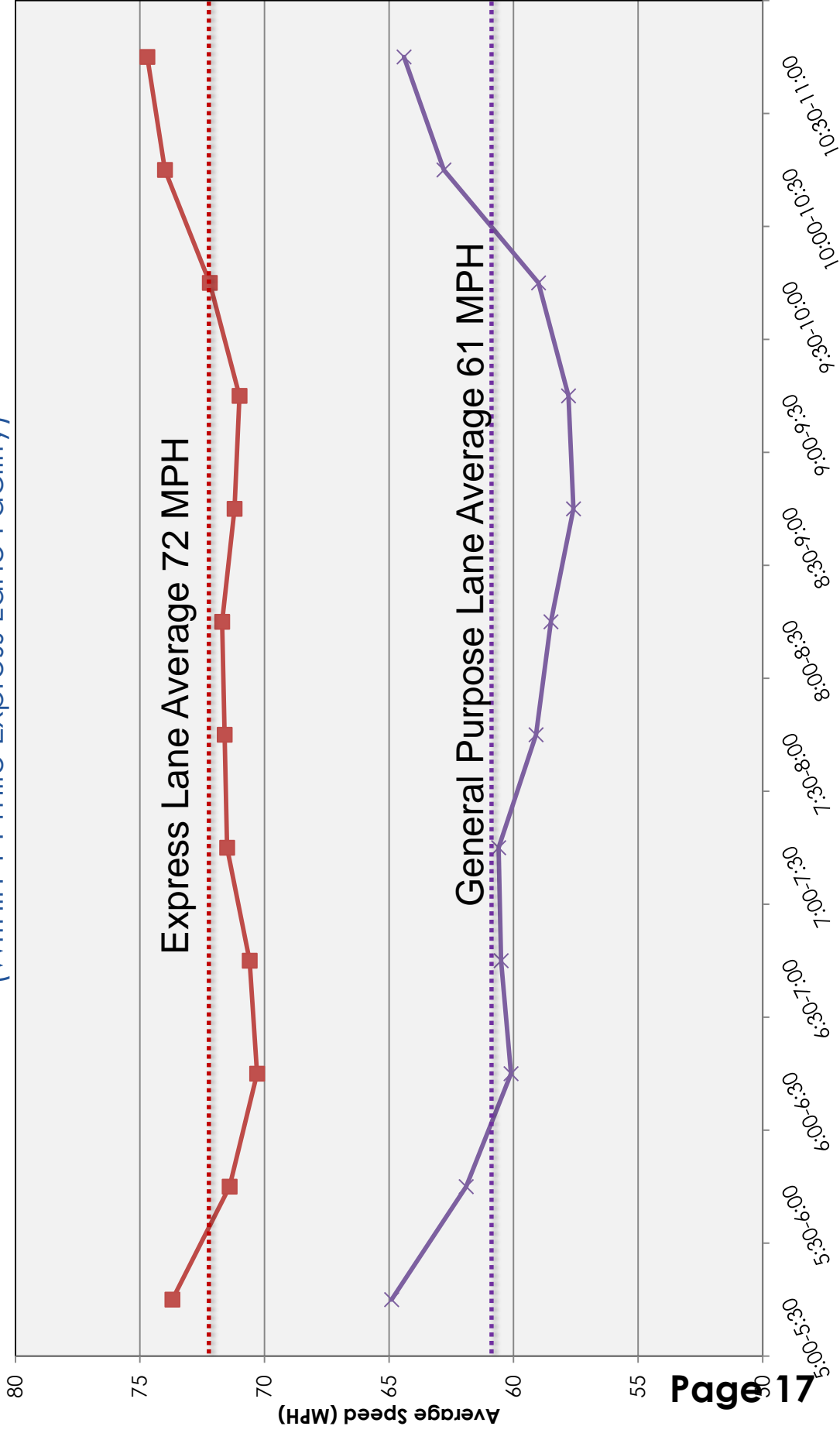
	November 2013	November 2014
Average Peak Hour Volume (vph)	5,965 vph	6,012 vph
Corridor Vehicle Throughput		↑ 0.8%

Average Peak Hour Usage (Against Corridor Capacity)



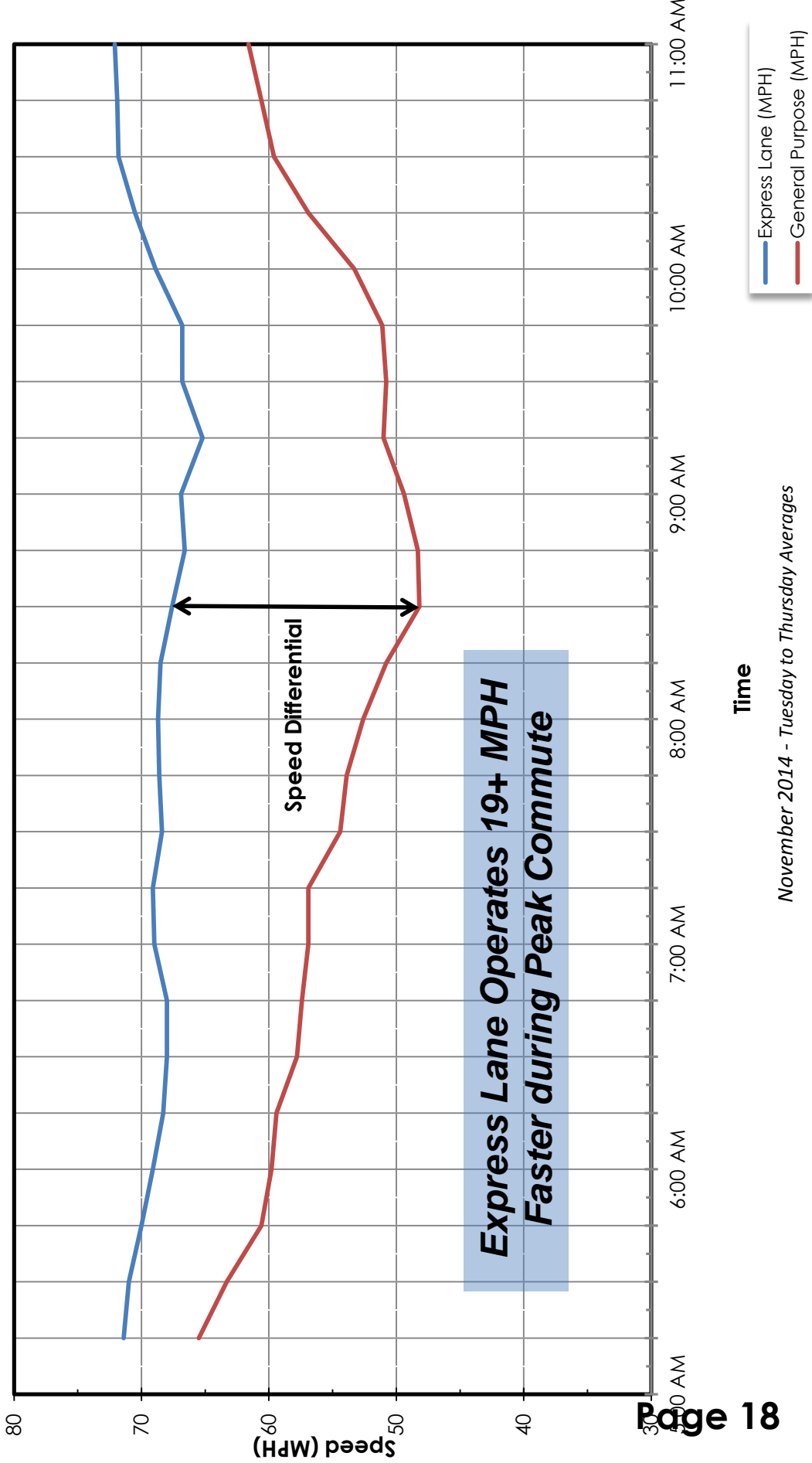
GP Lanes	86%	85%
HOV/Express Lane	49%	57%
Corridor	78%	79%

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



Average Daily Speed Curves During Peak Commute Period

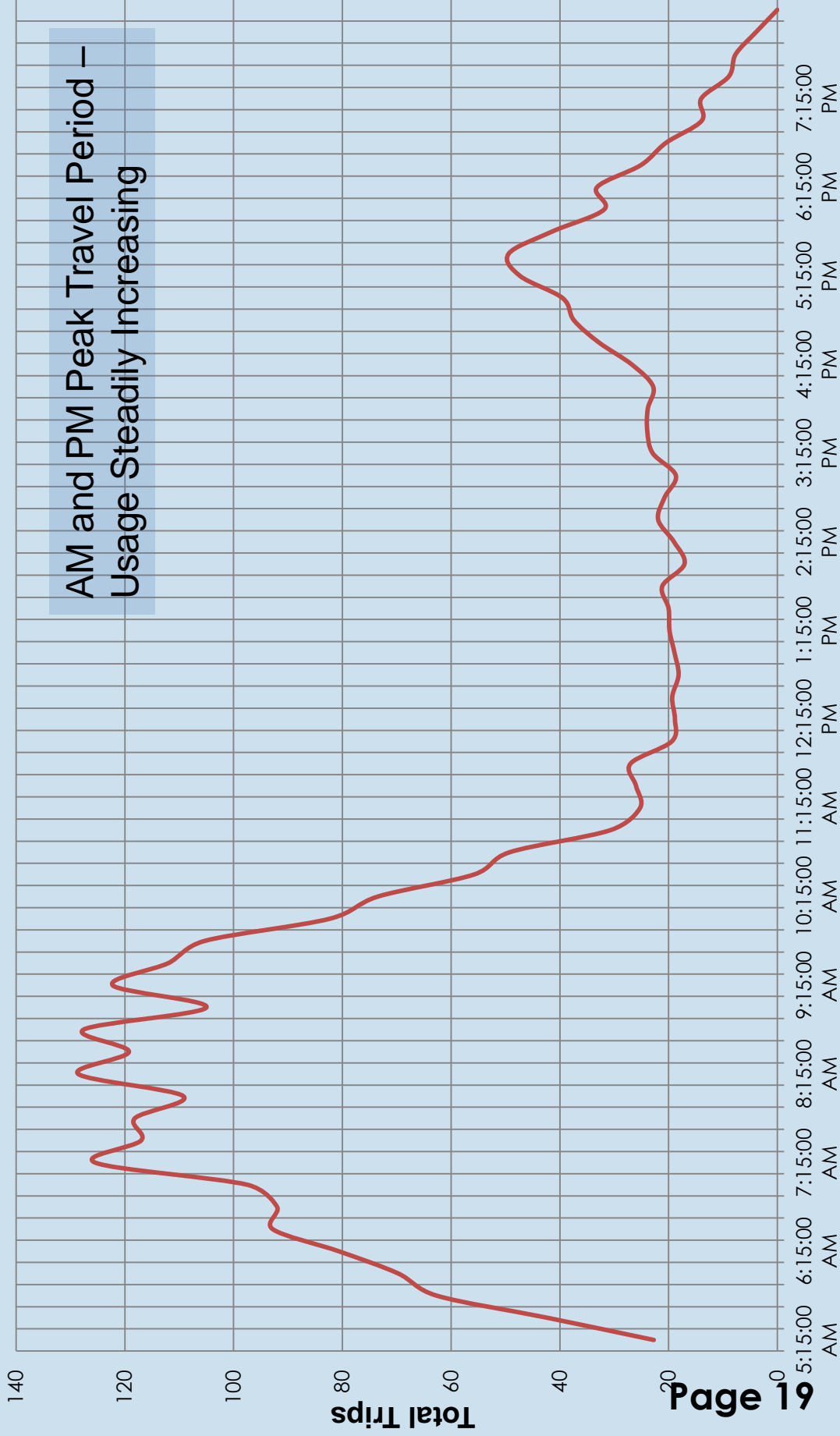
Central Segment (Washington to Mission)



Average Daily Toll Trips

November 2014

(Tuesday to Thursday from 5 AM to 8 PM)



November 2014

Most Congested Day



- November 6th, 2014
- **Dry/Clear Weather**
- **Incident at South Mission at 7:30am +/-**
- 3445 solo trips
- Estimated travel time benefit **>3.5 minutes**
 - Corridor capacity *between 8am to 9am*
(Within most congested segment)
 - Approximately 10% capacity remaining in corridor
 - Approximately 30% capacity remaining HOV/Express Lane

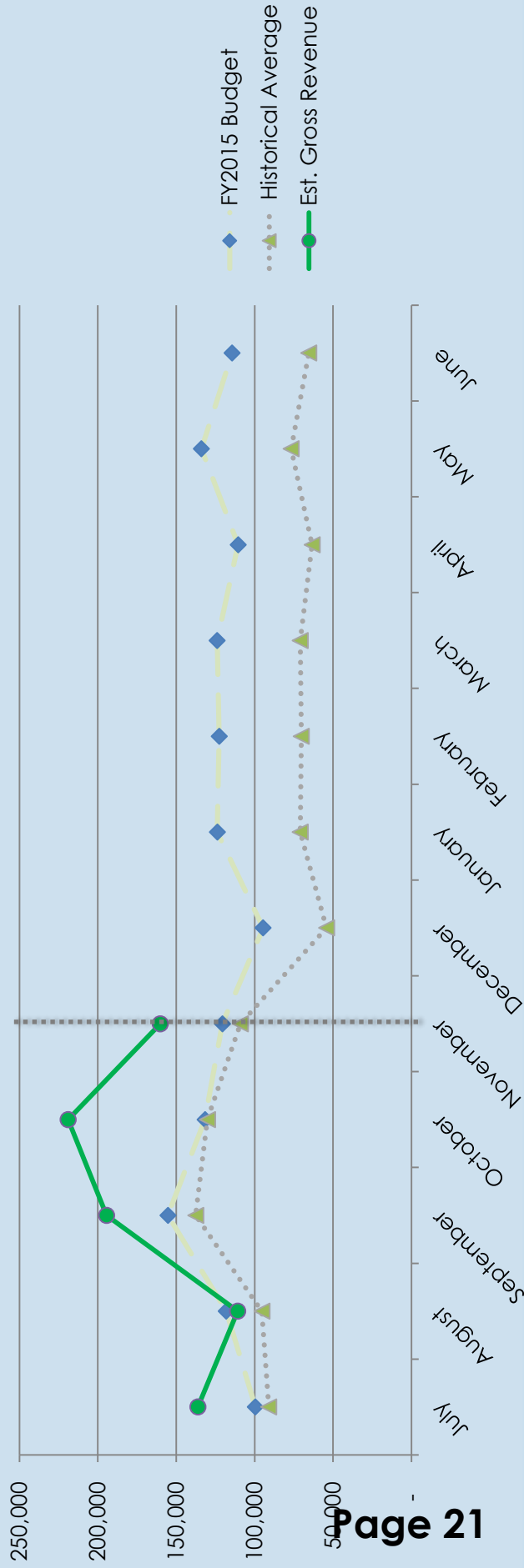
Revenue (Estimated Gross vs. Forecasted)

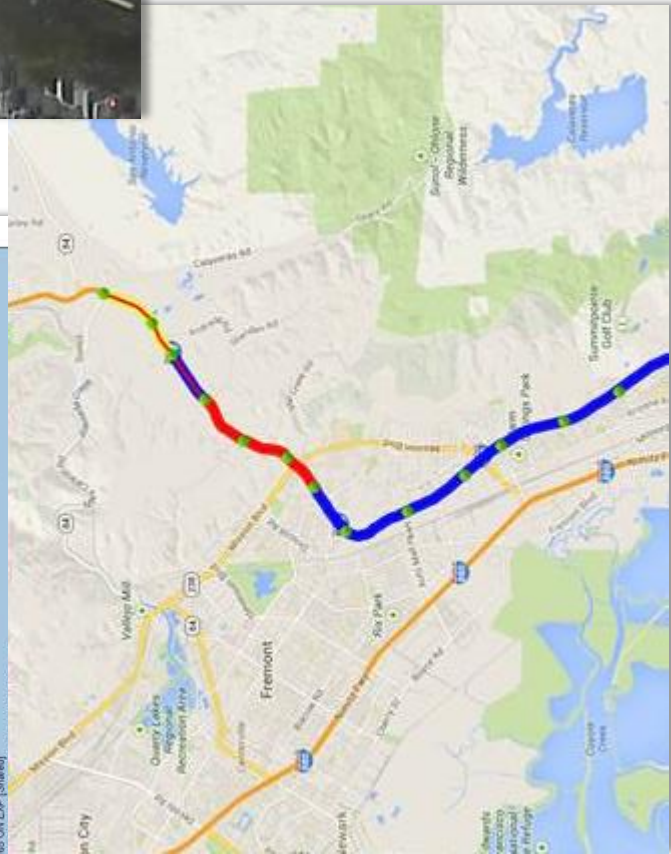
Revenue in FY 2014/15
(November 2014)

Estimated Gross Revenue **\$820,700** **51%**

Forecasted* **\$541,700**

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



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Incident Management





Questions?

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